

Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project



Initial Study with Negative Declaration

MARIN COUNTY, CALIFORNIA
DISTRICT 4 – MRN – 101 PM 7.37
04-4J860/0416000042

Prepared by the
State of California, Department of Transportation

June 2023



General Information about this Document

What's in this document:

The California Department of Transportation (Caltrans) has prepared this Initial Study with Negative Declaration (IS/ND) for the Marin County U.S. Highway 101 (U.S. 101) Tamalpais Drive Overcrossing Project, in the Town of Corte Madera, post mile (PM) 7.37 (Project).

As the lead agency under the California Environmental Quality Act (CEQA), Caltrans has prepared this IS/ND, which describes why the Project is being proposed, how the existing environment could be affected by the Project, potential environmental impacts, and the Project features, and avoidance and minimization measures.

The IS/ND was circulated to the public for 45 days from July 7 to August 22, 2022. Public comments received in the form of emails and letters during the review period and responses to these comments are included in Appendix F. Following circulation of the IS/ND, Caltrans extended the Project Approval & Environmental Document (PA&ED) phase by approximately 6 months. The original PA&ED date of December 20, 2022, was extended to June 27, 2023. This extension allowed time for agency coordination and the opportunity to secure additional funds for the Project.

Throughout this document, a vertical line in the margin indicates a change made since the circulation of the IS/ND, however, minor editorial changes are not denoted. Additional copies of this document are available for review at the District 4 Environmental Documents by County website (<https://dot.ca.gov/caltrans-near-me/district-4/d4-popular-links/d4-environmental-docs>).

Alternative Formats:

For individuals with sensory disabilities, the document can be made available in Braille, in large print, on audiocassette, or on computer disk by writing to the Caltrans District 4 address or email or by calling **California Relay Service (800) 735-2929 (TTY), (800) 735-2922 (Voice), or 711.**

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**Initial Study with Negative Declaration
State Clearinghouse #2022070139**

04-MRN-101

7.37

04-4J860

Dist. – Co. – Rte.

PM

E.A.

Project title:	Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project
Lead agency name and address:	California Department of Transportation 111 Grand Avenue, Oakland, CA 94612
Contact person and phone number:	Liz Nagle, Environmental Scientist (510) 496-9654
Project location:	Marin County, California
General plan description:	Highway
Zoning:	Transportation Corridor
Other public agencies whose approval is required (e.g., permits, financial approval, or participation agreements);	<ul style="list-style-type: none"> • California Transportation Commission • Biological Opinion from the U.S. Fish and Wildlife Service • Section 404 Permit, U.S. Army Corps of Engineers • Section 401 Water Quality Certification, State Water Resources Control Board • Section 1602 Lake and Streambed Alteration Agreement, California Department of Fish and Wildlife

This IS/ND, maps, and Project information are available to download at the [District 4 Environmental Documents by County](https://dot.ca.gov/caltrans-near-me/district-4/d4-popular-links/d4-environmental-docs) website (https://dot.ca.gov/caltrans-near-me/district-4/d4-popular-links/d4-environmental-docs).

Maxwell Lammert

06/28/2023

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

Date

To obtain a copy in Braille, in large print, on computer disk, or on audiocassette, please contact: Department of Transportation, Attn: Liz Nagle, Environmental Scientist, Office of Environmental Analysis, 111 Grand Avenue, MS 8-B, Oakland CA 94612: (510) 496-9654 (Voice) or use the California Relay Service 1 (800) 735-2929 (TTY), 1 (800) 735-2929 (Voice) or 711.

Negative Declaration

State Clearinghouse #2022070139

Project Description

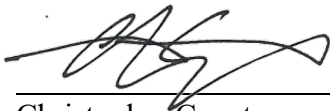
The California Department of Transportation (Caltrans) has prepared this Initial Study with Negative Declaration for the Marin County U.S. Highway 101 (U.S. 101) Tamalpais Drive Overcrossing Project, in the Town of Corte Madera, at post mile (PM) 7.37 (Project).

The Project would construct a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and reduction or elimination of conflict points between motorists and bicycles/pedestrians within the Project area. The Project also includes seismic structural improvements, intersection modifications, reconfiguration of the U.S. 101 on/off-ramps, and repairs and maintenance of the existing overcrossing.

Determination

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

- The Project would have no impact on agriculture and forest resources, cultural resources, land use and planning, mineral resources, population and housing, public services, and tribal cultural resources.
- The Project would have less than significant impacts on aesthetics, air quality, biological resources, energy, geology/soils, greenhouse gas emissions, hazards and hazardous materials, hydrology/water quality, noise, recreation, transportation/traffic, utilities/service systems and wildfire.



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

June, 28, 2023
Date

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Chapter 1 Proposed Project

1.1 Introduction

The California Department of Transportation (Caltrans) is the California Environmental Quality Act (CEQA) lead agency and sponsor for the Marin County U.S. Highway 101 (U.S. 101) Tamalpais Drive Overcrossing Project, in the Town of Corte Madera, post mile (PM) 7.37.

Caltrans proposes to upgrade the structure over U.S. 101 at Tamalpais Drive Overcrossing (OC) by replacing the existing nonstandard pedestrian facilities with Americans with Disabilities Act (ADA) compliant features. The Project also includes seismic structural improvements, intersection modifications, reconfiguration of the U.S. 101 on/off-ramps, and repairs and maintenance of the existing structure (Project).

The Project evaluated seven alternatives for construction: the No-Build Alternative and six build alternatives. All six build alternatives include removal of the existing, non-ADA compliant, spiral pathways and staircases on the south side of the structure, and construction of a new ADA pathway that provides east-west access for pedestrians across U.S. 101 at the Tamalpais Drive OC. Each build alternative will also include intersection modifications, and reconfiguration of the U.S. 101 on/off-ramps at Tamalpais Drive. Discussion on the six build alternatives and the configuration of each alternative is described in Section 2.4. Seismic improvements, repairs and maintenance of the existing structure will be similar for the Project, irrespective of the selected build alternative.

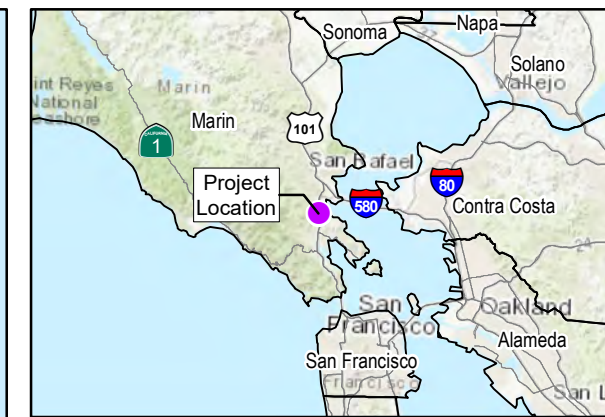
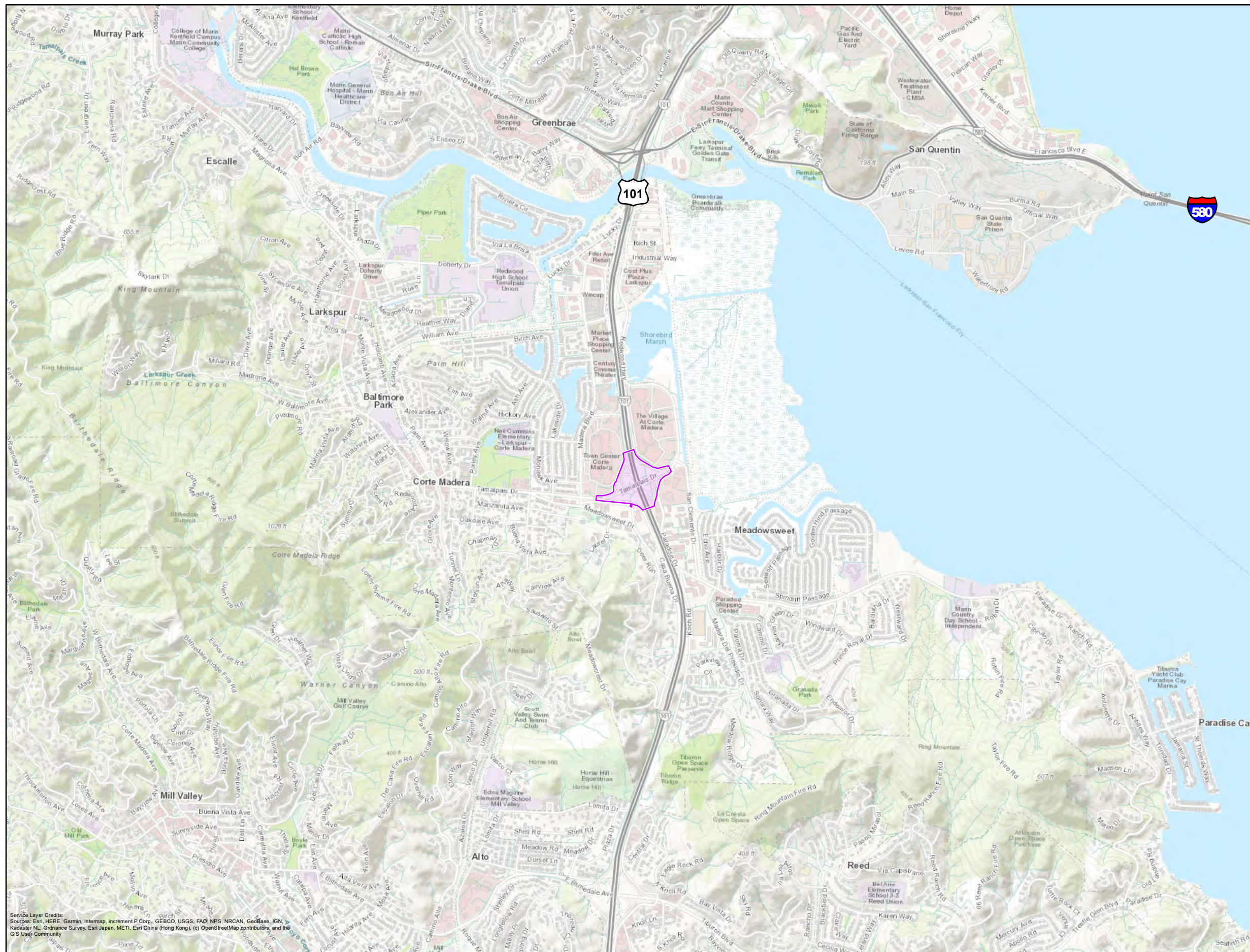
This Project is funded by the State Highway Operation and Protection Program (SHOPP) under Bridge Preservation. The SHOPP Program is the state's "fix-it-first" program, which funds the repair and preservation of the state highway system, safety improvements, and some highway operational improvements. Following circulation of the draft environment document, the Project was also able to secure additional funding of approximately \$13,000,000 through the Investment Infrastructure Jobs Act (IIJA), for right of way and construction costs associated with Alternative 4B. The Project total cost estimate, including capital and support costs, is approximately \$25,252,000.

Caltrans is a recipient of Federal Highway Administration federal-aid highway funds. Recipients of federal funds are required to comply with various non-discrimination laws and regulations, including Title VI of the Civil Rights Act of 1964 (Title VI). Title VI forbids discrimination against anyone in the United States on the basis of race, color, or national origin, in the programs and activities of an agency receiving federal financial assistance. Caltrans' commitment to upholding the mandates of Title VI is summarized in the Non-Discrimination Policy Statement (Appendix A).

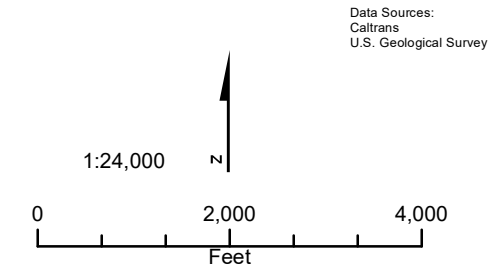
1.2 Purpose and Need

The purpose of this Project is to upgrade the existing pedestrian facilities to provide ADA compliant access across U.S. 101 at the Tamalpais Drive OC, seismic improvements and repairs and maintenance of the existing structure.

This Project is needed because the existing pedestrian infrastructure within the Project area is not compliant with current State and Federal accessibility regulations. The Project is also needed because the structure is at risk of seismic failure because it cannot be fully inspected. Repairs and maintenance of the OC are being completed to satisfy maintenance plans for the state highway system within the Project area.



Legend
 Project Footprint



Data Sources:
 Caltrans
 U.S. Geological Survey



Figure 1-1
Project Location
 U.S. 101 / Tamalpais Drive Overcrossing Project
 EA 04-4J860, MRN-101 PM 7.37
 Marin County, California

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	MRN	101	7.37	1	2

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

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CORTE MADERA**

**THE VILLAGE AT
CORTE MADERA**

TAMALPAIS DRIVE

REDWOOD HWY

PARADISE DR

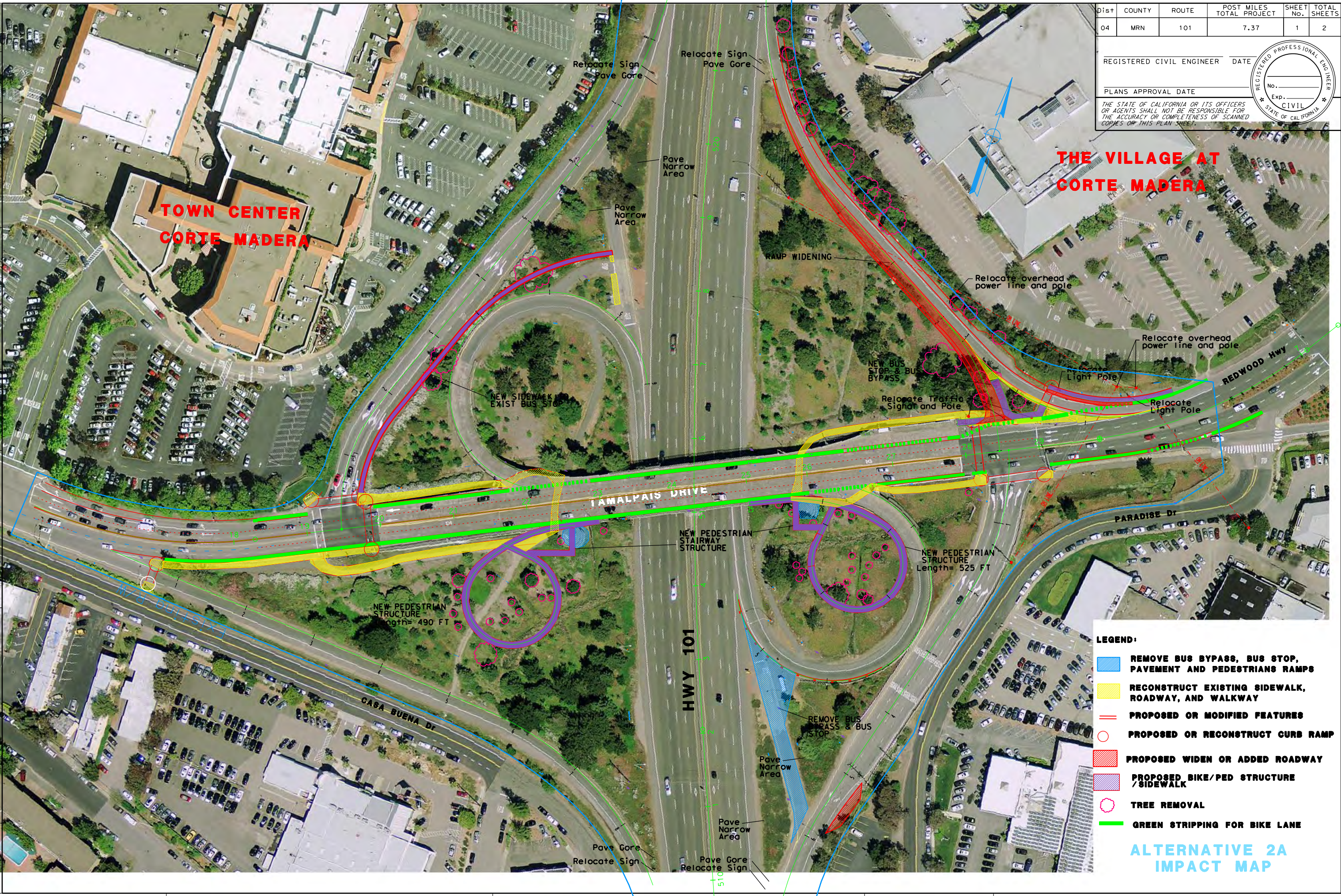
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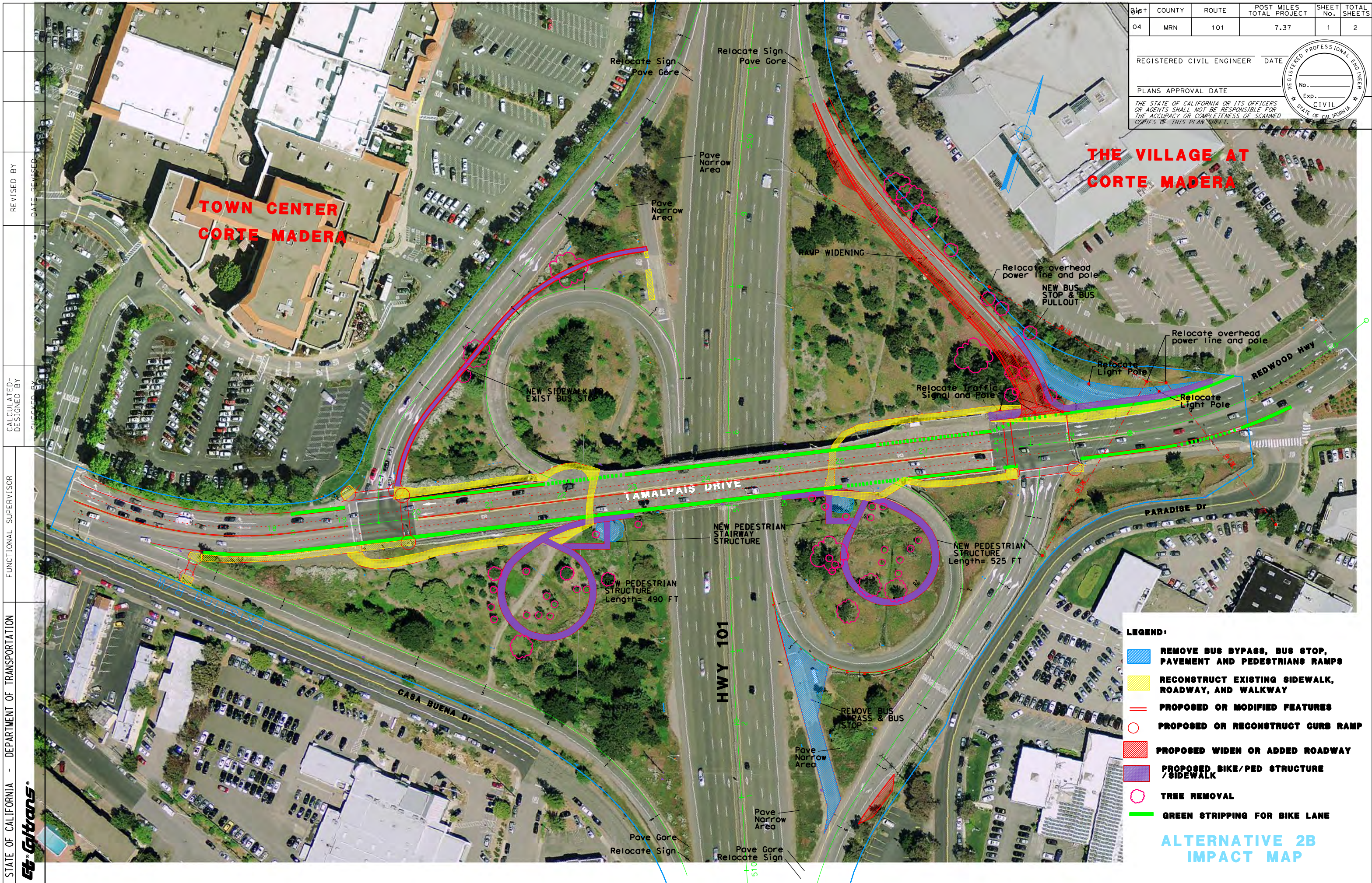
HWY 101

- LEGEND:**
- REMOVE BUS BYPASS, BUS STOP, PAVEMENT AND PEDESTRIANS RAMP
 - RECONSTRUCT EXISTING SIDEWALK, ROADWAY, AND WALKWAY
 - PROPOSED OR MODIFIED FEATURES
 - PROPOSED OR RECONSTRUCT CURB RAMP
 - PROPOSED WIDEN OR ADDED ROADWAY
 - PROPOSED BIKE/PED STRUCTURE /SIDEWALK
 - TREE REMOVAL
 - GREEN STRIPPING FOR BIKE LANE

**ALTERNATIVE 2A
IMPACT MAP**

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 - PROPOSED OR MODIFIED FEATURES
 - PROPOSED OR RECONSTRUCT CURB RAMP
 - PROPOSED WIDEN OR ADDED ROADWAY
 - PROPOSED BIKE/PED STRUCTURE /SIDEWALK
 - TREE REMOVAL
 - GREEN STRIPPING FOR BIKE LANE


**ALTERNATIVE 2B
IMPACT MAP**

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
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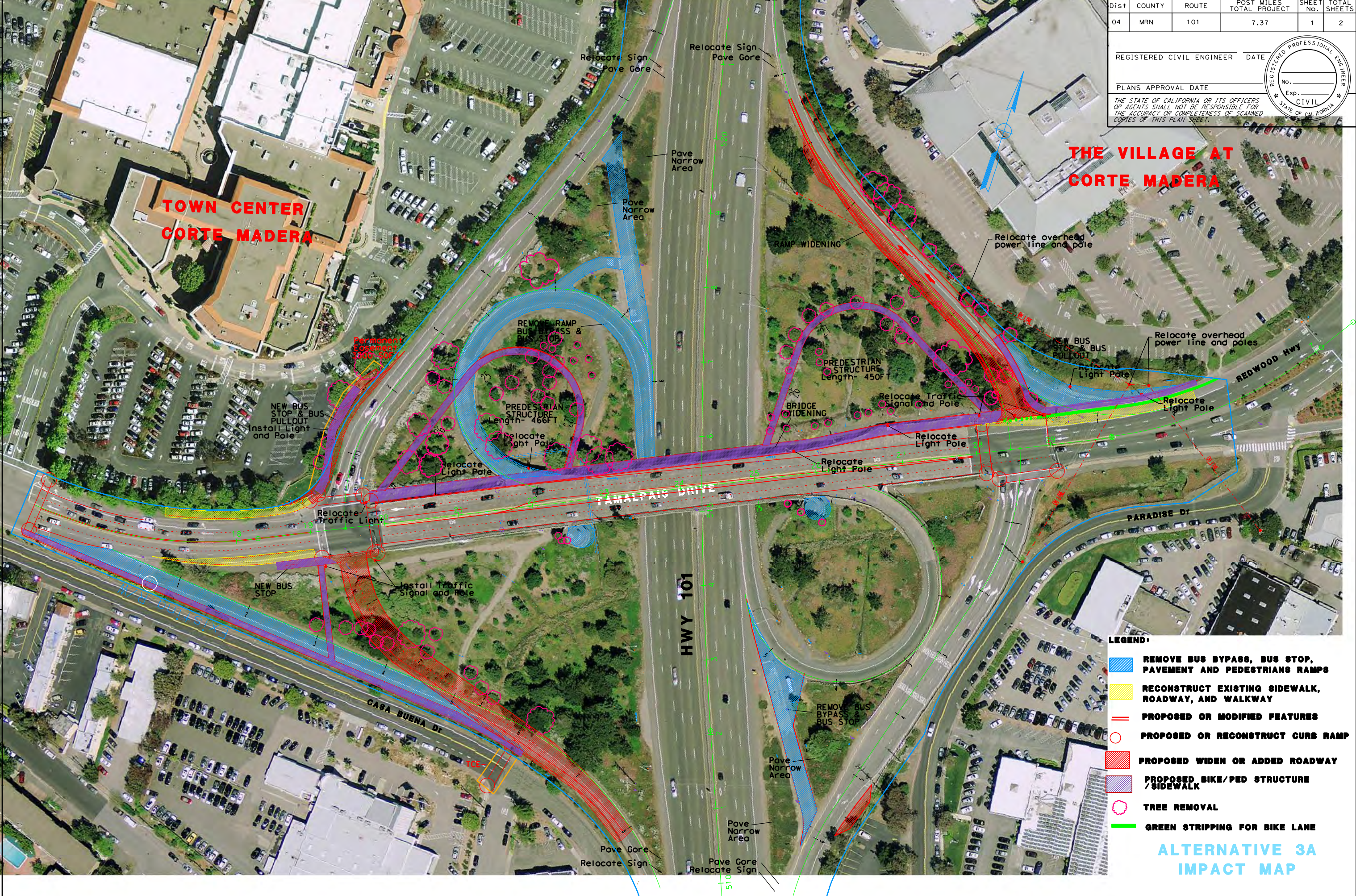
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LEGEND:

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- RECONSTRUCT EXISTING SIDEWALK, ROADWAY, AND WALKWAY
- PROPOSED OR MODIFIED FEATURES
- PROPOSED OR RECONSTRUCT CURB RAMP
- PROPOSED WIDEN OR ADDED ROADWAY
- PROPOSED BIKE/PED STRUCTURE /SIDEWALK
- TREE REMOVAL
- GREEN STRIPPING FOR BIKE LANE

ALTERNATIVE 3A IMPACT MAP

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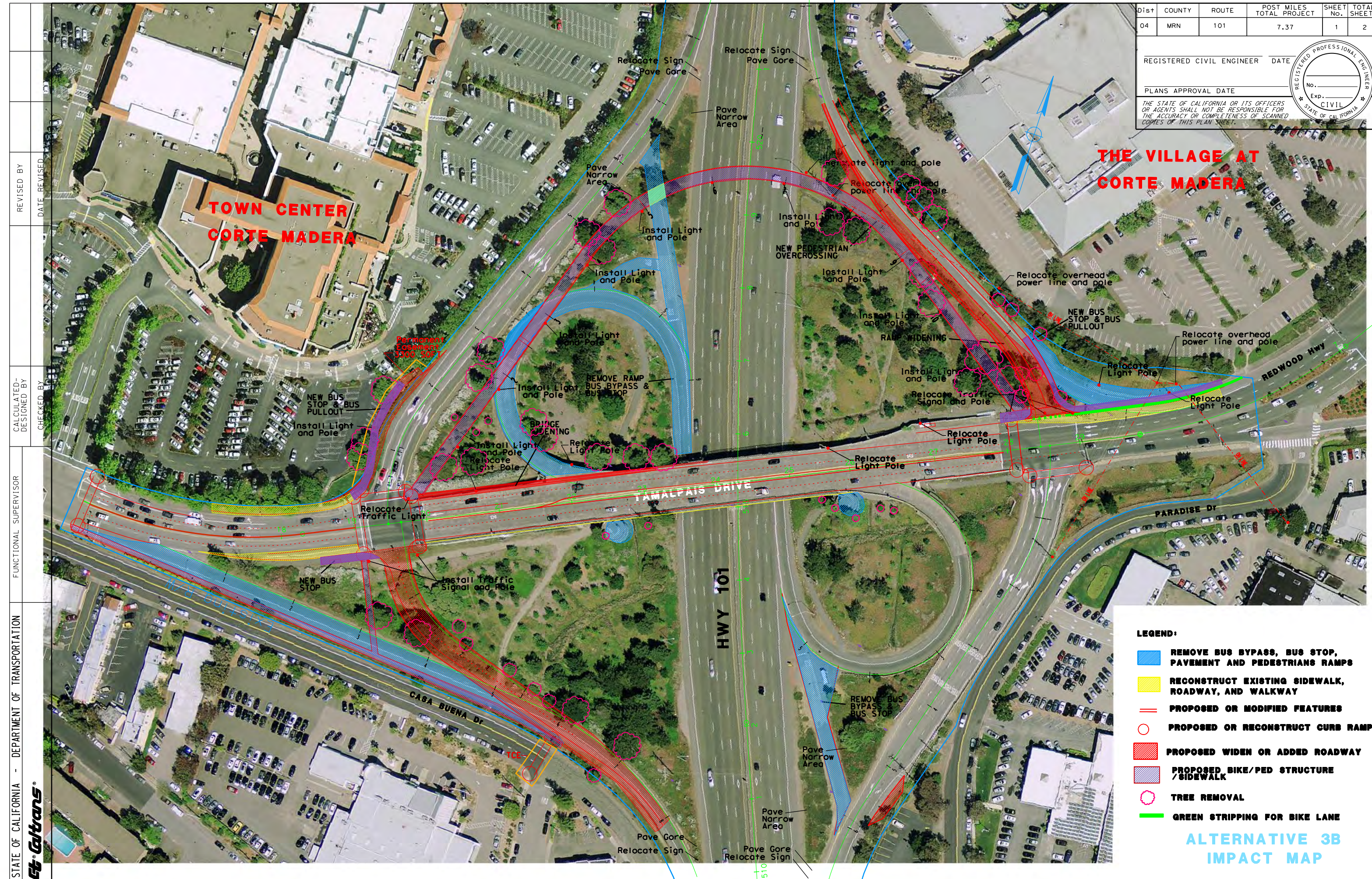
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**TOWN CENTER
CORTE MADERA**

**THE VILLAGE AT
CORTE MADERA**



- LEGEND:**
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 - RECONSTRUCT EXISTING SIDEWALK, ROADWAY, AND WALKWAY
 - PROPOSED OR MODIFIED FEATURES
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**ALTERNATIVE 3B
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UNIT 0000

PROJECT NUMBER & PHASE

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**TOWN CENTER
CORTE MADERA**

**THE VILLAGE AT
CORTE MADERA**

TAMALPAIS DRIVE

HWY 101

REDWOOD HWY

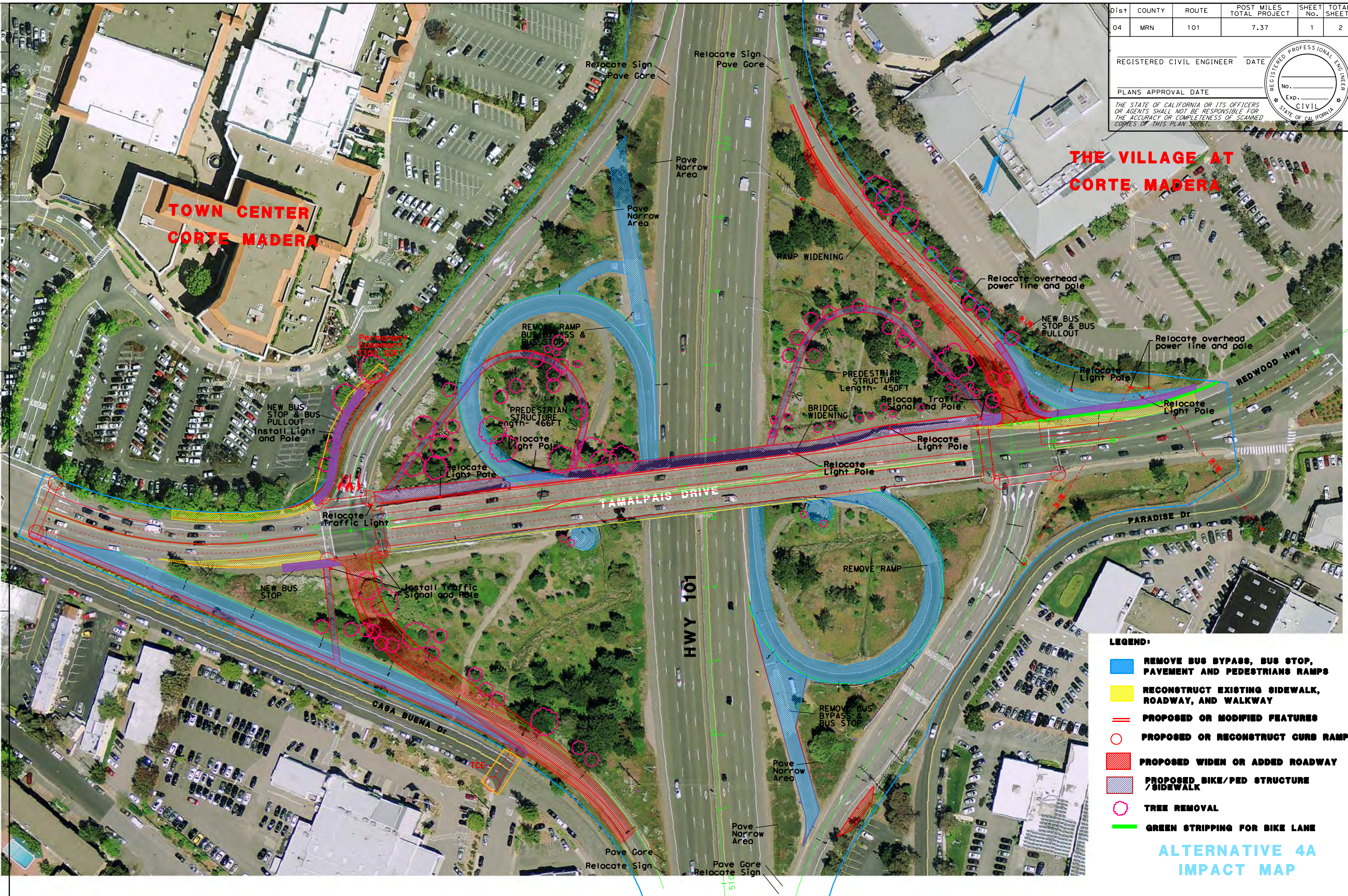
PARADISE DR

CASA BUENA DR

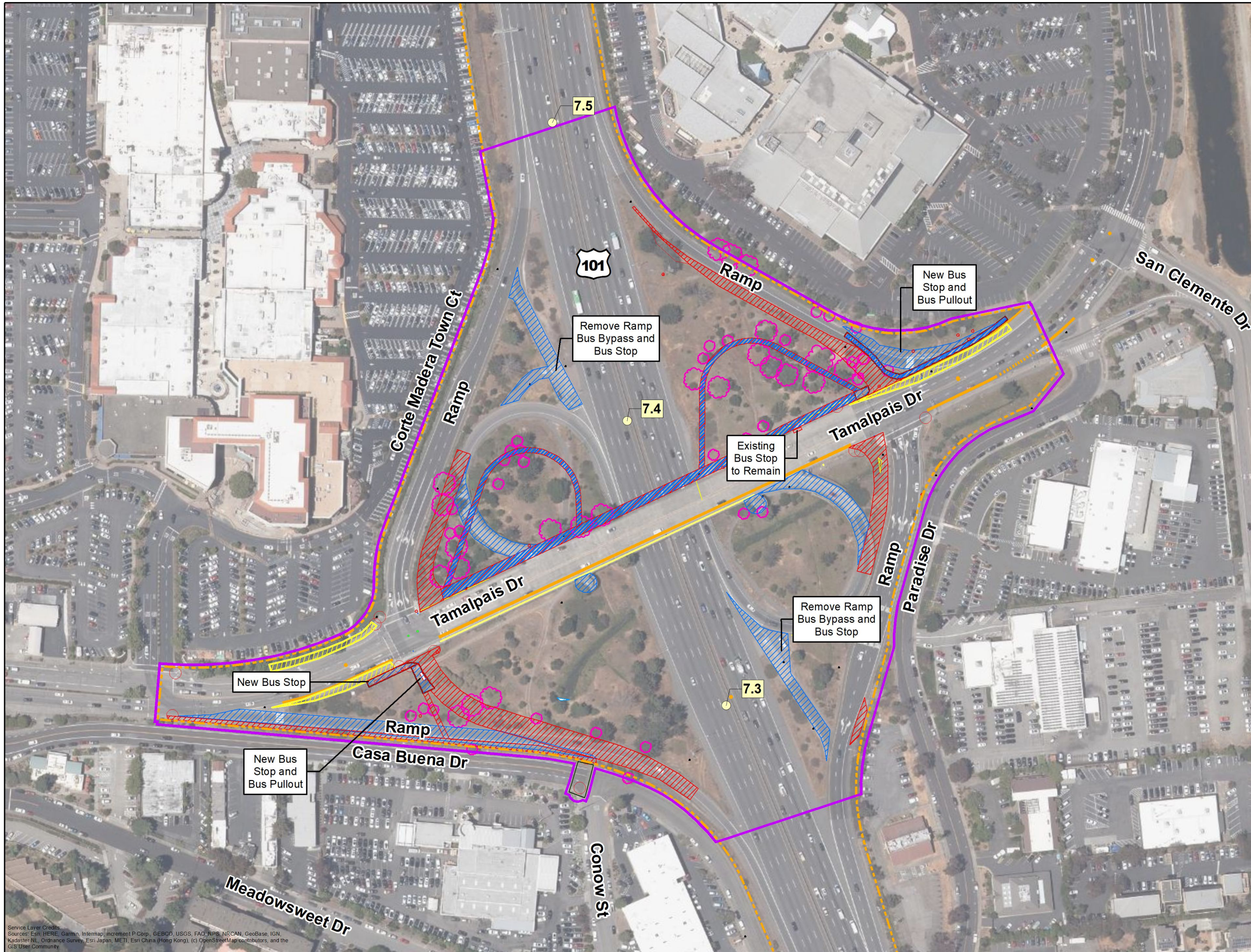
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 - RECONSTRUCT EXISTING SIDEWALK, ROADWAY, AND WALKWAY
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 - PROPOSED BIKE/PED STRUCTURE /SIDEWALK
 - TREE REMOVAL
 - GREEN STRIPPING FOR BIKE LANE

**ALTERNATIVE 4A
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 0416000042



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- Legend**
- Post Miles
 - Caltrans Right of Way
 - Project Footprint
 - Remove Bus Bypass, Bus Stop, Pavement and Pedestrian Ramps
 - Proposed or Reconstruct Curb Ramp
 - Reconstruct Existing Sidewalk, Roadway, and Walkway
 - Proposed Widen or Added Roadway
 - Proposed Ped Structure/ Sidewalk/Bike Lane
 - Bikeway
 - Tree Removal

Data Source:
Caltrans Alternative4B mod6.dgn
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Marin County

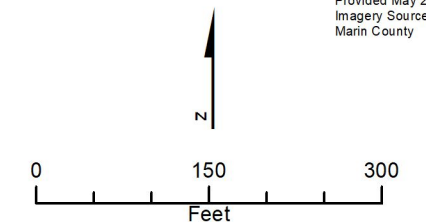


Figure 1-2
Preferred Alternative 4B
U.S. 101 / Tamalpais Drive Overcrossing Project
EA 04-4J860, MRN-101 PM 7.37
Marin County, California

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Chapter 2 Project Description

2.1 Introduction

The U.S. Highway 101 (U.S. 101) corridor, within the Project area, and extending beyond, is a north-south route that begins at the north end of the Golden Gate Bridge and ends at the State Route (SR) 128 interchange in Sonoma County. The corridor is 82 miles long and is mainly a freeway with a section of expressway between Novato and Petaluma. It serves as the lifeline for local, regional, and statewide commute and movement of goods through Marin and Sonoma counties. In Marin County, U.S. 101 travels through major urban centers including Sausalito, Corte Madera, San Rafael and Novato, and intersects SR 128, SR 1, SR 37, SR 131 and Interstate 580.

2.2 Project Components

This section discusses Project components. Figure 1-2 (Project Footprint) contains the locations of Project components.

2.2.1 ADA Improvements

ADA improvements within the Project area primarily include removal of the existing spiral walkway ramps located on the south side of the structure, as well as removal of the at-grade pathways located adjacent to the U.S. 101 freeway loop on-ramps on the north and south sides of the interchange. These at-grade pathways provide access to the existing freeway bus stops within the Project area. Removal of all non-ADA pathways within the Project area would be replaced by construction of an ADA pathway over U.S. 101 at the Tamalpais Drive OC. Proposed ADA structure types for each alternative are described further in Section 2.4.

All pedestrian facilities constructed as part of this Project will be ADA compliant and tie in with the new ADA structure.

2.2.2 Seismic Structural Improvements

The 2014 Bridge Inspection Report for bridge No. 27-0072 (Tamalpais Drive OC) noted that the existing restrainer cables in a slab of the bridge should be reconstructed with a new system that can be fully inspected during routine investigations.

The Project proposes reconstruction by installing a cable restrainer with concrete seat extensions at Abutment 1, Bent 2 and Abutment 10.

2.2.3 Intersection Modifications

Each of the build alternatives include intersection modifications of one or both of the U.S. 101 interchanges, located east and west of U.S. 101.

Intersection modifications will be designed consistent with ADA requirements for the Project and will be coordinated with the local community during the design phase.

2.2.4 U.S. 101 On/Off-ramp Reconfiguration

All build-alternatives propose to alter U.S. 101 access through reconfiguration of the on/off-ramps at Tamalpais Drive. Reconfiguration of the on/off-ramps varies by alternative but would include a portion of the following work: removal of existing on/off-ramp(s), altering on/off-ramp access by adding new roadway(s), widening of existing on/off-ramp.

2.2.5 Transit Modifications

The Project's build alternatives would modify existing bus bypasses on the U.S. 101 on/off-ramps and include removal of one or both bypasses, with relocation of the bus stops to the local streets within the Project area. Relocating bus stops within the Project area will provide a safer and more convenient route for bus riders by removing existing uncontrolled U.S. 101 loop on-ramp conflict points between bus riders and automobiles, and reducing the distance individuals need to traverse to the stops.

Caltrans would like to acknowledge that the draft environmental document depicted removal of the bus stop located on the Tamalpais Drive OC structure. This was an error and the final environmental document has been revised to correct this inaccuracy. The bus stop located on top of the structure will not be removed, but is maintained as part of the selected Preferred Alternative.

2.2.6 Repair and Maintenance

Additional repairs and maintenance of the existing OC will include:

- Replacing access doors.
- Repairing spalled areas on the bridge deck soffit.
- Cleaning deck drains.
- Removing all ivy on concrete surface of structure.

2.3 No-Build Alternative

The No-Build Alternative does not meet the purpose and need for the Project. The No-Build Alternative serves as the baseline condition upon which the impacts of build alternatives are compared.

Under the No-Build Alternative, no upgrades or replacement would be made to Tamalpais Drive OC. This would leave the OC at risk of seismic damage and fails to provide ADA compliant access across U.S. 101 at the Project location.

2.4 Build Alternatives

Sections 2.4.1 through 2.4.6 describe the six different build alternatives, respectively, with a discussion of the structural work needed for each. In addition, Section 2.4.6 has been updated to reflect a minor design change in Alternative 4B from the draft environmental document.

2.4.1 Alternative 2A

- Remove the two existing pedestrian spiral walkway ramps and construct two new pedestrian loop ramps with stairways.
- Construct a new pedestrian sidewalk along southbound U.S. 101 off-ramp from the intersection at the Tamalpais OC to the existing southbound bus stop at the bus bypass.
- Installation of Class II bike lanes (5 foot shoulders), painted green, on north and south sides of the OC.
- Realign the northbound U.S. 101 on-ramp to a signalized intersection on Tamalpais Drive OC. The existing northbound U.S. 101 diagonal on-ramp will be converted to a bus bypass.
- The existing bus bypass on northbound U.S. 101 off-ramp will be removed.
- Estimated cost is \$14,366,000.

2.4.2 Alternative 2B

- Remove the two existing pedestrian spiral walkway ramps and construct two new pedestrian loop ramps with stairways.

- Construct a new pedestrian sidewalk along southbound U.S. 101 off-ramp from the intersection at the Tamalpais Drive OC to the existing bus stop at the bus bypass.
- Installation of Class II bike lanes (5 foot shoulders), painted green, on north and south sides of the OC.
- The existing northbound U.S. 101 diagonal on-ramp will be removed and realigned to be controlled at a new signalized intersection at Tamalpais Drive OC. The realigned northbound on-ramp will include a new bus stop and bus pullout.
- The existing bus bypass at the northbound U.S. 101 off-ramp will be removed.
- Estimated cost is \$14,584,000.

2.4.2.1 STRUCTURE WORK DESCRIPTION – ALTERNATIVE 2A/2B

The structure work for this alternative is identical for both alternatives 2A and 2B. It is proposed to construct two single loop pedestrian ramp structures on the south side of the existing bridge to replace the existing spiral loop structures. Each of the two loop structures will be approximately 490 feet in length and are comprised of six spans each. The maximum longitudinal gradient will be 5%. The superstructure is proposed to be a cast-in-place reinforced concrete sections. Each of the bents will be a single column with a pile cap and driven Class 90 piles. Type 7 chain link fence will be constructed on either side of the 8-foot-wide superstructure. The existing sidewalk on the south side of the structure will be removed and replaced with a minimum six-foot-wide sidewalk and will tie into the new loop ramps. It is further proposed to construct two cast-in-place reinforced concrete staircases within the vicinity of the existing spiral structures as an alternative to using the loop ramps. In addition, the existing bridge cable restrainers will be removed and replaced with steel support brackets at the abutments and the in-span hinge locations. A total of eight steel brackets will be installed at each location.

2.4.3 Alternative 3A

- Remove the two existing pedestrian spiral walkway ramps and construct two new pedestrian ramps on the north side of the existing structure.
- Bridge widening and a new pedestrian/bike sidewalk at the southwest intersection on Tamalpais Drive to Casa Buena Drive.

- Work at the southbound U.S. 101 off-ramp intersection includes ramp widening for a new bus stop and bus pullout.
- Reconfigure the northbound and southbound U.S. 101 on-ramps to include signalized intersections (remove existing on-ramps, except northbound loop).
- The new northbound on-ramp will be widened for a new bus bypass/stop.
- The southbound U.S. 101 loop on-ramp and connected bus bypass/stop will be removed.
- The northbound U.S. 101 off-ramp bus bypass will also be removed.
- Estimated cost is \$23,510,000.

2.4.4 Alternative 3B

- Remove the two existing pedestrian spiral walkway ramps and construct a new pedestrian OC for bicyclists and pedestrians on the north side of the existing structure.
- Bridge widening and a new pedestrian/bike sidewalk at the southwest quadrant of the intersection on Tamalpais Drive to Casa Buena Drive.
- Work at the southbound U.S. 101 off-ramp intersection includes ramp widening for a new bus stop and bus pullout.
- Reconfigure the northbound and southbound U.S. 101 on-ramps to include signalized intersections (remove existing on-ramps, except northbound loop).
- The new northbound on-ramp will be widened for a new bus bypass/stop.
- The southbound 101 loop on-ramp and connected bus bypass/stop will be removed.
- The northbound U.S. 101 off-ramp bus bypass/stop will also be removed.
- Estimated cost is \$21,450,000

2.4.4.1 STRUCTURE WORK DESCRIPTION – ALTERNATIVE 3A

In this alternative, it is proposed to construct two pedestrian ramp structures on the north side of the existing bridge to replace the existing spiral loop structures. The west ramp structure will be 466 feet in length and comprised of six spans. The east

ramp structure will be 450 feet in length and comprised of six spans. The maximum longitudinal gradient will be 5%. The superstructure is proposed to be a cast-in-place reinforced concrete voided slab sections. Each of the bents will be a single column with a pile cap and driven Class 90 piles. Type 7 chain link fence will be constructed on either side of the 15-foot-wide superstructure. The existing sidewalk on the south side of the bridge will be removed along with the existing circular pedestrian ramps. It is further proposed to widen the existing bridge with a 17.42-foot maximum width precast, prestressed box girder structure on the north side of the existing structure. This widening will be adjacent to the existing bridge but structurally separate. The widening will vary in width as it approaches the existing bridge Abutment 10 and transition into a reinforced concrete slab structure. The pedestrian ramp structures will tee into this widening structure with a short cantilever span and expansion joint. In addition, the existing bridge cable restrainers will be removed and replaced with steel support brackets at the abutments and the in-span hinge locations. A total of eight steel brackets will be installed at each location.

2.4.4.2 STRUCTURE WORK DESCRIPTION – ALTERNATIVE 3B

In this alternative, it is proposed to construct a new single pedestrian OC structure to the north of the existing bridge that will tie-in near the existing abutments. This new structure will be 1,155 feet in length and 18 feet in width. The superstructure is comprised of both cast-in-place prestressed box girder spans and reinforced concrete slab spans. There will be a total of nine spans with closed bin-type structures on either end. The maximum longitudinal gradient will be 5%. Each of the bents will be a single column with a pile cap and driven Class 90 piles. The bin-type structures at the ends will have 18-inch reinforced concrete walls on narrow pile caps with a single row of Class 90 driven concrete piles. Type 7 chain link fence will be constructed on either side of the superstructure. The existing sidewalk on the south side of the bridge will be removed along with the existing pedestrian circular ramps. The existing structure will have a sliver widening at the northwest abutment location. This widening will be 5-feet-wide and will vary to match the existing reinforced concrete slab superstructure. The existing barrier rail at this location will be replaced with a Type 742 concrete barrier with Type 7 chain link fence mounted on top. In addition, the existing bridge cable restrainers will be removed and replaced with steel support brackets at the abutments and the in-span hinge locations. A total of eight steel brackets will be installed at each location.

2.4.5 Alternative 4A

- Remove the two existing pedestrian spiral walkway ramps and construct two new pedestrian ramps on the north side of the existing structure.
- Bridge widening and a new pedestrian/bike sidewalk at the southwest intersection on Tamalpais Drive to Casa Buena Drive.
- Work at the southbound U.S. 101 off-ramp intersection includes ramp widening for a new bus stop and bus pullout.
- Reconfigure the northbound and southbound U.S. 101 on-ramps to include signalized intersections.
- The new northbound on-ramp will include a new bus stop and bus pullout.
- The northbound and southbound U.S. 101 loop on-ramps and associated bus bypasses/stops will be removed.
- Estimated cost is \$23,827,000.

2.4.6 Alternative 4B

- Remove the two existing pedestrian spiral walkway ramps and construct two new pedestrian ramps.
- Bridge widening and a new pedestrian/bike sidewalk at the southwest intersection on Tamalpais Drive to Casa Buena Drive.
- Work at the southbound U.S. 101 off-ramp intersection includes ramp widening for a new bus stop and bus pullout. This option will reconfigure the northbound and southbound U.S. 101 on-ramps, and northbound and southbound U.S. 101 loop-ramps to signalized intersections.
- All existing bus bypasses/stops will be removed with this option. The draft environmental document proposed the U.S. 101 southbound bus stop be relocated on the off-ramp. Through coordination with the transit agencies, Alternative 4B will relocate the bus stop to the U.S. 101 southbound on-ramp to avoid being located within a right-turn-only lane onto Tamalpais Drive.
- Estimated cost is \$25,252,000.

2.4.6.1 STRUCTURE WORK DESCRIPTION – ALTERNATIVE 4A

This alternative is identical to build alternative 3A except that it also removes the existing eastbound Tamalpais Drive to U.S. 101 northbound loop on-ramp.

2.4.6.2 STRUCUTRE WORK DESCRIPTION – ALTERNATIVE 4B

This alternative is similar to alternative 4A with the addition of a new southbound U.S. 101 on-ramp bridge and a new northbound U.S. 101 on-ramp bridge. These on-ramp bridges will be cast-in-place reinforced concrete slab superstructures and form a sort of side-hill viaduct with one side of the structure being cast at-grade. The northbound U.S. 101 on-ramp will be 245 feet long. The southbound U.S. 101 on-ramp will be 270 feet long. The width will be approximately 26 feet long and each bent will be comprised of 5 columns (Class 90 pile extensions). Type 742 concrete barriers will be placed on one side of each on-ramp bridge. As the on-ramp elevations touch down to existing ground elevation, the structure will transition to a reinforced concrete cantilever retaining wall on one side of the ramp only. This retaining wall will have a reinforced concrete pile cap foundation on Class 90 driven piles.

2.5 Construction Methodology

This section discusses how construction of the Project would occur.

2.5.1 Construction Staging

Staged construction is not anticipated for this Project. It is expected that all work can be completed utilizing lane and shoulder closures, temporary ramp closures and detours, or the use of temporary concrete barriers and crash cushions. There are no prolonged ramp closures required for this Project. Due to the scattered nature and distribution of work within the Project area, concurrent work at multiple locations by multiple work forces will be allowed based on approval by the Highway Operations Branch.

2.5.2 Traffic Management

A Transportation Management Plan (TMP) will be developed for this Project during the design phase. Elements currently proposed in the TMP include but are not limited to: providing notification to the public and impacted groups via a public information program, the use of temporary concrete railing and crash cushions, employing portable changeable message signs, providing flaggers for traffic control, and providing funds for a California Highway Patrol (CHP) Construction Zone Enhanced Enforcement Program (COZEEP) that will enhance safety at the Project location during construction.

2.5.3 Utilities

There is an existing 16-inch high pressure Pacific Gas and Electric (PG&E) gas pipeline along southbound U.S. 101, embedded approximately 100 feet away from the edge of the shoulder. The Project area has water meters, backflow preventers, and electrical tie-ins that serve the existing irrigation system. There are light poles on the OC and pull boxes on the downstream side of the sidewalk near the curb ramps. Also, there are traffic lights and poles at the two intersections at the ends of the bridge.

Utility verification and coordination with appropriate utility provider(s) will occur during later Project phases.

2.5.4 Construction Equipment

Equipment used for the Project will include, but not be limited to: utility trucks, back hoes, excavators, cranes, dump trucks, jack hammers, saw cutter, generators, vacuum equipment, water truck, street sweeper, air compressor, asphalt paver, auger, compactor, pile driver, concrete pumps, hydraulic pumps, and scaffolding.

2.5.5 Vegetation and Tree Removal

Vegetation and tree removal will include tree trimming and/or removal and vegetation clearing for equipment staging, construction access, or substructure work. The on-ramp loops are extensive and generally landscaped, with mature trees and other vegetation in most areas. Native vegetation, including native trees, exists on nearby slopes and within the interchange. Native trees include redwoods, oaks, and alders. Staging areas will not be allowed in any area where the removal of trees or native vegetation is required. Vegetation control would be needed in areas located within or near the on-ramp loops.

Although it is estimated that a maximum of 88 trees under Alternative 4B may be affected, all trees occurring within the Project area have the potential to be affected by construction. Trees potentially affected by the Project would either be trimmed or removed; however, these impacts would be minimized or avoided with the implementation of Project Feature BIO-10: Vegetation and Tree Removal (Section 3.3.4).

Table 2-1. Number of Trees to be Removed for Each Project Alternative

Alternative	Species Potentially Affected	Number of Trees Potentially Affected
2A	1 blackwood acacia, 1 red ironbark, 1 glossy privet, 1 olive tree, 5 Monterey pines, 1 cherry plum, 18 coast live oaks, 7 coast redwoods	35
2B	1 blackwood acacia, 1 red ironbark, 1 glossy privet, 1 olive tree, 7 Monterey pines, 1 cherry plum, 18 coast live oaks, 7 coast redwoods	37
3A	2 blackwood acacia, 1 red ironbark, 7 Ngaio trees, 1 Monterey pine, 6 Chinese pistaches, 5 oriental planetrees, 2 purple leaf sand cherries, 31 coast live oaks, 1 Peruvian pepper tree, 9 coast redwoods, 5 Chinese elm	70
3B	2 blackwood acacia, 1 red ironbark, 7 Ngaio trees, 4 Monterey pines, 6 Chinese pistaches, 5 oriental planetrees, 2 purple leaf sand cherries, 26 coast live oaks, 1 Peruvian pepper tree, 13 coast redwoods, 5 Chinese elm	72
4A	2 blackwood acacia, 1 red ironbark, 1 Toyon, 7 Ngaio trees, 3 Monterey pines, 6 Chinese pistaches, 5 oriental planetrees, 2 purple leaf sand cherries, 31 coast live oaks, 2 Arroyo willows, 1 Peruvian pepper tree, 10 coast redwoods, 5 Chinese elm	76
4B	2 blackwood acacia, 1 red ironbark, 1 Toyon, 1 glossy privet, 7 Ngaio trees, 6 Monterey pines, 3 Chinese pistaches, 5 oriental planetrees, 1 cherry plum, 2 purple leaf sand cherries, 36 coast live oaks, 2 Arroyo willows, 1 Peruvian pepper tree, 12 coast redwoods, 5 Chinese elm	85

2.5.6 Construction Schedule

Construction is anticipated to begin in 2025, and the duration is currently estimated to take 360 to 480 working days. It is proposed that work will be completed using a combination of day shifts and night shifts, depending on specific operations.

2.5.7 Right of Way Requirements

Most work is anticipated to be within the existing right of way, except for two temporary construction easements (TCEs) on Casa Buena Drive and northwest of the southbound off-ramp for U.S. 101. Right of way for this Project is associated with alternatives 3A, 3B, 4A, and 4B (Figure 1-2).

All relocation services and benefits are administered without regard to race, color, national origin, persons with disabilities, religion, age, or sex. Appendix A includes Caltrans Title VI Policy Statement.

2.6 Project Features

This Project contains several standardized Project features (such as best management practices [BMPs]), that are employed on most, if not all of, Caltrans projects in accordance with standard specifications, state and federal laws, and anticipated standard environmental permit conditions. Project features were not developed in response to any specific environmental impact resulting from the Project. Such Project features have been considered prior to any significance determinations. The Project also contains avoidance and minimization measures (AMMs), which directly relate to the impacts resulting from the Project. Project features and AMMs for this Project are described in Chapter 3, and listed in Appendix B.

2.7 Identification of a Preferred Alternative

On May 22, 2023, the Project Development Team (PDT), consisting of staff from Caltrans and the Caltrans consultant (Jacobs), met to identify a Preferred Alternative. After review of the six build alternatives and considering comments from outside agencies and the public, as well as input from the PDT, the PDT identified Alternative 4B as the Preferred Alternative. Alternative 4B includes a minor change resulting from coordination with the impacted transit agencies. The bus stop that was originally proposed on the U.S. 101 southbound off-ramp has been relocated to the U.S. 101 southbound on-ramp. Relevant factors that led to identification of Alternative 4B as the Preferred Alternative include the following:

- Public and agency comments received during the public comment period expressed stronger support for Build Alternative 4B over the other five build alternatives.
- Alternative 4B provides a separated multi-use path on the northern portion of the structure that would provide more comfortable travel for bicyclists on the OC structure, compared to Alternatives 2A and 2B.
- The Project was able to secure additional funding of approximately \$13 million through the IJA for right of way and construction costs.

2.8 Permits and Approvals Needed

Table 2-1 lists the permits, licenses, agreements, and certifications that are anticipated to be required for Project construction.

Table 2-2. Required Permits/Approvals

Agency	Permit/Approval	Description
U.S. Fish and Wildlife Service (USFWS)	Biological Opinion (BO)	BO issued in next Project phase
U.S. Army Corps of Engineers	Section 404 Permit	Application submittal in next Project phase
State Water Resources Control Board	Section 401 Water Quality Certification	Application submittal in next Project phase
California Department of Fish and Wildlife	Section 1602 Lake and Streambed Alteration Agreement	Application submittal in next Project phase

Chapter 3 California Environmental Quality Act Evaluation

The following discussions evaluate potential environmental impacts related to the California Environmental Quality Act (CEQA) checklist to comply with State CEQA Guidelines (Title 14 California Code of Regulations, Division 6, Chapter 3, Section 15091). The environmental analysis considers potential impacts of the Project, as detailed in Chapter 2.

3.1 Environmental Factors Potentially Affected

As part of the scoping and environmental analysis carried out for the Project, the following environmental issues were considered, but no impacts were identified: agriculture and forest resources, cultural resources, land use and planning, mineral resources, population and housing, public services, and tribal cultural resources. The environmental factors checked below would be potentially affected by this Project. Further analysis of these environmental factors is included in the following chapter.

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

3.2 Determination

Based on this initial study:

X	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	
	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.	
	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.	
	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.	
	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.	
Signature:		Date:
<i>Maxwell Lammert</i>		06/28/2023
Printed Name: Maxwell Lammert		For:

3.3 CEQA Environmental Checklist

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

Project features, which can include both design elements of the Project, and standardized measures that are applied to all or most Caltrans projects, such as BMPs and measures included in the standard plans and specifications or as standard special provisions, are considered to be an integral part of the Project and have been considered prior to any significance determinations documented below. The annotations to this checklist are summaries of information contained in Chapter 2 in order to provide the reader with the rationale for significance determinations; for a more detailed discussion of the nature and extent of impacts, please see Chapter 2. This checklist incorporates by reference the information contained in Chapters 1 and 2.

Sections 3.3.1 through 3.3.21 of this section presents the CEQA Determinations under Appendix G of the CEQA Guidelines. The CEQA determination depend on the level of potential environmental impact that would result from the Project. The level of significance determinations are defined as follows:

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

3.3.1 Aesthetics

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

Question	CEQA Determination
a) Have a substantial adverse effect on a scenic vista?	No Impact
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	No Impact
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	Less than Significant Impact
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Less than Significant Impact

CEQA SIGNIFICANCE DETERMINATIONS FOR AESTHETICS

A visual impact assessment (VIA) was completed for the Project (Caltrans 2021a).

The visual environment of the U.S. 101 corridor in the Project area is that of a busy eight-lane freeway, with wide paved shoulders and concrete barriers separating the north and southbound directions of travel. Surrounding land uses include suburban and commercial development, and short stretches of undeveloped and forested hillsides. There are existing and proposed bicycle and pedestrian facilities, intended primarily to facilitate access to regional bus service, which has bus stops located within the Project area. Though urban, the visual setting is relatively and substantially scenic for such a highly developed area. There are distant and impressive views at some locations, including that of nearby Mount Tamalpais. Within the Project area, U.S. 101 is a Classified Landscape Freeway with considerable tree canopy near and beyond the immediate freeway area. The interchange is surrounded by commercial development but includes constrained views of Mount Tamalpais and the forested hillsides to the west. The San Francisco Bay is a short distance to the east but is not visible from the freeway and only minimally so from the elevated portion of Tamalpais Drive above. Traffic volume is heavy at most times of day and extremely busy at rush hour, with northbound traffic typically stop-and-go during the evening commute. The wide expanse of the asphalt paving of the freeway, overhead signs, solid concrete barriers, and chain link fencing constitute the primary elements detracting from the quality of the immediate visual landscape. Beyond the freeway,

large parking lots and other elements of surrounding commercial properties are also visual detractors

U.S. 101 at the Project location and nearby is currently not listed as an Officially Designated State Scenic Highway, nor is it listed as being eligible for such designation. However, having been planted by Caltrans, the interchange is within a portion of U.S. 101 from PM 7.18 to PM 7.46 listed as a Classified Landscape Freeway, containing many mature trees, shrubs, and areas of groundcover. Landscaped Freeway designation is used in the control and regulation of outdoor advertising displays and is assigned to sections of freeways with ornamental vegetation that meets the criteria established by the California Code of Regulations, Outdoor Advertising Regulations, Title 4, Division 6. It essentially means the area includes planted, intact, and maintained trees and other landscape vegetation.

The existing elements contributing most to the current quality of the area's scenic resources are distant views and the trees within and near the interchange. The planted landscape within the State right of way consists of mature or established pines, redwoods, and oaks, along with a variety of shrubs. These exist throughout much of the interchange, although trees are generally somewhat scattered rather than densely planted, with the southeast quadrant being the most lightly vegetated. A significant number of the pines and redwoods appear to be in decline, evidenced by sparse canopies and missing branches, although the general appearance is that of a landscaped interchange.

a, b) No Impact

As mentioned above, the Project area, and the nearby highway, are not listed, nor eligible to listed as an Officially Designated State Scenic Highway. Therefore, the Project would not have a substantial, adverse effect on scenic vistas, or damage scenic resources. The Project would be compatible with the existing visual character and quality of the corridor. The Project would not impact or degrade the existing visual character or quality of the Project limits or its surroundings.

The Project would not adversely affect any scenic resource identified as requiring special consideration such as a rock outcropping, important tree grouping, historic properties, etc., as defined by CEQA statutes or guidelines, or Caltrans policy. Existing vistas would be unaltered. The Project elements should not affect the appearance of the highway corridor and would be visually consistent with the character of the corridor and surrounding area.

c) Less than Significant Impact

The Project would not substantially degrade the existing visual character or quality of public views of the site and its surroundings. Temporary visual impacts from construction of the Project would not be considered substantial. Specific impacts to scenic characteristics along the Project corridor would be reduced with implementation of AMMs (presented below), which would minimize visual changes that could occur as part of the Project. Upon completion of work, the appearance of the highway corridor within the Project area would be largely unchanged.

d) Less than Significant Impact

The Project would not create a new source of substantial light or glare. Day and nighttime construction activities (if utilized) could temporarily add new sources of light and glare along the Project corridor. These visual impacts would be minimized through implementation of AMM AES-6, thereby reducing the impact to less than significant.

Avoidance and Minimization Measures

Caltrans would incorporate the following AMMs into the Project to offset or avoid potential impacts to aesthetics.

AMM AES-1: Minimize Impacts to Vegetation. To the greatest extent possible, minimize impacts to vegetation while allowing the implementation of the Project. Vegetation to remain should be protected from construction activities by temporary fencing.

AMM AES-2: Staging Areas. Staging areas should not be located where they require removal of vegetation unless deemed appropriate by the Caltrans Project biologist and the Caltrans Project landscape architect.

AMM AES-3: Storage of Construction Materials. Construction materials and equipment should be stored in screened staging areas beyond direct view of the motoring public.

AMM AES-4: Avoid Impacts to Existing Trees. Adjustments to the alignment of pathways and other features allowing damage to trees to be avoided or minimized should be explored.

AMM AES-5: Certified Arborist during Construction. A Certified Arborist should be on-site during construction to determine whether impacts to trees can be avoided and whether realized impacts necessitate that a tree be removed.

AMM AES-6: Directional Lighting. Directional lighting and/or shielding for night work should be used.

AMM AES-7: Architectural Treatment. The architectural treatment of Project elements should be incorporated where appropriate. This may include coloring new concrete paving, stamping or otherwise adding decorative elements to proposed pedestrian structures, including railings, anti-graffiti coatings, and other elements as proposed during the Design phase of design by the Caltrans Office of Landscape Architecture.

AMM AES-8: Erosion Control. Apply erosion control seeding and similar measures to all areas of disturbance beyond pavement.

AMM AES-9: Follow-up Planting Requirements. Following construction, highway planting should be implemented to fully rehabilitate the landscape of the Interchange. Extensive planting will be required, and a follow-up or “child” project is likely to be required. Because mature trees will be replaced with smaller trees, some of which may not survive to maturity, they should be replaced at a ratio greater than 1:1, potentially with some of specimen size, i.e., 15-gallon or larger boxed trees.

3.3.2 Agriculture and Forest Resources

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

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

CEQA SIGNIFICANCE DETERMINATIONS FOR AGRICULTURE AND FOREST RESOURCES

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

A query of the California Department of Conservation Farmland Mapping Tool determined that the Project area is within an area identified as Urban and Built-Up Land (California Department of Conservation. 2022).

The Project would not convert prime farmland, unique farmland, or farmland of statewide importance because no such farmlands are within the Project area.

There are no Williamson Act lands within the Project area. The Project would not conflict with existing zoning for agriculture use or convert Williamson Act lands to non-agricultural uses; therefore, there would be no impact.

No timber or forest lands are in the Project area or Project vicinity; so, the Project would not convert forest land or conflict with existing timberland zoning. There would be no impact to forests or timberlands.

The Project would not convert farmlands to non-agricultural use; therefore, no impact would occur.

3.3.3 Air Quality

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

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

CEQA SIGNIFICANCE DETERMINATIONS FOR AIR QUALITY

a, c, d) No Impact

The Project is in Marin County within San Francisco Bay Area Air Basin and within the jurisdiction of Bay Area Air Quality Management District (BAAQMD) and California Air Resources Board (CARB). The project would not interfere with any of the control measures set forth in BAAQMD’s 2017 Clean Air Plan. Marin County is currently designated as nonattainment for ozone and particulate matter less than 2.5 microns in diameter (PM2.5) under National Ambient Air Quality Standards, and is in nonattainment for ozone, particulate matter less than 10 microns in diameter (PM 10), and PM2.5 under California Ambient Air Quality Standards. The Project is programmed as part of the SHOPP for the 2021/22 fiscal year and is included in the conforming Plan Bay Area 2050 and 2021 TIP. The Project would not conflict with or obstruct implementation of the applicable air quality plan and there would be no impact.

Sensitive receptors are children, elderly, people with asthma, and others who are at a heightened risk of negative health outcomes due to exposure to air pollution. Sensitive receptors are typically associated with schools, residential dwellings, daycare centers, hospitals, and senior-care facilities. The Project is located in an urban area with mixed commercial and residential land use. The interchange is surrounded by businesses such as shopping centers and other retailers. The nearest residences are at an apartment complex southeast of the interchange, approximately 430 feet from northbound U.S. 101. High density residences are approximately 1,000

feet away west of the interchange, and in areas approximately 900 feet southeast to the interchange. There are no other sensitive receptors near the interchange.

The build alternatives would not exceed existing condition for criteria pollutants or mobile source air toxics (MSATs), or exceed the BAAQMD's recommended thresholds for construction emissions. Air Quality conditions for sensitive receptors is not expected to worsen. The build alternatives would not expose sensitive receptors that could occur near the Project area to substantial pollutant concentrations. Therefore, there would be no impact.

The Project would not introduce odors that are not already associated with existing traffic. Therefore, there would be no impact.

b) Less than Significant Impact

Project-level conformity was evaluated through interagency consultation process for PM2.5. Metropolitan Transportation Commission's California Ambient Air Quality Standards determined that the Project is not a project of air quality concern based on the criteria specified in 40 Code of Federal Regulations (CFR) 93.123(b)(1). Therefore, a quantitative PM2.5 hot-spot modeling is not required to demonstrate conformity. The Project meets the conformity requirements of 40 CFR 93.116 without a quantitative PM10 hot-spot analysis. Project-level conformity demonstration of carbon monoxide is no longer required for the San Francisco Bay area, including Marin County.

The Project would be required to comply with Caltrans Standard Specification 14-9, Air Quality, which requires compliance with air-pollution control rules, regulations, ordinances, and statutes that apply in the Project area. Construction air pollutants are expected to be minimal to negligible and short term. Potential impacts to air quality, including violation of air quality standards, criteria pollutants, exposure of sensitive receptors to pollutants, and creation of odors, are not anticipated based on the scope of the Project. Project Feature AQ-1 would help minimize impacts from fugitive dust.

Project Feature

Caltrans would incorporate a standard measure into the Project to offset or avoid potential impacts to air quality. This feature is described in the following paragraph.

Project Feature AQ-1: Control Measures for Construction Emissions of Fugitive Dust. Dust control measures would be implemented to minimize airborne dust and

soil particles generated from construction. For disturbed soil areas, the use of tackifier to control dust emissions would be included in the construction contract. Any material stockpiles would be watered, sprayed with tackifier, or covered to minimize dust production and wind erosion.

3.3.4 Biological Resources

Would the project:

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

CEQA SIGNIFICANCE DETERMINATIONS FOR BIOLOGICAL RESOURCES

A natural environment study (NES) was prepared for the Project to evaluate the effects of this Project on biological resources, including sensitive plant and wildlife species (Caltrans 2022a). This section summarizes the findings of the study.

The biological study area (BSA) was drawn to include a 50-foot buffer surrounding the Project footprint (also referred to as the Project area—the area in which construction will occur) and encompasses the outer limit of all the proposed work. The BSA is the area that was surveyed to evaluate habitat and identify and quantify the natural resources associated with the Project. Another area outside of the identified BSA was also studied for the analysis of this NES. This other area is a 700-foot buffer added at the eastern terminus of the Project and designated as the salt marsh study area, to specifically incorporate adjacent salt marsh habitat.

The BSA contains developed roadway, herbaceous grasslands, ruderal and woodland vegetation, and wetland drainages and associated vegetation.

The additional 700-foot buffer, which is not included in the BSA, extends from the eastern terminus of the Project footprint and specifically includes nearby salt marsh habitat; the 700-foot buffer is referred to as the salt marsh study area (Figure 3-1). The salt marsh study area was also studied for the analysis of the NES.

The salt marsh study area specifically incorporates tidal wetland habitat within the Corte Madera Marsh, where California Ridgway's rail, California black rail, and salt marsh harvest mouse are known to occur.

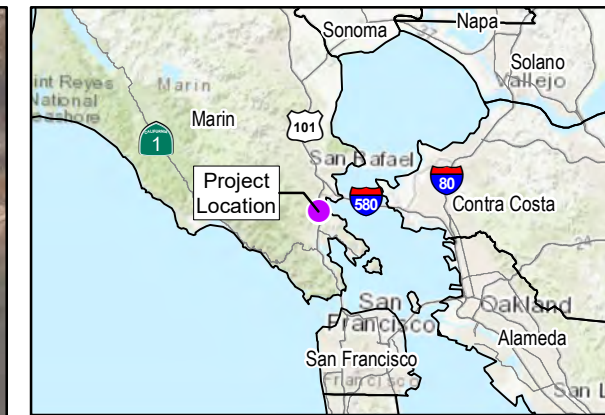
Biological Studies

As part of the NES, databases were used to evaluate potential impacts that could occur to sensitive biological resources as a result of the Project. Database searches included the California Natural Diversity Database (CNDDDB) (CDFW 2023); species list and critical habitat from the U.S. Fish and Wildlife Service (USFWS) (USFWS 2023), a species list from National Oceanic and Atmospheric Administration (NOAA) National Marine Fisheries Service (NMFS) (2023); and the California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants of California (CNPS 2023). A complete list of species from the database searches is provided in Appendix C.

In addition to database queries, the following technical studies were conducted for the Project: aquatic resources delineation, protocol-level rare plant surveys, tree surveys, bat survey, and reconnaissance-level wildlife survey.

a) Less than Significant Impact

With implementation of Project features and AMMs identified below, the Project would have a less-than-significant adverse effect, either directly or through habitat modifications, on any identified candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW), USFWS, or NMFS. General Project features that would reduce impacts to special-status species include BIO-3, Worker Environmental Awareness Training, and BIO-4 Mark Environmentally Sensitive Areas. Additional specific Project features are discussed in the subsections that follow.



- Legend**
- Post Miles
 - - - Caltrans Right of Way
 - ▭ Project Footprint (20.39 acres)
 - ▭ Biological Study Area (25.99 acres)
 - ▭ Salt Marsh Study Area (13.3 acres)

Data Source:
 Caltrans Designs Provided April 2022
 Imagery Source:
 Marin County

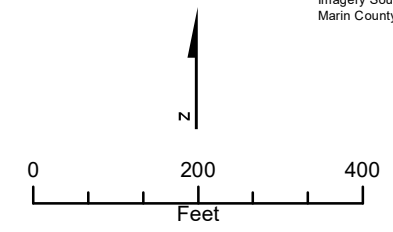


Figure 3-1
Biological Study Area
 U.S. 101 / Tamalpais Drive Overcrossing Project
 EA 04-4J860, MRN-101 PM 7.37
 Marin County, California

Service Layer Credits:
 Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBasis, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), Swisstopo, Mapbox, and the
 GIS User Community

Special-status species' habitat is present within the Project area, as well as the adjacent salt marsh and wetland habitats. Construction activities could result in increases in noise, which could adversely impact nesting bird species, particularly the California Ridgway's rail and the California black rail. However, these impacts will be avoided or reduced by implementing AMMs that establish work buffers and restrict work during the breeding season.

Special-status species potentially present within or adjacent to the BSA are discussed below and included in tabular format in Appendix C.

Plants

Napa false indigo: While the Project will have no direct impacts on broad-leaved upland forest, chaparral, or cismontane woodland habitat types, there is marginal suitable habitat for Napa false indigo to occur within the BSA. Therefore, impacts on this species may occur. However, pre-construction rare plant surveys will be performed, and if Napa false indigo is detected, the extent and abundance of the species will be mapped and flagged in the field for future relocation, salvage, and transplantation to avoid impacts. Therefore, impacts on this plant are not expected.

Implementation of the following Project features would avoid impacts to Napa false indigo: BIO-4: Mark Environmentally Sensitive Areas; BIO-7: Stormwater Best Management Practices, BIO-8: Construction Site Management Practices; BIO-11: Restoration of Disturbed Areas. In addition, the following avoidance AMM will be implemented to avoid potential impacts to Napa false indigo: BIO-15: Rare Plant Pre-construction Survey and Rare Plant Salvage and Transplantation Plan.

Point Reyes salty bird's-beak: There is marginal suitable habitat present for Point Reyes salty bird's-beak to occur within the BSA; therefore, impacts on this species may occur. However, pre-construction rare plant surveys will be performed, and if Point Reyes salty bird's-beak is detected, the extent and abundance of the species would be mapped and flagged in the field for future relocation, salvage, and transplantation to avoid impacts. Therefore, impacts on this plant are not expected.

The Project would have no direct impacts to tidal wetland (salt marsh or brackish marsh) habitat. Therefore, there would be no direct impacts to the Point Reyes salty bird's-beak or its habitat.

Implementation of the Project features outlined in Table 1-1 will result in avoiding indirect impacts on Point Reyes salty bird's-beak. In particular, implementation of the

following will specifically avoid impacts on wetland habitat: BIO-4: Marking of Environmentally Sensitive Areas, BIO-7: Stormwater Best Management Practices, BIO-8: Construction Site Management Practices, BIO-11: Restoration of Disturbed Areas. In addition, the following AMM will be implemented to avoid and/or minimize potential impacts on Point Reyes salty bird's-beak: BIO-15: Rare Plant Pre-construction Survey and Rare Plant Salvage and Transplantation Plan.

Wildlife

California Ridgway's Rail: There would be no impacts on California Ridgway's rail habitat as a result of this Project. In addition, rails are not expected to occur within the BSA; therefore, the Project is not expected to have direct impacts such as injury or mortality on rails.

Work will include pile driving, which could affect California Ridgway's rail via noise disturbance. Specifically, if rails are located close to the construction work, pile driving could cause them to flush, making them more vulnerable to predators, or pile driving may startle nesting birds and cause nest abandonment if work occurs during the rail nesting season. USFWS considers the species sensitive to disturbance and seeks to minimize human intrusion into occupied marshes, particularly during the breeding season (USFWS 2013). Birds may be disrupted from normal behavior when noise levels rise above 80 to 85 decibels (USFWS 2013).

Additional coordination with USFWS is underway to determine the level of impact from pile driving to California Ridgway's rail species. For the purposes of this Initial Study, it is anticipated that the Project "may affect, likely to adversely affect" the California Ridgway's rail due to pile driving activities, and that a Biological Opinion (BO) is necessary.

In addition to biology-related Project features that protect aquatic resources and provide biological oversight and wildlife protection, the following AMM will be implemented as deemed necessary by the Project biologist to avoid and/or minimize potential impacts on California Ridgway's rail: BIO-16: California Ridgway's Rail and California Black Rail Pre-Construction Survey,

In addition, further AMMs may be required by USFWS during coordination of the BO for the California Ridgway's rail.

California Black Rail: There would be no impacts on California black rail habitat as a result of this Project. In addition, California black rails are not expected to occur

within the BSA; therefore, the Project is not expected to have direct impacts, such as injury or mortality, on the rails.

Due to the noise sensitivity of the California black rail, AMM BIO-16 also applies to this species (in addition to other biology-related Project features).

California Red-Legged Frog: While suitable habitat is present within the BSA, including potentially suitable breeding and nonbreeding aquatic habitat in the form of the palustrine emergent wetlands on site, as well as suitable upland/dispersal habitat, the potential for California red-legged frog (CRLF) to use these areas is probably very low due to habitat fragmentation. Because CRLF are not likely to be present in the BSA, no take of CRLF is anticipated, and the Project is not anticipated to have an effect on CRLF or its habitat.

In addition to Project features, the following AMMs will be implemented to avoid and/or minimize potential impacts on CRLF: BIO-18: CRLF Preconstruction Surveys, BIO-19: Wildlife Exclusion Fencing, BIO-20: CRLF Monitoring.

Salt Marsh Harvest Mouse: Implementation of the Project will not include ground-disturbing work in salt marsh harvest mouse habitat. The Project's eastern terminus is approximately 400 feet east of salt marsh harvest mouse habitat within Corte Madera Marsh. Salt marsh harvest mice occurring in Corte Madera Marsh are not anticipated to enter the BSA because of the presence of developed areas between the marsh and the BSA. Therefore, there would be no impacts on individual salt marsh harvest mice or salt marsh harvest mouse habitat associated with this Project.

Implementation of biology-related Project features will result in avoiding indirect impacts on salt marsh harvest mouse. In particular, implementation of the following will specifically avoid and/or minimize impacts on salt marsh habitat: BIO-4: Mark Environmentally Sensitive Areas, BIO-7: Stormwater Best Management Practices, BIO-8: Construction Site Management Practices, and BIO-11: Restoration of Disturbed Areas.

Salt Marsh Common Yellowthroat: Because this species may nest in freshwater wetland habitat or the adjacent shrubs and or herbaceous vegetation within the BSA, the Project may affect salt marsh common yellowthroat. Project construction has the potential to result in the take of nests, eggs, young, or individuals. Construction disturbance during the breeding season could result in the incidental loss of fertile eggs or nestlings or otherwise lead to the abandonment of nests. However, any birds

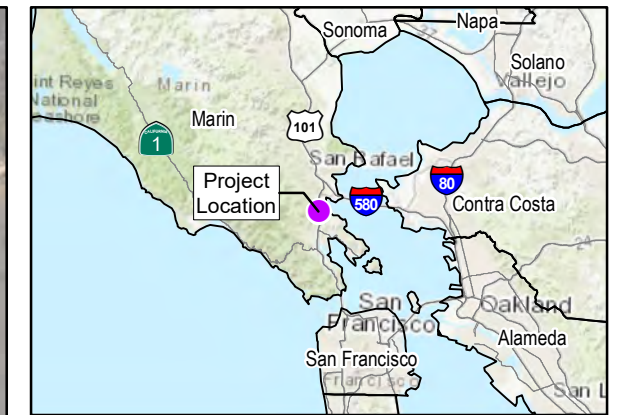
within the BSA are likely habituated to a high level of baseline disturbance from the constant traffic noise on U.S. 101.

Potential Project impacts may also include temporary or permanent loss of salt marsh common yellowthroat potential foraging and nesting habitat resulting from vegetation clearing and the construction of new Project elements (Figure 3-2). With the incorporation of Project features and AMMs into the Project, no take of salt marsh common yellowthroat or eggs is anticipated: BIO-5: Nesting Bird Surveys and BIO-6: Active Nest Buffers.

Monarch Butterfly: Given that the BSA is not located within a CDFW Area of Conservation Emphasis for monarch butterfly and does not contain a known California monarch overwintering roost (an area, usually wooded, that provides shelter for butterflies during the winter), there is a low potential for this species to forage or be present within the BSA, and no impacts to monarch butterfly are anticipated.

However, Project construction has the potential to result in direct impacts on individual butterflies including the temporary or permanent loss of monarch butterfly potential foraging and overwintering habitat resulting from vegetation clearing. Implementation of Project features will avoid and/or minimize impacts on the monarch butterfly.

Other Nesting Birds/Raptors: Project construction has the potential to result in the take of nests, eggs, young, or individuals of species protected under the Migratory Bird Treaty Act. Potential Project impacts include temporary impacts on foraging habitat and temporary or permanent loss of potential nesting habitat resulting from tree and vegetation clearing. Construction disturbance during the breeding season could result in the incidental loss of fertile eggs or nestlings or otherwise lead to the abandonment of nests. With the incorporation of Project features and AMMs BIO-5 and BIO-6 into the Project, no take of migratory birds or eggs is anticipated.



- Legend**
- Post Miles
 - ▭ Project Footprint (20.39 acres)
 - ▭ Biological Study Area (25.99 acres)
- Habitat Types:**
- ▭ CA Annual and Perennial Grassland (2.47 acres)
 - ▭ Developed/Major Road (15.61 acres)
 - ▭ Distichlis spicata Flat (0.01 acre)
 - ▭ Landscaped (1.17 acres)
 - ▭ Non-native Forest (0.79 acre)
 - ▭ Quercus agrifolia Woodland (0.86 acre)
 - ▭ Carpobrotus chilensis Ruderal (1.63 acres)
 - ▭ Acacia melanoxylon Ruderal Shrubs (0.70 acre)
 - ▭ Ruderal (1.56 acres)
 - ▭ Salicornia pacifica Drainage (0.03 acre)
 - ▭ Typha latifolia Drainage (0.28 acre)
 - ▭ Salix lasiolepis Thicket (0.06 acre)
 - ▭ Seasonal Wetland Drainage (disturbed) (0.32 acre)
 - ▭ Sequoia sempervirens Grove (0.51 acre)

Data Source:
Caltrans Designs Provided April 2022
Imagery Source:
Marin County

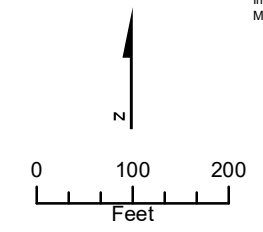


Figure 3-2
Habitat Types Present
within the Biological Study Area
U.S. 101 / Tamalpais Drive Overcrossing Project
EA 04-4J860, MRN-101 PM 7.37
Marin County, California

Service Layer Credits:
Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kartidator, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Bat Species: Bat species have the potential to use highway structures, such as bridges, if conditions for roosting are appropriate, as well as nearby trees. Suitable day and night bat crevice, cavity, and foliage roosting habitat is present throughout the BSA in the form of Tamalpais Drive Bridge, pedestrian walkways, on- and off-ramps, and trees located within the BSA. Therefore, there is potential for bat species and bat roosting habitat to be affected during Project activities.

Temporary impacts are defined as those created when potentially suitable bat roost habitat would be unavailable to bats during construction activities, but not permanently altered. Permanent impacts are those that occur when areas defined as potentially suitable bat habitat areas are permanently modified.

Up to 85 trees are anticipated to be affected, either through trimming or removal, including trees that could provide potential roosting habitat (Figure 1-2 and Table 2-1). Loss of these trees would be considered a permanent impact. In addition, foliage-nesting bats may be harmed by tree removal activities.

If night work is required, indirect impacts could occur. Night roost disturbance could come in the form of habitat degradation, such as light and noise disturbance. Most insectivorous bats rely on hearing the returning echoes of their ultrasonic echolocation calls to orientate, detect prey, and communicate. Night construction noise may mask prey-generated sounds and the lower frequency components of echolocation calls (Altringham and Kerth 2016). Light can also attract some bat species, particularly open-air foragers (Rydell 1992, Blake et al. 1994) because short-wavelength light attracts insect prey. Bats exploiting insect swarms around (night) construction lights may be at greater risk of collision with traffic (Altringham and Kerth 2016).

Impacts on Tamalpais Drive Bridge and the spiral pedestrian walkways, including loss of suitable crevice and cavity roosting habitat, would be considered a permanent impact on roosting habitat. Impacts on Tamalpais Drive Bridge and the spiral pedestrian walkways could also result in direct impacts on bat species, including injury or mortality, if bat species are occupying the crevices or cavities that provide roosting habitat during construction activities. However, with the implementation of bat protection measures, as described below, these impacts would be avoided.

Implementation of the Project features BIO-12: Bat Protection, and BIO-14: Night Lighting, will avoid and/or minimize impacts on bat species. In addition, AMM

BIO--17: Bat Monitoring Protocols, will be implemented to avoid and/or minimize potential impacts on bats.

b, c) Less than Significant Impact

The Project would not have a substantial adverse effect on riparian habitat or an environmentally sensitive natural community. Nor would the Project have a substantial adverse effect on a state or federally protected wetland.

Sensitive Natural Communities

There are no mapped CDFW-designated sensitive natural communities recorded within the BSA (CDFW 2022a). However, there are freshwater wetlands within the BSA and Project footprint that may be subject to Section 1600 of the CDFW Code. The natural land cover types mapped within the BSA are described for each alternative within the NES for the Project.

Potential Jurisdictional Aquatic Resources

The Project is anticipated to have a less than significant impact on federally protected wetlands, as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, and coastal areas) through direct removal, filling, hydrological interruption, or other means.

Potential jurisdictional aquatic resources were delineated in the BSA. Vegetation, hydrology, and soils were used to determine the presence of jurisdictional wetlands. The predominant wetland type was *Typha latifolia* habitat, found throughout the BSA in a wetland/drainage feature. This feature has several box culverts that drain water from the wetland feature into United States Army Corps of Engineers (USACE) jurisdictional waters.

Emergent wetlands were also present within the BSA. This wetland type was delineated in three locations: a roadside ditch adjacent to the Corte Madera Town Center in the northwestern portion of the BSA, adjacent to an off-ramp in the northeastern portion of the BSA, and within the drainage channels located in the southeastern portion of the BSA. Generally, wetlands that are not directly connected to waters of the United States are not considered to be jurisdictional; however, these wetlands are connected to waters that are under USACE jurisdiction and may thus be subject to regulatory oversight.

Based on the results of the aquatic resources delineation, the BSA contains 0.35 acre of potential jurisdictional wetlands of the United States and 0.63 acre of potential jurisdictional other waters of the United States (Table 3-1).

Table 3-1. Summary of Potential Aquatic Resources within BSA

Aquatic Resource in BSA	Acres	Linear Feet
Potential Jurisdictional Wetlands of the United States	0.35	1,755
Potential Jurisdictional Other Waters of the United States and Roadside Ditches	0.63	4,110

Potential jurisdictional aquatic resources within the BSA could be directly affected by the Project. Because there has not yet been a final jurisdictional determination of aquatic resources for this Project, it cannot be definitively concluded that jurisdictional aquatic features will be affected as a result of the Project. For the sake of caution, the preliminary area of mapped potential jurisdictional wetlands and waters that fall within the Project footprint is included in Table 3-2 as potentially affected. Table 3-2 describes the potential temporary and permanent impacts (in acres) on potential jurisdictional aquatic resources resulting from the various Project alternatives.

Table 3-2. Direct Temporary and Permanent Impacts on Potential Jurisdictional Aquatic Resources

Impacts	Potential Jurisdictional Wetland or Other Water Features	Acreage within Project BSA	Impacts by Alternative (Acres)					
			2A	2B	3A	3B	4A	4B
Temporary	Wetlands of the United States	0.348	0.040	0.04	-	-	0.007	0.009
Temporary	Other Waters of the United States	0.630	0.054	0.060	0.077	0.070	0.086	0.081
Permanent	Wetlands of the United States	0.348	0.017	0.017	-	-	0.007	0.013
Permanent	Other Waters of the United States	0.630	0.009	0.009	0.079	0.080	0.082	0.096

d) No Impact

The Project will not affect habitat connectivity because the BSA does not contain suitable habitat for a migration corridor. The Project does have the potential to affect

individuals of special-status species, if they are within the BSA during construction (discussion on special-status species in response to question A of this section).

e) No Impact

This Project would not conflict with any local policies or ordinances protecting biological resources; therefore, there would be no impact.

f) No Impact

This Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, there would be no impact.

Project Features

Caltrans would incorporate its standard measures into the Project to offset or avoid potential impacts to biological resources. These features include those described in the following paragraphs.

Project Feature BIO-1: Documentation at Project Site. A permit compliance binder would be maintained at the construction site at all times and presented to resource agency (USACE, USFWS, Regional Water Quality Control Board [RWQCB] and/or CDFW) personnel upon request. The permit compliance binder would include a copy of all original permits and agreements, and any extensions and amendments to the permits and agreements.

Project Feature BIO-2: Work According to Documents. Except as they are contradicted by measures within the permits and agreements, all work would be conducted in conformance with the Project description and the AMMs.

Project Feature BIO-3: Worker Environmental Awareness Training. Prior to the start of construction, a biological monitor would provide a training session for all work personnel to identify any sensitive species that may be in the area, their basic habits, how they may be encountered in their work area, and procedures to follow when they are encountered. Any personnel joining the work crew later would receive the same training before beginning work on site. Upon completion of the education program, employees would sign a form stating they attended the program and understand all protection measures. A pamphlet that contains images of sensitive species that may occur within the Project, environmentally sensitive areas (ESAs) within the Project site, and notes key avoidance measures, as well as employee

guidance would be given to each person who completes the training program. These forms would be made available to the resource agencies upon request.

Project Feature BIO-4: Mark Environmentally Sensitive Areas. Before construction begins, ESAs would be clearly delineated using high-visibility orange fencing, flagging, or similar marking to delineate sensitive habitats. The ESA marking would remain in place throughout construction. It may be removed during the wet season (and subsequently re-installed), if needed to prevent materials from being washed away. The final Project plans would depict all locations where ESA markings would be installed and how the markings would be installed. The bid solicitation package special provisions would clearly describe acceptable marking material and prohibited construction-related activities, vehicle operation, material and equipment storage, and other surface-disturbing activities within ESAs. ESA markings would be maintained in good repair throughout the Project as needed.

Project Feature BIO-5: Nesting Bird Surveys. If Project activities occur from February 1 to September 30, then a pre-construction survey will be conducted for nesting birds no more than 3 days before construction. If active nests are found, then an appropriate buffer will be established, and the nest will be monitored for compliance with the MBTA and California Fish and Game Code (FGC) 3503.

Project Feature BIO-6: Active Nest Buffers. If an active bird nest is found during construction activities, then the following ESA buffers would be established: if an active raptor nest is observed, a 300-foot-wide ESA buffer would be implemented to avoid impacting the young until they have fledged; if an active nest of non-raptor migratory birds is observed, a 50-foot-wide ESA buffer would be implemented to protect the young until they have fledged, or as otherwise determined through consultation with USFWS and CDFW regarding appropriate action to comply with the MBTA and California FGC 3503.

Project Feature BIO-7: Stormwater Best Management Practices. Water pollution control and erosion control best management practices (BMPs) will be developed and implemented to minimize wind- or water-related erosion. BMPs will follow the requirements of the RWQCB and standards outlined in Construction Site Best Management Practices BMPs Manual (Caltrans 2017). At a minimum, protective measures will include the following:

- a. Prohibiting discharge of pollutants from vehicle and equipment cleaning into storm drains or watercourses.

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

Project Feature BIO-8: Construction Site Management Practices. The following site restrictions would be implemented to avoid or minimize potential impacts on sensitive biological resources:

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

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

Project Feature BIO-9: Invasive Weed Control. To reduce the spread of invasive, nonnative plant species and minimize the potential decrease of palatable vegetation for wildlife species, Caltrans would comply with Executive Order 13112. This order is provided to prevent the introduction of invasive species and provide for their control to minimize the economic, ecological, and human health effects. If noxious weeds are disturbed or removed during construction-related activities, the contractor would be required to contain the plant material associated with these noxious weeds and dispose of the material in a manner that would not promote the spread of the species. The contractor would be responsible for obtaining all permits, licenses, and environmental clearances for properly disposing of materials. Areas subject to noxious weed removal or disturbance would be replanted with fast-growing native grasses or a native erosion control seed mixture. Where seeding is not practical, the target areas within the Project area would be covered to the extent practicable with heavy black plastic solarization material until the end of the Project.

If work occurs in sensitive habitats, vehicles and equipment would be thoroughly cleaned before arriving on the site to prevent the spread of noxious weeds from other locations.

Project Feature BIO-10: Vegetation and Tree Removal. Vegetation will be cleared only where necessary and will be cut above soil level, except in areas that will be permanently affected or excavated. This will allow plants that reproduce vegetatively to resprout after construction.

Project Feature BIO-11: Restoration of Disturbed Areas. Temporarily disturbed areas would be restored to the maximum extent practicable. Exposed slopes and bare ground would be reseeded with native grasses to stabilize and prevent erosion. Where

disturbance includes the removal of trees and woody shrubs, native species would be replanted, based on the local species composition.

Project Feature BIO-12: Bat Protection. A habitat assessment would be conducted for potentially suitable bat roosting habitat prior to construction activities. If the habitat assessment reveals any structures are suitable roosting habitat for bats, then the appropriate exclusionary measures would be implemented prior to construction during the period between March 1 and April 15, or August 31 and October 15. Potential avoidance may include exclusionary blocking or filling potential cavities with foam, visual monitoring, and/or staging Project work to avoid bats. If bats are known to use the structures, then exclusion netting would not be used.

If the habitat assessment reveals suitable bat habitat in trees, and tree removal is scheduled from April 16 through August 30 and/or October 16 through February 28, then presence/absence surveys will be conducted 2 to 3 days prior to tree removal or trimming. If presence/absence surveys are negative, then tree removal will proceed following a two-phase tree removal system. If presence/absence surveys indicate bat occupancy, then the occupied trees will only be removed from March 1 through April 15 and/or August 31 through October 15 by following the two-phase tree removal system. The two-phase system will be conducted over 2 consecutive days. On the first day (in the afternoon), limbs and branches will be removed by a tree cutter using chainsaws or other hand tools. Limbs with cavities, crevices, or deep bark fissures will be avoided, and only branches or limbs without those features will be removed. On the second day the entire tree will be removed.

Bats will not be disturbed without specific notice to, and consultation with, CDFW.

Project Feature BIO-13: Prevent Inadvertent Entrapment. To prevent inadvertent entrapment of animals during construction, all excavated, steep-walled holes or trenches more than 1-foot deep would be covered at the close of each working day, by plywood or similar materials, or provided with one or more escape ramps constructed of earthen fill or wooden planks at an angle no greater than 30 degrees. Before such holes or trenches are filled, they would be thoroughly inspected for trapped animals. Pipes, culverts, or similar structures stored in the Project area overnight would be inspected before they are subsequently moved, capped, or buried.

Project Feature BIO-14: Night Lighting. Some nighttime work is anticipated for this Project. For unavoidable nighttime work, all lighting would be shielded and

directed downwards towards the active construction area to avoid exposing nocturnal wildlife to excessive glare.

Avoidance and Minimization Measures

Caltrans would incorporate the following AMMs into the Project to offset or avoid potential impacts to biological resources.

AMM BIO-15: Rare Plant Pre-construction Survey and Rare Plant Salvage and Transplantation Plan. During the spring season prior to construction, Caltrans will conduct focused pre-construction surveys for the rare plants identified in the Project area. The extent and abundance of the rare plants will be mapped and flagged in the field for future relocation, salvage, and transplantation. These surveys will be conducted during the season in which the rare plants are detectable and in the phenological stage of development for correct identification (typically late spring).

If a rare plant is identified within the Project area during the pre-construction survey, a rare plant transplantation plan will be prepared. The transplantation plan will be submitted to the regulatory agencies for approval prior to the beginning of construction.

AMM BIO-16: California Ridgway's Rail and California Black Rail Pre-Construction Surveys. For portions of the Project that are within 700 feet of Corte Madera Marsh (the eastern portion of the Project Footprint), if work will occur during the rail nesting season (February 1 through August 31), surveys will be conducted to determine whether the species are present. Protocol-level surveys, if required, will be conducted beginning between January 15 and February 1. A minimum of four surveys will be required. Each survey should be 2 to 3 weeks apart, and the final survey should be completed by March or mid-April to ensure that no California Ridgway's rail or California black rail are present during construction. Surveys will be completed prior to the initiation of construction, with 3 weeks remaining after completion of surveys and before Project initiation to submit results to CDFW for review. Protocol survey requirements will adhere to the most recent USFWS/CDFW protocols.

If California Ridgway's rail and/or California black rail are detected during pre-construction surveys, then pile driving will not occur within 700 feet of an identified detection (or smaller distance if approved by USFWS and CDFW) during the rail nesting season. If rail activity is detected within the 700-foot buffer, immediate consultation with USFWS and CDFW is required.

AMM BIO-17: Bat Monitoring Protocols. If a bat or bat colony is observed nesting or roosting in active construction areas at the Project area, construction activities that would imminently harm bats will stop within 150 feet of the roosting location until a qualified biologist develops a site-specific bat avoidance plan to implement at the roosting site. Once the plan is implemented, Project activities may recommence with Project biologist oversight at that location.

AMM BIO-18: Preconstruction Surveys for CRLF. Preconstruction surveys for the CRLF will be conducted by the Project biologist within 14 calendar days of the initiation of project activities in suitable upland and aquatic habitat prior to ground-disturbing activities, vegetation removal, and Wildlife Exclusion Fencing (WEF) installation. Surveys will be conducted as outlined in the 2005 USFWS species survey guidelines for CRLF. Access to habitat during surveys may be limited by appropriate safety measures and protocols available at:

<https://www.fws.gov/media/revise-guidance-site-assessments-and-field-surveys-california-red-legged-frogamphibians>.

Preconstruction surveys will include:

- Foot surveys will be conducted of potential frog habitat within the Work Area and accessible adjacent areas (within at least 50 feet of Work Area).
- Potential cover sites (burrows, rocks, soil cracks, vegetation, and other potential refuge habitat) and any areas of disturbed soil for signs of CRLF will be investigated.

Native vertebrates found in cover sites within the Work Area will be documented and, if handling is allowed, relocated to an adequate cover site in the vicinity. Species that cannot be relocated due to special protection status will be addressed in coordination with the appropriate agency(s) with jurisdiction.

AMM BIO-19: Wildlife Exclusion Fencing. Before starting construction, WEF will be installed where wildlife could enter the Project area. Locations of the WEF will be determined in coordination with the onsite biologist. WEF installation locations will be identified during the plans, specifications, and estimate phase of the Project; the final plans will depict the locations where WEF will be installed and how it will be assembled/constructed. The special provisions in the bid solicitation package will clearly describe acceptable WEF material and proper WEF installation and maintenance. The WEF will remain in place throughout the Project duration while

construction activities are ongoing and will be regularly inspected for stranded animals and fully maintained. The WEF will be removed following completion of construction activities or when construction is completed at that location at the discretion of the Project biologist.

AMM BIO-20: CRLF Monitoring. During construction in and near potential CRLF habitat, the following protocols will be observed by the Project biologist during construction monitoring:

- Within 24 hours prior to initial ground-disturbing activities, portions of the Work Area where potential CRLF habitat has been identified will be surveyed by a Project biologist(s) to clear the site of frogs moving above ground or taking refuge in burrow openings or under materials that could provide cover.
- A Project biologist(s) will be present during all initial ground-disturbing activities and vegetation removal in suitable refugia habitats for CRLF to monitor the removal of the top 12 inches of topsoil.
- If potential aestivation burrows are discovered, the burrows will be flagged for avoidance.
- After a rain event, and prior to construction activities resuming, a qualified biologist will inspect the Work Area and all equipment/materials for the presence of CRLF.
- Upon discovery of a CRLF individual(s) in an active construction area, all work will cease within a 50-foot radius of the frog. The frog will be allowed to leave the site on its own; or if the frog(s) does not leave on its own, it will be relocated as close to the Project site as feasible and with permission from the property owner and placed in a natural burrow by a Project biologist with the appropriate USFWS 10(a)1(A) handling permit.

The USFWS will be notified by phone and email within 1 working day of any CRLF discovery in the Project area.

3.3.5 Cultural Resources

Would the project:

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

CEQA SIGNIFICANCE DETERMINATIONS FOR CULTURAL RESOURCES

A Section 106 Screening Memorandum was prepared by the Caltrans Office of Cultural Resource Studies (Caltrans 2022e). The investigation was performed by a Caltrans archaeologist and architectural historian who are Professionally Qualified Staff (PQS) for prehistoric archaeology and architectural history. A summary of the findings is presented here.

There were no identified sacred sites in the Project area, therefore coordination with Native American tribes and individuals was not conducted.

Caltrans’ PQS staff conducted a literature review of the Caltrans Cultural Resource Database, as-built plans, aerial photographs, and maps. There are no resources within the Project area that are eligible for the National Register of Historic Places. No further cultural resources study was required for the built environment resources.

Based on the literature review and the archaeological survey, Caltrans determined that the Project has no potential to affect cultural resources.

a, b, c) No Impact

The Project is in a heavily developed commercial area. The underlying soils are mapped as artificial fill placed to reclaim the historic marshland. The location is of low sensitivity for buried archaeological deposits.

The Project has no potential to affect cultural resources. Implementation of Project features CULT-1 and CULT-2 would reduce potential impacts to undiscovered cultural resources.

Project Feature

Caltrans would incorporate its standard measures into the Project to offset or avoid potential impacts to cultural resources. These Project features include those described in the following paragraphs.

Project Feature CULT-1: Discovery of Cultural Resources. If previously unidentified cultural resources are unearthed during construction, work would be halted in that area until a qualified archaeologist can assess the significance of the discovery.

Project Feature CULT-2: Discovery of Human Remains. If remains are discovered during dredging activities, all work within 60 feet of the discovery would halt and Caltrans Cultural Resource Studies Office would be called. Caltrans Cultural Resources Studies Office Staff would assess the remains and, if they are determined to be human, would contact the County Coroner, per Public Resources Code, Sections 5097.98, 5097.99, and 7050.5 of the California Health and Safety Code. If the coroner determines the remains to be Native American, then the coroner would contact the Native American Heritage Commission, which would assign a Most Likely Descendant. Caltrans would consult with the Most Likely Descendant on treatment and reburial of the remains. Further provisions of Public Resources Code, Section 5097.98 would be followed as applicable.

3.3.6 Energy

Would the project:

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

CEQA SIGNIFICANCE DETERMINATIONS FOR ENERGY

An *Energy Analysis Memo* (Caltrans 2022d) was completed for the Project. This section summarizes the findings of this report.

a) Less than Significant Impact

Activities that consume energy also generate byproducts. Greenhouse gases (GHGs) are the most closely studied byproducts of energy consumption because they are linked to climate change (also refer to Section 3.3.8, Greenhouse Gas Emissions). The Road Construction Emissions Tool Model (RCEM), version 9.0, was used to estimate diesel and gasoline fuel consumption that generates from construction equipment and vehicles. A summary of energy usage in terms of fuel consumption is shown in Table 3-3.

Table 3-3. Construction Equipment and Vehicle Fuel Consumption

Diesel (gallons)	Gasoline ^[1] (gallons)
85,881.95	4,701.87

^[1]Gasoline fuel consumption was adjusted to account for the Safer Affordable Fuel-Efficient (SAFE) Rule Part One and Final SAFE Rule.

The Project is not a congestion relief project. Construction activities would be short term and would not increase highway capacity or otherwise significantly alter long-term vehicular circulation that could affect energy use. During construction, BMPs, as described under Project Feature Energy-1, would be implemented for energy efficiency of construction equipment. During Project operation, energy consumption would be limited to routine maintenance. The impact would be less than significant.

b) No Impact

The Project has the potential to reduce vehicle miles traveled (VMTs) by improving east-west access over U.S. 101 for pedestrians and bicyclists, which could reduce emissions and energy consumption. Traffic volumes and types of vehicles using the highway would not change as result of the Project. Therefore, the Project would not conflict with the regional/statewide goals on climate change, air quality, and petroleum reduction.

The Project would not conflict with a state or local plan for renewable energy or energy efficiency. There would be no impact.

Project Feature

Caltrans would incorporate a standard measure into the Project to offset or avoid potential impacts to energy. This feature is described in the following paragraph.

Project Feature Energy-1: Minimize Energy Consumption from Construction Activities. The use of construction BMPs would minimize energy consumption from construction activities, including, but not limited to: (1) limit idling of vehicles and equipment; (2) use solar power as a power source, where feasible; (3) ensure regular maintenance of construction vehicles and equipment; and (4) if feasible, recycle nonhazardous waste and excess materials to reduce disposal offsite.

3.3.7 Geology and Soils

Would the project:

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

CEQA SIGNIFICANCE DETERMINATIONS FOR GEOLOGY AND SOILS

The entire Project area lies on engineered (artificial) fill overlying marine or marsh deposits (Caltrans 2022b).

a(i), (ii), (iii), (iv)) No Impact

The Project would be subjected to strong ground shaking from nearby faults; however, the potential for fault rupture does not exist at the Project site. The Project does not directly or indirectly increase the potential for surface rupture, or strong ground shaking, or expose the public to increased risk of loss, injury, or death.

Soils may be subject to liquefaction during a strong seismic event; however, Project elements would not further add to the hazard. The Project would not expose the public to hazards from landslides or erodible soils. Soft soils (clay or silty clay soils)

are found at the site. Soils are not expansive or collapsible, and the Project does not propose septic systems.

The Project is not located on a geologic unit or soil that is unstable. Therefore, the Project would not increase the potential risk of loss, injury, or death resulting from seismically related liquefaction. There would be no impact.

The Project would not affect geologic or native soil conditions and would not disturb the native subsurface because the Project would be located on previously disturbed ground. There would be no additional impacts to the public from earthquakes, landslides, liquefaction, or other geologic hazards.

b) Less than Significant Impact

The Project would require soil disturbance, which could result in erosion. With Caltrans construction BMPs, outlined in AMMs Water Quality WQ-1 through WQ-4, discussed under Hydrology and Water Quality, the Project would not result in substantial erosion or loss of topsoil and the impact would be less than significant.

c, d, f) No Impact

There are no sensitive geologic, paleontological, or mineral resources in the Project limits. No additional impacts to the public from earthquakes, landslides, liquefaction, or other geologic hazards would result from the Project. Project excavation would be in engineered fill over marsh deposits. These units are not fossil bearing and would not require monitoring during excavation. Therefore, no impact would occur.

e) No Impact

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

3.3.8 Greenhouse Gas Emissions

Would the project:

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

CEQA SIGNIFICANCE DETERMINATIONS FOR GREENHOUSE GAS EMISSIONS

Greenhouse Gas Emissions (GHGs) associated with the Project were analyzed within the *Air Quality Report* (Caltrans 2022e). This section summarizes the findings of the report.

a) Less than Significant Impact

GHG emissions resulting from construction activities of the Project would be short term and, therefore, would not result in a long-term impact on the environment. Construction-generated GHG includes emissions resulting from material processing, onsite construction equipment, workers commuting to and from the Project site, and traffic delays from construction. The GHG emissions would be produced at different levels throughout the Project, depending on the activities involved at various phases of construction.

The latest version of Caltrans Emission Factor (CT-EMFAC), CT-EMFAC2017, was used to estimate emissions of GHGs associated with different alternatives for the Project. GHG emissions were estimated based on GHG emission factors from CT-EMFAC and the annual vehicle miles traveled (VMT) information of each alternative. Carbon dioxide (CO₂) emissions is the single most important GHG pollutant because of its abundance when compared with other vehicle-emitted GHG, including methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbon, and black carbon. CO₂, N₂O, and CH₄ emissions were included in the emissions calculation.

Table 3-4 summarizes the operational-related GHG emissions associated with the different alternatives for the Project, including the total carbon dioxide equivalent (CO₂e) emission. Frequency and occurrence of GHG emissions would be reduced through Project Feature GHG-1.

Table 3-4. Alternatives Comparison: Operational-related GHG Emissions

Alternative/Analysis Year	GHG Emissions (MTCO _{2e} per year)	Annual Vehicle Miles Traveled ^[1]
Existing Conditions, 2022	5,745.7	17,958,725
Open to Traffic Year, 2026: No-Build Alternative	5,366.0	18,320,791
Open to Traffic Year, 2026: Build Alternative 2A	5,369.0	18,333,967
Open to Traffic Year, 2026: Build Alternative 2B	5,371.9	18,339,484
Open to Traffic Year, 2026: Build Alternative 3A/3B	5,380.0	18,370,558
Open to Traffic Year, 2026: Build Alternative 4A	5,405.6	18,457,558
Open to Traffic Year, 2026: Build Alternative 4B	5,425.7	18,524,276
Design Year 2046: No-Build Alternative	5,127.1	20,242,512
Design Year 2046: Build Alternative 2A	5,129.7	20,257,145
Design Year 2046: Build Alternative 2B	5,132.2	20,263,235
Design Year 2046: Build Alternative 3A/3B	5,141.1	20,297,522
Design Year 2046: Build Alternative 4A	5,166.1	20,393,572
Design Year 2046: Build Alternative 4B	5,183.0	20,467,302
Horizon Year 2050: No-Build Alternative	5,214.7	20,650,425
Horizon Year 2050: Build Alternative 2A	5,219.9	20,665,349
Horizon Year 2050: Build Alternative 2B	5,219.9	20,671,543
Horizon Year 2050: Build Alternative 3A/3B	5,228.8	20,706,590
Horizon Year 2050: Build Alternative 4A	5,254.1	20,804,638
Horizon Year 2050: Build Alternative 4B	5,272.6	20,879,854

^[1] Annual VMT values derived from daily VMT values multiplied by 347, per CARB methodology (CARB 2008).

Because the CT-EMFAC modeling did not consider the congestion relief by the Project’s build alternatives, potential GHG reductions benefits due to the Project were not reflected in the emissions in Table 3-4. Actual GHG emissions from the build alternatives may be lower than the No-Build Alternative because of the improved travel speed and the reduced vehicle idling time from ramp improvements as well as improvements in bicycle and pedestrian infrastructure across U.S. 101. In addition, with innovations such as longer pavement lives, improved traffic management plans, and changes in materials, the GHG emissions produced during construction can be offset to some degree by longer intervals between maintenance and rehabilitation activities.

b) No Impact

The Project is included in the Metropolitan Transportation Commission's Plan Bay Area 2050 and the 2021 Transportation Improvement Program (TIP). The associated air quality conformity analysis verifies that the Plan Bay Area 2050 and the 2021 TIP conform with the latest U.S. Environmental Protection Agency transportation conformity regulations and the relevant State Implementation Plan for attaining National Ambient Air Quality Standards and California Ambient Air Quality Standards. Therefore, the Project has no potential to interfere with air quality plans that are designed to reduce cumulative air quality impacts in the Project study area.

Project Feature

Caltrans would incorporate a standard measure into the Project to offset or avoid potential impacts to GHG's. This feature is described in the following paragraph.

Project Feature GHG-1: Control Measures for Greenhouse Gases.

Implementation of Caltrans Standard Specifications, such as complying with air-pollution-control rules, regulations, ordinances, and statutes that apply to work performed under the contract and the use of construction BMPs, would result in reducing GHG emissions from construction activities. These BMPs would include, but not be limited to: (1) ensure regular maintenance of construction vehicle and equipment; (2) limit idling of vehicles and equipment onsite; and (3) recycle nonhazardous waste and excess material if practicable.

3.3.9 Hazards and Hazardous Materials

Would the project:

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

CEQA SIGNIFICANCE DETERMINATIONS FOR HAZARDS AND HAZARDOUS MATERIALS

There is the potential for encountering hazardous materials during the construction stage of the Project (Caltrans 2021c). Limited testing may need to be conducted during later Project phases, including surveys for asbestos-containing material (ACM) and lead-containing paint (LCP) that may be present on the bridge structure. In addition, if required by the scope of the Project, Caltrans Office of Hazardous Waste will conduct a site investigation to characterize soil for contaminants, primarily aerially deposited lead, during the Project design phase. The results of these studies will dictate the special provisions required for the safe handling of hazardous materials.

a, b) Less than Significant Impact

The Project would not create a significant hazard to the public related to the routine transport, use, or disposal of hazardous materials. Also, the Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions, involving the release of hazardous materials into the environment.

Caltrans standard specifications BMPs would be implemented to prevent spills or leaks from construction equipment, as well as from storage of materials, such as fuels, lubricants, and solvents. All aspects of the Project associated with removal, storage, transportation, and disposal would be in strict accordance with the appropriate regulations of the California Health and Safety Code. Handling of hazardous materials would comply with Caltrans Standard Specification 14-11, Hazardous Waste and Contamination, which outlines handling, storing, and disposing of hazardous waste. The impact would be less than significant.

c) No Impact

The Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school because there are no existing or proposed schools within 0.25 mile of the Project; therefore, there would be no impact.

d) No Impact

The Project would not be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. There would be no impact.

e) No Impact

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

f) Less than Significant Impact

The Project would minimally interfere with any emergency response or evacuation plan. Potential traffic delays would result from construction activities. During daytime construction, one-way traffic control and one lane closure would be required.

Nighttime work to construct the portion of the Project that abuts or spans U.S. 101 would include closure of U.S. 101 within the Project area, and detours to side streets.

Prior to construction, a traffic management plan (TMP) (AMM Transportation and Traffic TRANS-1 in the Transportation and Traffic section) would be developed to control traffic, minimize traffic delays, and provide alternative routes. Emergency response times are not anticipated to change during construction because the TMP would provide priority to emergency vehicles during one-way traffic control and proposed closures. The TMP would provide instructions for emergency response or evacuation in an emergency. In addition, the Project would not conflict with any other emergency response or evacuation plan. The impact would be less than significant.

g) No Impact

The Project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. Caltrans proposes to upgrade existing infrastructure at the U.S. 101, Tamalpais Drive interchange, and would not have occupants or require installing associated infrastructure that would exacerbate fire risk or expose people or structures to risks. There would be no impact.

3.3.10 Hydrology and Water Quality

Would the project:

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

CEQA SIGNIFICANCE DETERMINATIONS FOR HYDROLOGY AND WATER QUALITY

Caltrans completed the following hydrology and water quality technical studies for the Project, the *Location Hydraulic Study/Floodplain Analysis* (Caltrans 2021d), and *Water Quality Study* (Caltrans 2021e). This section summarizes the findings of those reviews.

The Project site is within the jurisdiction of the San Francisco Bay Regional Water Quality Control Board (Region 2 SFB RWQCB); thus, the RWQCB is responsible for the enforcement of State and Federal Water Quality Regulations for the Project site. The direct receiving water body is San Francisco Bay Lower. The Project is within the San Rafael watershed area.

a) Less than Significant Impact

The Project would not violate water quality standards or waste discharge requirements, or otherwise substantially degrade surface or ground water quality.

The California State Water Resources Control Board issued a statewide Construction General Permit (GCP) for construction activities (2009-0009-Division of Water Quality [DWQ], CAS000002, as amended by 2010-0014-DWQ and 2012-0006-DWQ). The CGP applies to stormwater discharges from land where clearing, grading, and excavation result in a Disturbed Surface Area (DSA) of 1 acre or greater. Projects subject to the CGP require a Stormwater Pollution Prevention Plan (SWPPP) per Caltrans Standard Specification 13, “Water Pollution Control.” The expected DSA would be greater than one acre; therefore, this Project’s construction activities are subject to the CGP. A SWPPP would be prepared by the Contractor and approved by Caltrans to control all the potential temporary construction impacts resulting from the Project. AMMs WQ-1 Water Quality Best Management Practices, WQ-2 Design Pollution Prevention Temporary Construction BMPs, and WQ-3 Design Pollution Prevention BMPs Post Construction would reduce impacts to less than significance.

According to the initial Project design information the net new impervious surface would be greater than 10,000 square feet. Because the new impervious surface would be more than 10,000 square feet, post-construction stormwater treatment measures would be provided for this new impervious surface area, as described in AMM WQ-4 Post-Construction Treatment BMPs.

Section 401 of the Clean Water Act requires a water quality certification from either the SWRCB or RWQCB when a project would require a federal permit. A Section 404 permit, issued by USACE may be pursued, because work may impact potential Waters of the U.S. (Section 3.3.4 Biological Resources). If a 404 permit is pursued, and there is water work involved for the Project, a 401 water quality certification may be required.

Potential temporary impacts to existing water quality would result from active construction areas, which could lead to the release of fluids, concrete material, construction debris, sediment, and litter beyond the perimeter of the Project site. Implementation of AMMs WQ-1 and WQ-2 would be used for sediment control and material management. The anticipated sources for potential, temporary impacts to the water quality during construction may include, but are not limited, to the following:

- Debris and sediments from excavation and demolition
- Removing the existing pedestrian loop ramp and building the new pedestrian ramp

- Oil and grease from vehicles and construction equipment
- Concrete waste during concrete work
- Chemicals used for equipment and operations
- Painting or restriping
- Trash generation

The Project area is a significant trash concentration area, which triggers the requirement of trash capture devices, as described in AMM WQ-5, permanent trash capture devices will be considered during the design phase of the Project.

Potential, long-term impacts to water quality resulting from the Project are the deposition and transport of sediment and vehicular-related pollutants, such as oil, wearing of brake pads, and litter from motorists; and the removal of vegetation resulting from earthwork from locations, such as contractor staging and stockpile areas, that create DSAs. If not stabilized prior to completion of the construction phase, DSAs could discharge sediment post-construction. Implementation of AMM WQ-3, Design Pollution BMPs Post Construction, would reduce the potential for impacts to water quality following construction.

With implementation of AMMs WQ-1 through WQ-5, the Project would not substantially degrade surface water quality and the impact would be less than significant.

b) No Impact

The Project would have no effect to groundwater supplies or groundwater recharge areas in the Project vicinity. There would be no impact.

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

The Project would not substantially alter the existing drainage pattern of the Project site and would not result in substantial erosion or siltation. The Project would not result in an increase of surface runoff, create runoff that would exceed existing storm drain systems, or create substantial additional sources of polluted runoff. The Project would not impede or redirect flood flows. There would be no impact.

d) No Impact

No floodplain impacts from the Project are expected. While the Project is within the Federal Emergency Management Agency (FEMA) Base Floodplain Zone AE, with a Base Flood Elevation of 10 feet, the area has a one-percent chance of equaling or exceeding surface water elevation due to flooding in any given year. The Project would not alter existing terrain or existing drainage patterns; therefore, the Project would not increase the risk of flooding or damage to residences, buildings, or crops. The Project would not impact natural and beneficial floodplain values or support incompatible floodplain development. The Project would not impact the floodplain; therefore, no measures to minimize floodplain impacts are required.

The Project is not in seiche or tsunami zones. There would be no impact.

e) No Impact

The Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. There would be no impact.

Avoidance and Minimization Measure

Caltrans would incorporate the below AMMs into the Project to offset or avoid potential impacts to hydrology and water quality.

AMM WQ-1: Water Quality Best Management Practices. This Project will require a 401 Permit from the San Francisco Bay RWQCB. It is anticipated that the RWQCB permit will require a SWPPP, which will provide guidance on erosion control BMPs to be implemented to minimize wind- or water-related erosion. These BMPs will also be implemented via language in the *Construction Site Best Management Practices (BMPs) Manual* (Caltrans 2017), which provides guidance for including provisions in all construction contracts to protect sensitive areas, and prevent and minimize stormwater and non-stormwater discharges. BMPs will include wind erosion controls (such as temporary covers, hydraulic mulch, hydroseeding and wood mulching), and drainage inlet protection.

AMM WQ-2: Design Pollution Prevention Temporary Construction BMPs. The BMPs recommended for potential temporary construction impacts resulting from the project are: (1) job site management (2) sediment control (3) waste management and materials pollution control, (4) non-storm water management, (5) stockpile

management, (6) tracking controls, (7) wind erosion controls, and (8) drainage inlet protection.

AMM WQ-3: Design Pollution Prevention BMPs Post Construction: Design pollution prevention BMPs will be applied for post-construction erosion control since the Project involves a DSA within the Project limits. The BMPs will control post-construction impacts resulting from the Project.

AMM WQ-4: Post-Construction Treatment BMPs. Because new impervious surface is more than 10,000 square feet, post-construction stormwater treatment measures need to be provided for the new impervious surface. Furthermore, because net new impervious surface is more than 1 acre, hydromodification is required to control all the post-construction impacts resulting from the Project.

AMM WQ-5: Full Trash Capture Devices. The Project area is located within a significant trash concentration area, therefore permanent trash capture devices will be considered during the design phase of the Project.

3.3.11 Land Use and Planning

Would the project:

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

CEQA SIGNIFICANCE DETERMINATIONS FOR LAND USE AND PLANNING

The Project area encompasses 20.39 acres, 15.61 acres of which include the highway, on/off-ramps and local roadways. The Project area consists of the vegetated and developed areas north and south of Tamalpais Drive and east and west of U.S. 101 between all freeway on/off-ramps.

According to the Corte Madera General Plan (Town of Corte Madera 2009) the Project is located within the San Clemente/Paradise Community Plan Study Area. Zoning districts surrounding the Project area consist of regional shopping, highway commercial and commercial service. The Town of Corte Madera (the Town) has identified the San Clemente/Paradise Community Plan Study Area as an area to encourage mixed-use development and linking it to nearby commercial districts and residential neighborhoods. “Physically, future development in this area would largely occur as infill (renovations of currently-developed sites), as well as improvements such as pedestrian-oriented plazas, walkways, and circulation spaces.” (Corte Madera General Plan, 2009).

In additional, the Corte Madera General Plan acknowledges that U.S. 101 geographically divides the Town, with the population almost evenly split on either side, and that access across U.S. 101 within the community is limited to the Tamalpais Drive interchange, the Wornum Drive underpass, and the pedestrian OC north of Wornum Drive.

The Project area is also within and adjacent to an area designated as Baylands Risk Zone (Town of Corte Madera 2018). “A zone that requires hazard assessment for building on bay mud, including settlement assessments” (Lacko 2018, p 21).

No changes in land use would occur from the Project in the Project vicinity.

a) No Impact

The Project would not physically divide an established community. The Project proposes improvements to existing bicycle and pedestrian pathways east and west of U.S. 101 at Tamalpais Drive by providing ADA upgrades. ADA-compliant infrastructure will improve access for all non-motorists traveling within the Project vicinity. There would be no impact.

b) No Impact

Consistency with State, Regional, and Local Plans and Programs

Coordination with the public and Project stakeholders (including the Transportation Agency of Marin and the Town of Corte Madera) began in 2006 and includes consideration of traffic operations, interchange design, and pedestrian and bicycle issues at and around the Project location.

Land use plans, policies, and regulations that are applicable to the Project include the Regional Transportation Plan and Sustainable Communities Strategy for the San Francisco Bay Area 2013 to 2040 (ABAG and MTC 2017); Marin Countywide General Plan (Marin County 2007), and the Town of Corte Madera General Plan 2009 (Corte Madera 2009). The Project's consistency with the Association of Bay Area Governments (ABAG)/Metropolitan Transportation Commission (MTC) Plan is discussed under Section 3.3.17, Transportation.

Chapter 4.0, Circulation, of The Corte Madera General Plan (Town of Corte Madera 2009) lists policies to achieve the Town's goal of "a circulation system that safely and effectively links the east and west sides of Corte Madera." Corte Madera's General Plan Policies CIR-2.1 and CIR-2.2 include programs that prioritize options for improving bicycle and pedestrian access across U.S. 101 within the Project area and for the reconstruction of the Tamalpais interchange to improve use by vehicles, bicycles, and pedestrians.

The preferred alternative, Alternative 4B, would be consistent with the circulation policies of the Corte Madera General Plan by constructing a separated multi-use path for bicyclists and pedestrians on the north side of the Tamalpais Drive structure. The final design of the Project will also consider traffic operations, including signal coordination, within the Project area, and will be coordinated with the community prior to construction.

In summary, the Project would not conflict with any adopted land use plan, policy, or regulation. The Project would be consistent with the Marin County General Plan, the Town of Corte Madera General Plan and other local, regional and state policies. There would be no impacts.

3.3.12 Mineral Resources

Would the project:

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

CEQA SIGNIFICANCE DETERMINATIONS FOR MINERAL RESOURCES

a, b) No Impact

The Project would not result in the loss of availability of a known mineral resource or result in the loss of availability of a locally important mineral resource recovery site because there are no documented mineral resources within the Project area (Marin County 2022). Therefore, no impacts on mineral resources would result from the Project.

3.3.13 Noise

Would the project result in:

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

CEQA SIGNIFICANCE DETERMINATIONS FOR NOISE

A formal traffic noise study is not required for this project. A noise analysis was conducted for this Project (Caltrans 2022f) and is summarized the following findings.

As noted in the Biology section, construction noise could disturb migratory bird nesting and foraging activities. See discussion under the CEQA Environmental Checklist, Section 3.3.4, Biological Resources.

a) Less than Significant Impact

Noise and vibration associated with construction is controlled by Caltrans Standard Specification 14-8, Noise and Vibration. AMM Noise-1, Specifications for Controlling Noise and Vibration, states noise would be controlled and monitored for work activities, and noise should not exceed 86 decibels (maximum) at 50 feet from the job site between the hours of 9:00 p.m. and 6:00 a.m.

The nearest residential receptors are more than 400 feet away from the Project area. Due to the sound level drop off rate and the distance of the nearest residential receptor in proximity to where construction would occur, construction noise levels would be below 86 dBA during all construction phases. The measures listed in AMM Noise-2, Noise During Construction, would be implemented to reduce the potential for noise impacts.

The Project would not cause a permanent, substantial increase in ambient noise level above existing conditions. Construction noise would be temporary; therefore, there would be no permanent noise impact.

b) Less than Significant Impact

It is anticipated that the Project will create groundborne vibration during pile-driving activities, however these vibrations would not be excessive nor cause excessive groundborne noise levels. Increases in noise levels from construction activities would be temporary. Following construction, noise levels would not change from existing levels. Therefore, impacts would be less than significant.

c) No Impact

The Project is not within the vicinity of a private airstrip or an airport land use plan. There would be no impact.

Avoidance and Minimization Measures

Caltrans would incorporate the following AMMs into the Project to offset or avoid potential impacts from noise.

AMM Noise-1: Specifications for Controlling Noise and Vibration. Noise from construction activities is not to exceed 86 A-weighted decibel L_{max} at 50 feet from the Project site from 9:00 p.m. to 6:00 a.m. per 2018 Caltrans Standard Specifications, Section 14-8.02.

AMM Noise-2: Noise Levels During Construction. The following measures would be implemented during construction to reduce noise:

- Restrict the times of overly loud construction activities to between 6:00 a.m. and 9:00 p.m. (except on holidays).
- Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- Locate all stationary, noise-generating, construction equipment, such as air compressors, portable power generators, or self-powered lighting systems, as far as practical from noise-sensitive receptors.
- Use quiet air compressors and other quiet equipment where such technology exists.

- As practicable, have construction equipment conform to Section 14-8.02, Noise Control, of the latest Caltrans Specifications.

3.3.14 Population and Housing

Would the project:

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

CEQA SIGNIFICANCE DETERMINATIONS FOR POPULATION AND HOUSING

a, b) No Impact

The Project would not induce substantial, unplanned, population growth either directly or indirectly because it does not increase capacity within the Project area, remove barriers to future growth, or increase population or housing growth (or increase demand for new housing, utilities, or public services). The Project would not displace existing people or housing or necessitate the construction of replacement housing elsewhere. There would be no impact to population and housing.

3.3.15 Public Services

Question	CEQA Determination
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection?	No Impact
Police protection?	No Impact
Schools?	No Impact
Parks?	No Impact
Other public facilities?	No Impact

CEQA SIGNIFICANCE DETERMINATIONS FOR PUBLIC SERVICES

a) No Impact

The Project would not result in the substantial alteration of government facilities, such as fire and police protection, schools, parks, or other public facilities, in the Project area. In addition, the Project would not trigger the need for new government facilities or alter the demand for public services. There would be no impact.

Traffic delays could occur as a result of temporary closures during construction. A TMP would be prepared that would provide accommodation for police, fire, emergency, and medical services in the local area during construction (AMM TRANS-1 in the Transportation and Traffic section).

3.3.16 Recreation

Question	CEQA Determination
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	Less than Significant
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	No Impact

CEQA SIGNIFICANCE DETERMINATIONS FOR RECREATION

There are no recreational facilities within the Project area. The nearest public park is the Corte Madera Marsh State Marine Park approximately 500 feet to the east of the Project area.

a) Less than Significant

Existing recreational facilities within walking or biking distance of the Project area could experience increased use with the proposed ADA improvements, however, there is already existing pedestrian and bicyclist infrastructure that provides east-west access over U.S. 101 at the Project location. Therefore, the Project will improve the existing conditions, and poses less than significant degradation to existing public facilities within the area.

b) No Impact

The Project does not include recreational facilities or require the construction or expansion of recreational facilities. There would be no impact.

3.3.17 Transportation

Would the project:

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

CEQA SIGNIFICANCE DETERMINATIONS FOR TRANSPORTATION

The Project is located at the U.S. 101/Tamalpais interchange and proposes to upgrade the existing pedestrian facilities within the area, as well as access improvements to U.S. 101/Tamalpais Drive for vehicles.

The MTC, which functions as both the state-designated Regional Transportation Planning Agency and federally designated Metropolitan Planning Organization, is responsible for regional transportation planning. MTC’s Plan Bay Area 2050 serves as the San Francisco Bay Area’s Regional Transportation Plan and Sustainable Communities Strategy (ABAG/MTC 2021).

Local transportation planning organizations includes TAM, as the designated Congestion Management Agency and the Transportation Sales Tax Authority for Marin County. TAM is responsible for managing various transportation projects and programs in Marin County, receiving federal, state, regional, and local funds, while working closely with all 11 cities and towns and the County.

At the local community level, the Town of Corte Madera provides guidance on circulation in its 2009 General Plan, and recommendations for adding and improving pedestrian and bicyclist networks (Town of Corte Madera 2016). As mentioned in Section 3.3.11 of this document, the Corte Madera General Plan provides suggestions on improvements to the Tamalpais Drive OC (Town of Corte Madera 2009).

a) Less than Significant Impact

The Project would impact the existing freeway bus stops located within the Tamalpais interchange by removing the stops and relocating them onto the U.S. 101 on-ramps within the Project area. Caltrans acknowledges that this analysis was not included in the draft environmental document for the Project. Although it is understood that the relocation of the bus stops would negatively impact transit agencies operations, including Marin Transit and Golden Gate Transit, Caltrans is committed to working with the transit agencies prior to finalizing the design of the bus stops within the Project area. Traffic operations within the Project area will also be coordinated with the transit agencies during the design phase of the Project. This commitment has been reflected as AMM TRANS-2.

The preferred alternative, Alternative 4B, would comply with the Corte Madera General Plan by improving the Tamalpais Drive OC. See Section 3.3.11, Land Use and Planning of this document, for a discussion of the Project's compatibility with the circulation chapter of the Town of Corte Madera's General Plan (2009).

The Project's preferred alternative is consistent with, and would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.

The Project would maintain all existing roadway features and would provide upgrades to the current circulation system. Curb ramps that would be upgraded at Tamalpais Drive would be temporarily unavailable for public use during construction.

As discussed in AMM TRANS-1, a Traffic Management Plan (TMP) would be developed to minimize potential effects from construction to motorists. The TMP would include elements such as detour and haul routes, one-way traffic control, flaggers, and phasing, to reduce impacts to local residents and emergency and medical service providers. The TMP would also ensure access to businesses in the local area is maintained. Therefore, there would be no permanent impact to components of the transportation system.

b) No Impact

The Project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). The Project would have no permanent impact on vehicle miles traveled. Under Section 15064.3, subdivision b, transportation projects that

have no impact on vehicle miles traveled should be presumed to cause no impact on transportation.

c) No Impact

The Project would not increase hazards because of a geometric design feature or inconsistent use. The Project proposes to improve existing design features by upgrading both of the intersections at U.S. 101 and Tamalpais Drive. There would be no impact.

d) Less than Significant Impact

The Project would not result in inadequate emergency access. The Project could cause short-term, localized, traffic congestion and delays, resulting from temporary lane closures or detours of the U.S. 101/Tamalpais Drive interchange.

Under the TMP (AMM TRANS-1), medical and emergency vehicles would be able to continue to use routes along the Project corridor to serve fire, medical, and law enforcement purposes. Flaggers would give priority to emergency vehicles. The impact would be less than significant.

Avoidance and Minimization Measure

AMM TRANS-1: Traffic Management Plan. To minimize potential effects from construction activities to motorists, bicyclists, or pedestrians using local streets, a TMP will be developed by Caltrans and implemented throughout construction. The TMP will include public information, motorist information, incident management, construction, and alternate routes. The TMP will also include elements, such as detour and haul routes, one-way traffic control, flaggers, phasing, and use of CHP Construction Zone Enhanced Enforcement Program (COZEEP). During construction, the TMP will reduce impacts to local residents as much as feasible, enhance safety of travelers and maintain access to businesses in the local area. The TMP will also provide access for police and emergency service providers. Lane closures will be planned in coordination with Caltrans, Marin County, and the Town of Corte Madera, and will include notices to emergency service providers, and the public in advance.

AMM TRANS-2: Coordination with Affected Transit Agencies. Caltrans is committed to working with Golden Gate Transit and Marin Transit prior to finalizing the design of the bus stops within the Project area. Traffic operations within the

Project area will also be coordinated with the transit agencies during the design phase of the Project.

3.3.18 Tribal Cultural Resources

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

Question	CEQA Determination
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	No Impact
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	No Impact

CEQA SIGNIFICANCE DETERMINATIONS FOR TRIBAL CULTURAL RESOURCES

a, b) No Impact

The Project would not cause a substantial adverse change in the significance of a tribal cultural resource. No tribal cultural resources were reported in record searches associated with this Project; there would be no impact.

Project Features CULT-1 and CULT-2, discussed under Cultural Resources, would be implemented if cultural resources or human remains are discovered during Project construction.

3.3.19 Utilities and Service Systems

Would the project:

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

CEQA SIGNIFICANCE DETERMINATIONS FOR UTILITIES AND SERVICE SYSTEMS

There is an existing 16-inch high pressure Pacific Gas and Electric (PG&E) gas pipeline along U.S. 101 southbound, embedded approximately 100 feet away from the edge of the shoulder. The Project area has water meters, backflow preventers, and electrical tie-ins that serve the existing irrigation system. There are light poles on the bridge and pull boxes on the downstream side of the sidewalk near the curb ramps. Also, there are traffic lights and poles at the two intersections at each end of the bridge.

a) Less than Significant Impact

The Project would not result in the construction of new or expanded utilities. Utility relocation is anticipated, and utility verification will be conducted. Caltrans will coordinate with appropriate utility providers during the design phase of the Project; the impact would be less than significant.

b, c, d, e) No Impact

The Project would not generate a demand for potable water supplies or the services of a wastewater treatment provider. Therefore, there would be no impact.

The Project would not result in any substantial demands for solid waste disposal and would comply with federal, state, and local statutes regarding the disposal of solid waste. Implementation of Project Features UTI-1 and UTI-2 would require the proper disposal of construction trash. There would be no impact.

Project Features

Caltrans would incorporate its standard measures into the Project to offset or avoid potential impacts to utilities and service systems. These features include those described in the following paragraphs.

Project Feature UTI-1: Trash Management. All food-related trash items, such as wrappers, cans, bottles, and food scraps, would be disposed of in closed containers and removed by the contractor at least once daily from the Project limits. A trash reduction system would also be developed by the contractor, approved by Caltrans, and implemented per Caltrans Statewide National Pollution Discharge Elimination System Permit and SFB RWQCB Cease and Desist Order.

Project Feature UTI-2: Treated Wood Waste. Wood removed from metal beam guardrails would be considered treated wood waste and be disposed of by the contractor pursuant to Caltrans standard specifications.

3.3.20 Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

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

CEQA SIGNIFICANCE DETERMINATIONS FOR WILDFIRE

The Project is located within a Local Responsibility Areas for wildfire prevention and suppression (CalFire 2007).

a) Less than Significant Impact

The Project would not substantially impair an adopted emergency response plan or emergency evacuation plan. A TMP (AMM TRANS-1 in the Transportation and Traffic section) will be developed during later Project phases that identifies traffic diversion, staging, and alternative routes. Emergency response times are not anticipated to change during construction because the TMP will provide measures to ensure priority for emergency vehicles during one-way traffic control. The TMP also provides instructions for response and evacuation in an emergency. In addition, the Project would not conflict with any other emergency response or evacuation plan. The impact would be less than significant.

b, c, d) No Impact

The Project would not exacerbate wildfire risks, require the installation or maintenance of infrastructure that may exacerbate wildfire risk, or expose people or structures to significant risks as a result of runoff, post-fire slope instability, or drainage changes. Caltrans proposes to improve existing transportation infrastructure; therefore, it does not involve occupation or habitable structures, and does not include

the installation of associated infrastructure that would exacerbate wildfire risk. There would be no impact.

3.3.21 Mandatory Findings of Significance

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

CEQA SIGNIFICANCE DETERMINATIONS FOR MANDATORY FINDINGS OF SIGNIFICANCE

a) Less than Significant Impact

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

The Project has the potential to impact a minor amount of potentially jurisdictional aquatic resources (3.3.4 Biological Resources). AMMs and BMPS will be implemented to avoid and/or minimize impacts on aquatic features. Coordination with the appropriate regulatory agencies will also be conducted in the later stages of the Project.

During construction the Project may utilize pile driving to install ADA infrastructure and ramp improvements. Noise levels associated with pile driving (approximately 80 decibels or greater) could disrupt special status rail species, within or adjacent to the Project area, from their normal behavior. AMMs BIO-16-17 include measures to avoid and/or minimize potential impacts to these special-status species. Additional coordination with USFWS will also be conducted for the Project to ensure that all appropriate measures are being utilized to avoid harm of the species.

The Project would also result in other temporary, minor, and construction-related impacts. Project Features and AMMs (Appendix B), would reduce potentially significant impacts to less than significant levels.

b) Less than Significant Impact

The Project involves bicycle and pedestrian enhancements as well as modification and maintenance of existing infrastructure on the U.S. 101/Tamalpais Drive interchange. Current or future SHOPP projects located on U.S. 101 in the Project vicinity are listed in Table 3-5.

Table 3-5. SHOPP Program Projects along U.S. 101 in the Project Vicinity

SHOPP ID	Location	Characteristics	Status
20149	U.S. 101 from PMs 0.1 to R20.74	In Alameda, Contra Costa, San Francisco, Marin, Santa Clara, San Mateo, Solano, and Sonoma counties, on Routes 17, 80, 85, 101, 238, 280, 380, and 580 at various locations. Replace Transportation Management System (TMS) elements.	In Design
22054	U.S. 101 PM 0.9 to 10.8	In and near Sausalito, Larkspur, and San Rafael on Routes 101, 131, and 580 at various locations. Construct permanent Full Trash Capture (FTC) devices to achieve statewide National Pollutant Discharge Elimination System (NPDES) permit compliance units for trash capture. Financial Contribution Only (FCO) to Marin County.	In Design
23950	U.S. 101 at PM 1.7	The scope of this planned project is under development in Marin County on Route 101 with primary work on Major Damage - Emergency Opening.	In Planning
22936	U.S. 101 PMs 3.5 to 4.7	Near Sausalito, at Richardson Bay Bridge No. 27-0010. Remove damaged expansion joint, repair concrete section, and install new finger joints.	In Design
22065	U.S. 101 PMs 4.61 to 26.96	In Marin, Sonoma, San Mateo, and Santa Clara counties, on Routes 101, 131, and 880 at various locations. Install trash capture devices.	In Design
22214	U.S. 101 PMs 6.1 to 6.3	In Corte Madera, from 0.4 mile to 0.6 mile north of Route 131 (Tiburon Boulevard). Restore slope, regrade	In Design

SHOPP ID	Location	Characteristics	Status
		unlined ditch, and install erosion control measures.	
14050	U.S. 101 PM 8.47	In Larkspur, at Corte Madera Creek Bridge No. 27-0008K. Patch deck spalls, replace joint seal, treat bridge deck with methacrylate and overlay with polyester concrete, place galvanic anode jacket system around columns, and build up bridge approaches.	In Design
23036	U.S. 101 PM 13.7	In San Rafael, at Manuel T Freitas Parkway. Upgrade curb ramps, sidewalk, and other facilities to make compliant with ADA standards.	In Design
23037	U.S. 101 PMs 16.1 to 16.2	Near San Rafael, at 0.5 mile north of Miller Creek Road. Repair slipouts by cutting back slopes and placing erosion control.	In Design
23206	U.S. 101 PMs 8 to 15.34	In and near Corte Madera, Larkspur, and San Rafael, from north of Nellen Avenue Undercrossing to south of Miller Creek Road. Rehabilitate pavement and drainage systems, upgrade guardrail, and upgrade facilities to ADA standards.	In Design

In analyzing the Project’s potential cumulative environmental effects, the analysis determines which resources would be significantly impacted by the Project and whether there could be a detrimental condition or deterioration in health of a resource within the context of impacts from past, present, and other reasonably foreseeable future actions. The analysis determines whether, collectively, the Project and the foreseeable condition combine to result in a cumulative impact.

The Project involves maintenance and upgrades to existing infrastructure within a transportation corridor. The Project would primarily occur within the Caltrans right of way with potential use of two temporary construction easements (TCEs) located at Casa Buena Drive and northwest of the southbound off-ramp for U.S. 101. The Project would not convert lands to new or different uses, increase roadway capacity, induce growth, or otherwise change land use patterns. The Project would not result in long-term, adverse environmental effects, and so would not contribute to cumulative environmental impacts. The analysis presented in this IS/ND identifies temporary construction-related impacts on aesthetics, air quality, biological resources, energy, geology/soils, GHG emissions, hazards/hazardous materials, hydrology/water quality, noise, transportation/traffic, utilities/service systems, and wildfire. These impacts are

anticipated to be minorly incremental in nature and not cumulatively significant when considering the larger transportation network and overall region.

Other planned highway improvement projects along U.S. 101 (Table 3-5) are anticipated to occur within a similar timeframe. These projects could interact and contribute to a need to develop a comprehensive traffic management plan. Caltrans routinely coordinates with regional transportation managers and local agencies to minimize impacts in the region resulting from construction of multiple planned projects. The short duration and limited scope of this Project would not contribute to substantial cumulative environmental impacts; and Project-related impacts to resources would be reduced with the proper implementation of Project features and AMMs. Therefore, the impact would be less than significant.

c) Less than Significant Impact

This Project would not adversely affect human beings either directly or indirectly. Project impacts are anticipated to be minor and result mostly from construction-related delays and traffic management. Intermittent night work is anticipated to occur. Daytime work would occur throughout the Project area with the potential to impact residences and businesses in proximity to the Project area; however, implementation of Project features and AMMs would address dust-, noise-, and traffic-related impacts. Temporary construction-related activities would result in less than significant environmental impacts to human beings.

Chapter 4 Comments and Coordination

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

4.1 Community Outreach

The document, maps, and Project information are available for review and download at <https://dot.ca.gov/caltrans-near-me/district-4/d4-popular-links/d4-environmental-docs>. In addition, hard copies of the IS/ND were made available at the Corte Madera Library and the Larkspur Library. Flyers were sent to resident’s mailboxes within the Project area, notifying the public of availability of the IS/ND and ways to submit formal comments on the IS/ND. This same information was also published in a newspaper advertisement in the Marin Independent Journal. The Project was presented at a virtual public meeting on August 4, 2022, and to the Town Council on August 16, 2022.

4.2 Consultation and Coordination with Public Agencies

Consultation with agencies occurred during the environmental evaluation process. A list of coordination activities and contacts is provided in Table 4-1.

Table 4-1. Agency Coordination Meetings

Organization(s)	Date	Topic
Transportation Authority of Marin	Began 2006 through ongoing	Collaboration for addressing the traffic operations, interchange design, pedestrian and bicycle issues at Project location
Town of Corte Madera	Began 2006 through ongoing	Collaboration for addressing the traffic operations, interchange design, pedestrian and bicycle issues at Project location
U.S. Fish and Wildlife Service	June 1, 2022	Meeting to discuss the Project and potential impacts to federally listed species
Golden Gate Transit	December 8, 2022	Initial meeting to discuss transit letter received from circulation of the draft environmental document
Marin Transit	December 16, 2022	Initial meeting to discuss transit letter received from circulation of the draft environmental document
Transportation Authority of Marin, Golden Gate Transit, and Town of Corte Madera	February 17, 2023	Discussed comments from the Transportation Authority of Marin, Golden Gate Bridge Transportation District, and Town of Corte Madera on each build alternative, and reasoning for their support and/or opposition per each build alternative.

Organization(s)	Date	Topic
Transportation Authority of Marin and Golden Gate Transit	April 27, 2023	Reviewed the letter submitted on March 24, 2023, to Caltrans District 4 Director El-Tawansy. Discussion focused on the Transit Agencies' concerns from the letter, to better understand and work to respond to their concerns.

Chapter 5 List of Preparers

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

Table 5-1. List of Preparers and Reviewers

Organization	Name	Role
Caltrans	Melanie Brent	Deputy District Director, Environmental Planning and Engineering
Caltrans	Christopher Caputo	Acting Deputy District Director, Environmental Planning and Engineering
Caltrans	Scott Williams	Chief, Office of Environmental Analysis
Caltrans	Maxwell Lammert	Acting Chief, Office of Environmental Analysis
Caltrans	Daniel Cuellar Vite	Project Management – North
Caltrans	Ramamohan Bommavaram,	Project Management - North
Caltrans	Prakash Sivagnanasundaram	Project Management – North
Caltrans	Wingate Lew	Office of Transit & Community Planning
Caltrans	Helen Blackmore	Branch Chief, Architectural History
Caltrans	Jessica Thaggard	Branch Chief, Office of Biological Sciences and Permits
Caltrans	Stephen Haas	Design Senior
Caltrans	Ghulam Popal	Design Senior
Caltrans	Emarnan Pongpairoj	Project Engineer, Design
Caltrans	Chris Else	Landscape Associate
Caltrans	Diana Pink	Landscape Associate
Caltrans	Joaquin Pedrin	Branch Chief, Office of Landscape Architecture
Caltrans	Arnica MacCarthy	Branch Chief, Office of Environmental Analysis
Caltrans	Elizabeth Nagle	Environmental Scientist
Caltrans	Wilfung Martono	Branch Chief, Senior Transportation Engineer, Stormwater Design D
Caltrans	Mark Morancy	District Branch Chief, Office of Hydraulic Engineering
Caltrans	Shilpa Mareddy	Branch Chief, Air Quality and Noise
Caltrans	Marisol Marin	Hazardous Waste Associate
Caltrans	Mojgan Oosoli	Branch Chief, Stormwater Design
Caltrans	Alicia Sanhueza	Associate Environmental Planner, Architectural History
Caltrans	Chris Risdén	Branch Chief, Office of Geotechnical Design

Organization	Name	Role
Caltrans	Kathryn Rose	Senior Environmental Planner, Office of Cultural Resources
Caltrans	Alvin Rosa-Figueroa	Environmental Planner, Office of Cultural Resources
Caltrans	Ganga Tripathi	Water Quality Analyst
Caltrans	Kenny Tsan	Air Quality and Noise Analyst
Caltrans	Nandini Vishwanath	Branch Chief, Hazardous Waste
Jacobs	Erika Sawyer	Project Manager
Jacobs	Scott Lindemann	Biologist
Jacobs	Sam Schoevaars	Environmental Planner
Jacobs	Hannah Mahany	Environmental Planner
Jacobs	Audrey Van	Senior Environmental Planner

Chapter 6 Distribution List

The IS/ND was circulated on July 7, 2022, to the following agencies and government officials.

Agencies

U.S. Fish and Wildlife Service
2800 Cottage Way, Suite W-2605
Sacramento, CA 95825

U.S. Army Corps of Engineers
450 Golden Gate Ave, 4th Floor
San Francisco, CA 94102

State Water Resources Control Board
P.O. Box 100
Sacramento, CA 95812-0100

San Francisco Bay Regional Water Quality Control Board
1515 Clay Street, Suite 1400
Oakland, CA 94612

California Department of Fish and Wildlife
2825 Cordelia Road, Suite 100
Fairfield, CA 94534

California Department of Parks and Recreation
845 Casa Grande RD
Petaluma, CA 94954

Bay Area Air Quality Management District
375 Beale Street, Suite 660
San Francisco, CA 94105

Governor's Office of Planning and Research
1400 Tenth Street
Sacramento, CA 95814

Transportation Authority of Marin
900 Fifth Avenue, Suite 100
San Rafael, CA 94901

Town of Corte Madera Public Works
240 Tamal Vista Blvd., Suite 110
Corte Madera, CA 94925

Elected Officials

Senator Dianne Feinstein

Senator Alex Padilla

Senator Mike McGuire

Assembly Member Marc Levine

Supervisor Dennis Rodoni

Mayor Fred Casissa, Town of Corte Madera

Vice Mayor Charles Lee, Town of Corte Madera

Councilmember Eli Beckman, Town of Corte Madera

Councilmember Leila Mongan, Town of Corte Madera

Councilmember Bob Ravasio, Town of Corte Madera

Appendix A Title VI Policy Statement

California Department of Transportation

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September 2022

NON-DISCRIMINATION POLICY STATEMENT

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

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

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

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

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

A handwritten signature in black ink, appearing to read 'Tony Tavares'.

TONY TAVARES
Director

Appendix B Summary of Project Features and Avoidance and Minimization Measures

Project Features

Project Feature AQ-1: Control Measures for Construction Emissions of Fugitive Dust. Dust control measures would be implemented to minimize airborne dust and soil particles generated from construction. For disturbed soil areas, the use of tackifier to control dust emissions would be included in the construction contract. Any material stockpiles would be watered, sprayed with tackifier, or covered to minimize dust production and wind erosion.

Project Feature BIO-1: Documentation at Project Site. A permit compliance binder would be maintained at the construction site at all times and presented to resource agency (USACE, USFWS, Regional Water Quality Control Board [RWQCB] and/or CDFW) personnel upon request. The permit compliance binder would include a copy of all original permits and agreements, and any extensions and amendments to the permits and agreements.

Project Feature BIO-2: Work According to Documents. Except as they are contradicted by measures within the permits and agreements, all work would be conducted in conformance with the Project description and the AMMs.

Project Feature BIO-3: Worker Environmental Awareness Training. Prior to the start of construction, a biological monitor would provide a training session for all work personnel to identify any sensitive species that may be in the area, their basic habits, how they may be encountered in their work area, and procedures to follow when they are encountered. Any personnel joining the work crew later would receive the same training before beginning work on site. Upon completion of the education program, employees would sign a form stating they attended the program and understand all protection measures. A pamphlet that contains images of sensitive species that may occur within the Project, environmentally sensitive areas (ESAs) within the Project site, and notes key avoidance measures, as well as employee guidance would be given to each person who completes the training program. These forms would be made available to the resource agencies upon request.

Project Feature BIO-4: Mark Environmentally Sensitive Areas. Before construction begins, ESAs would be clearly delineated using high-visibility orange fencing, flagging, or similar markings to delineate sensitive habitats. The ESA marking would remain in place throughout construction. It may be removed during the wet season (and subsequently re-installed), if needed to prevent materials from being washed away. The final Project plans would depict all locations where ESA markings would be installed and how the markings would be installed. The bid solicitation package special provisions would clearly describe acceptable marking material and prohibited construction-related activities, vehicle operation, material and equipment storage, and other surface-disturbing activities within ESAs. ESA markings would be maintained in good repair throughout the Project as needed.

Project Feature BIO-5: Nesting Bird Surveys. If Project activities occur between February 1 and September 30, then a pre-construction survey(s) would be conducted for nesting birds no more than 3 days before construction. If active nests are found, then an appropriate buffer would be established, and the nest would be monitored for compliance with the MBTA and California Fish and Game Code (FGC) 3503.

Project Feature BIO-6: Active Nest Buffers. If an active bird nest is found during construction activities, then the following ESA buffers would be established: if an active raptor nest is observed, a 300-foot-wide ESA buffer would be implemented to avoid impacting the young until they have fledged; if an active nest of non-raptor migratory birds is observed, a 50-foot-wide ESA buffer would be implemented to protect the young until they have fledged, or as otherwise determined through consultation with USFWS and CDFW regarding appropriate action to comply with the MBTA and California FGC 3503.

Project Feature BIO-7: Stormwater Best Management Practices. Water pollution control and erosion control best management practices (BMPs) will be developed and implemented to minimize wind- or water-related erosion. BMPs will follow the requirements of the RWQCB and standards outlined in Construction Site BMPs Manual (Caltrans 2017). At a minimum, protective measures will include the following:

- a. Prohibiting discharge of pollutants from vehicle and equipment cleaning into storm drains or watercourses.
- b. Maintaining equipment to prevent vehicles from leaking fluids such as gasoline, oils, or solvents. Hazardous materials such as fuels, oils, solvents, etc. will be

stored in sealable containers in a designated location that is at least 50 feet from aquatic habitats.

- c. Servicing vehicles and construction equipment, including fueling, cleaning, and maintenance, at least 50 feet from aquatic habitat unless separated by a topographic or engineered drainage barrier.
- d. Collecting and disposing of concrete wastes and water from curing operations in appropriate washouts, located at least 50 feet from watercourses.
- e. Maintaining spill containment kits onsite at all times during construction operations, staging, and fueling of equipment.
- f. Using water trucks and dust palliatives to control dust in unvegetated areas and covering of temporary stockpiles when weather conditions require.
- g. Protecting graded areas from erosion using a combination of silt fences, fiber rolls or straw wattles along toes of slopes or along edges of designated staging areas, erosion control netting (jute or coir), hydraulic mulch, temporary cover, drainage inlet protection, or other appropriate sediment control methods. To prevent wildlife from becoming entangled or trapped in erosion control materials, plastic monofilament netting (i.e., erosion control matting) or similar material will not be used. Acceptable substitutes include coconut coir matting or tackifying hydroseeding compounds

Project Feature BIO-8: Construction Site Management Practices. The following site restrictions would be implemented to avoid or minimize potential impacts on sensitive biological resources:

- a. Enforce a speed limit of 15 miles per hour for Project vehicles in unpaved portions of the site to reduce dust and excessive soil disturbance.
- b. Locate construction access, staging, storage, and parking areas within the Caltrans right of way and outside of any designated ESA to the extent practicable. Access routes, staging and storage areas, and contractor parking will be limited to the minimum necessary to construct the Project. Clearly mark routes and boundaries of roadwork before initiating construction.
- c. Certify, to the maximum extent practicable, borrow material is non-toxic and weed free.

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

Project Feature BIO-9: Invasive Weed Control. To reduce the spread of invasive, nonnative plant species and minimize the potential decrease of palatable vegetation for wildlife species, Caltrans would comply with Executive Order 13112. This order is provided to prevent the introduction of invasive species and provide for their control to minimize the economic, ecological, and human health effects. If noxious weeds are disturbed or removed during construction-related activities, the contractor would be required to contain the plant material associated with these noxious weeds and dispose of the material in a manner that would not promote the spread of the species. The contractor would be responsible for obtaining all permits, licenses, and environmental clearances for properly disposing of materials. Areas subject to noxious weed removal or disturbance would be replanted with fast-growing native grasses or a native erosion control seed mixture. Where seeding is not practical, the target areas within the Project area would be covered to the extent practicable with heavy black plastic solarization material until the end of the Project.

If work occurs in sensitive habitats, vehicles and equipment would be thoroughly cleaned before arriving on the site to prevent the spread of noxious weeds from other locations.

Project Feature BIO-10: Vegetation and Tree Removal. Vegetation will be cleared only where necessary and will be cut above soil level, except in areas that will be permanently affected or excavated. This will allow plants that reproduce vegetatively to resprout after construction.

Project Feature BIO-11: Restoration of Disturbed Areas. Temporarily disturbed areas would be restored to the maximum extent practicable. Exposed slopes and bare ground would be reseeded with native grasses to stabilize and prevent erosion. Where disturbance includes the removal of trees and woody shrubs, native species would be replanted, based on the local species composition.

Project Feature BIO-12: Bat Protection. A habitat assessment would be conducted for potentially suitable bat roosting habitat prior to construction activities. If the habitat assessment reveals any structures are suitable roosting habitat for bats, then the appropriate exclusionary measures would be implemented prior to construction during the period between March 1 and April 15, or August 31 and October 15. Potential avoidance may include exclusionary blocking or filling potential cavities with foam, visual monitoring, and/or staging Project work to avoid bats. If bats are known to use the structures, then exclusion netting would not be used.

Bats would not be disturbed without specific notice to, and consultation with, CDFW.

Project Feature BIO-13: Prevent Inadvertent Entrapment. To prevent inadvertent entrapment of animals during construction, all excavated, steep-walled holes or trenches more than 1-foot deep would be covered at the close of each working day, by plywood or similar materials, or provided with one or more escape ramps constructed of earthen fill or wooden planks at an angle no greater than 30 degrees. Before such holes or trenches are filled, they would be thoroughly inspected for trapped animals. Pipes, culverts, or similar structures stored in the Project area overnight would be inspected before they are subsequently moved, capped, or buried.

Project Feature BIO-14: Night Lighting. Some nighttime work is anticipated for this Project. For unavoidable nighttime work, all lighting would be shielded and directed downwards towards the active construction area to avoid exposing nocturnal wildlife to excessive glare.

Project Feature CULT-1: Discovery of Cultural Resources. If previously unidentified cultural resources are unearthed during construction, work would be halted in that area until a qualified archaeologist can assess the significance of the discovery.

Project Feature CULT-2: Discovery of Human Remains. If remains are discovered during dredging activities, all work within 60 feet of the discovery would halt and Caltrans Cultural Resource Studies Office would be called. Caltrans Cultural Resources Studies Office Staff would assess the remains and, if they are determined to be human, would contact the County Coroner, per Public Resources Code, Sections 5097.98, 5097.99, and 7050.5 of the California Health and Safety Code. If the coroner determines the remains to be Native American, then the coroner would contact the Native American Heritage Commission, which would assign a Most Likely Descendant. Caltrans would consult with the Most Likely Descendant on

treatment and reburial of the remains. Further provisions of Public Resources Code, Section 5097.98 would be followed as applicable.

Project Feature Energy-1: Minimize Energy Consumption from Construction Activities. The use of construction BMPs would minimize energy consumption from construction activities, including, but not limited to: (1) limit idling of vehicles and equipment; (2) use solar power as a power source, where feasible; (3) ensure regular maintenance of construction vehicles and equipment; and (4) if feasible, recycle nonhazardous waste and excess materials to reduce disposal offsite.

Project Feature GHG-1: Control Measures for Greenhouse Gases.

Implementation of Caltrans Standard Specifications, such as complying with air-pollution-control rules, regulations, ordinances, and statutes that apply to work performed under the contract and the use of construction BMPs, would result in reducing GHG emissions from construction activities. These BMPs would include, but not be limited to: (1) ensure regular maintenance of construction vehicle and equipment; (2) limit idling of vehicles and equipment onsite; and (3) recycle nonhazardous waste and excess material if practicable.

Project Feature UTI-1: Trash Management. All food-related trash items, such as wrappers, cans, bottles, and food scraps, would be disposed of in closed containers and removed by the contractor at least once daily from the Project limits. A trash reduction system would also be developed by the contractor, approved by Caltrans, and implemented per the Caltrans Statewide National Pollution Discharge Elimination System Permit and San Francisco RWQCB Cease and Desist Order.

Project Feature UTI-2: Treated Wood Waste. Wood removed from metal beam guardrails would be considered treated wood waste and be disposed of by the contractor pursuant to Caltrans standard specifications.

Avoidance and Minimization Measures

AMM AES-1: Minimize Impacts to Vegetation. To the greatest extent possible, minimize impacts to vegetation while allowing the implementation of the Project. Vegetation to remain should be protected from construction activities by temporary fencing.

AMM AES-2: Staging Areas. Staging areas should not be located where they require removal of vegetation unless deemed appropriate by the Caltrans Project biologist and the Caltrans Project landscape architect.

AMM AES-3: Storage of Construction Materials. Construction materials and equipment should be stored in screened staging areas beyond direct view of the motoring public.

AMM AES-4: Avoid Impacts to Existing Trees. Adjustments to the alignment of pathways and other features allowing damage to trees to be avoided or minimized should be explored.

AMM AES-5: Certified Arborist during Construction. A Certified Arborist should be on-site during construction to determine whether impacts to trees can be avoided and whether realized impacts necessitate that a tree be removed.

AMM AES-6: Directional Lighting. Directional lighting and/or shielding for night work should be used.

AMM AES-7: Architectural Treatment. The architectural treatment of Project elements should be incorporated where appropriate. This may include coloring new concrete paving, stamping or otherwise adding decorative elements to proposed pedestrian structures, including railings, anti-graffiti coatings, and other elements as proposed during the Design phase of design by the Caltrans Office of Landscape Architecture.

AMM AES-8: Erosion Control. Apply erosion control seeding and similar measures to all areas of disturbance beyond pavement.

AMM AES-9: Follow-up Planting Requirements. Following construction, highway planting should be implemented to fully rehabilitate the landscape of the Interchange. Extensive planting will be required, and a follow-up or “child” project is likely to be required. Because mature trees will be replaced with smaller trees, some of which may not survive to maturity, they should be replaced at a ratio greater than 1:1, potentially with some of specimen size, i.e., 15-gallon or larger boxed trees.

AMM BIO-15: Rare Plant Pre-construction Survey and Rare Plant Salvage and Transplantation Plan. During the spring season prior to construction, Caltrans will conduct focused pre-construction surveys for the rare plants identified in the Project area. The extent and abundance of the rare plants will be mapped and flagged in the

field for future relocation, salvage, and transplantation. These surveys will be conducted during the season in which the rare plants are detectable and in the phenological stage of development for correct identification (typically late spring).

If a rare plant is identified within the Project area during the pre-construction survey, a rare plant transplantation plan will be prepared. The transplantation plan will be submitted to the regulatory agencies for approval prior to the beginning of construction.

AMM BIO-16: California Ridgway's Rail and California Black Rail Pre-Construction Surveys. For portions of the Project that are within 700 feet of Corte Madera Marsh (the eastern portion of the Project Footprint), if work will occur during the rail nesting season (February 1 through August 31), surveys will be conducted to determine whether the species are present. Protocol-level surveys, if required, will be conducted beginning between January 15 and February 1. A minimum of four surveys will be required. Each survey should be 2 to 3 weeks apart, and the final survey should be completed by March or mid-April to ensure that no California Ridgway's rail or California black rail are present during construction. Surveys will be completed prior to the initiation of construction, with 3 weeks remaining after completion of surveys and before Project initiation to submit results to CDFW for review. Protocol survey requirements will adhere to the most recent USFWS/CDFW protocols.

If California Ridgway's rail and/or California black rail are detected during pre-construction surveys, then Project activities will not occur within 700 feet of an identified detection (or smaller distance if approved by USFWS and CDFW) during the rail nesting season. If rail activity is detected within the 700-foot buffer, immediate consultation with USFWS and CDFW is required.

AMM BIO-17: Bat Monitoring Protocols. If a bat or bat colony is observed nesting or roosting in active construction areas at the Project area, construction activities that would imminently harm bats will stop within 150 feet of the roosting location until a qualified biologist develops a site-specific bat avoidance plan to implement at the roosting site. Once the plan is implemented, Project activities may recommence with Project biologist oversight at that location.

AMM BIO-18: Preconstruction Surveys for CRLF. Preconstruction surveys for the CRLF will be conducted by the Project biologist within 14 calendar days of the initiation of project activities in suitable upland and aquatic habitat prior to ground-

disturbing activities, vegetation removal, and Wildlife Exclusion Fencing (WEF) installation. Surveys will be conducted as outlined in the 2005 USFWS species survey guidelines for CRLF. Access to habitat during surveys may be limited by appropriate safety measures and protocols available at:

<https://www.fws.gov/media/revised-guidance-site-assessments-and-field-surveys-california-red-legged-frogamphibians>.

Preconstruction surveys will include:

- Foot surveys will be conducted of potential frog habitat within the Work Area and accessible adjacent areas (within at least 50 feet of Work Area).
- Potential cover sites (burrows, rocks, soil cracks, vegetation, and other potential refuge habitat) and any areas of disturbed soil for signs of CRLF will be investigated.

Native vertebrates found in cover sites within the Work Area will be documented and, if handling is allowed, relocated to an adequate cover site in the vicinity. Species that cannot be relocated due to special protection status will be addressed in coordination with the appropriate agency(s) with jurisdiction.

AMM BIO-19: Wildlife Exclusion Fencing. Before starting construction, WEF will be installed where wildlife could enter the Project area. Locations of the WEF will be determined in coordination with the onsite biologist. WEF installation locations will be identified during the plans, specifications, and estimate phase of the Project; the final plans will depict the locations where WEF will be installed and how it will be assembled/constructed. The special provisions in the bid solicitation package will clearly describe acceptable WEF material and proper WEF installation and maintenance. The WEF will remain in place throughout the Project duration while construction activities are ongoing and will be regularly inspected for stranded animals and fully maintained. The WEF will be removed following completion of construction activities or when construction is completed at that location at the discretion of the Project biologist.

AMM BIO-20: CRLF Monitoring. During construction in and near potential CRLF habitat, the following protocols will be observed by the Project biologist during construction monitoring:

- Within 24 hours prior to initial ground-disturbing activities, portions of the Work Area where potential CRLF habitat has been identified will be surveyed by a Project biologist(s) to clear the site of frogs moving above ground or taking refuge in burrow openings or under materials that could provide cover.
- A Project biologist(s) will be present during all initial ground-disturbing activities and vegetation removal in suitable refugia habitats for CRLF to monitor the removal of the top 12 inches of topsoil.
- If potential aestivation burrows are discovered, the burrows will be flagged for avoidance.
- After a rain event, and prior to construction activities resuming, a qualified biologist will inspect the Work Area and all equipment/materials for the presence of CRLF.
- Upon discovery of a CRLF individual(s) in an active construction area, all work will cease within a 50-foot radius of the frog. The frog will be allowed to leave the site on its own; or if the frog(s) does not leave on its own, it will be relocated as close to the Project site as feasible and with permission from the property owner and placed in a natural burrow by a Project biologist with the appropriate USFWS 10(a)1(A) handling permit.

The USFWS will be notified by phone and email within 1 working day of any CRLF discovery in the Project area.

AMM WQ-1: Water Quality Best Management Practices. This Project will require a 401 Permit from the San Francisco Bay RWQCB. It is anticipated that the RWQCB permit will require a SWPPP, which will provide guidance on erosion control BMPs to be implemented to minimize wind- or water-related erosion. These BMPs will also be implemented via language in the *Construction Site Best Management Practices (BMPs) Manual* (Caltrans 2017), which provides guidance for including provisions in all construction contracts to protect sensitive areas, and prevent and minimize stormwater and non-stormwater discharges. BMPs will include wind erosion controls (such as temporary covers, hydraulic mulch, hydroseeding and wood mulching), and drainage inlet protection.

AMM WQ-2: Design Pollution Prevention Temporary Construction BMPs. The BMPs recommended for potential temporary construction impacts resulting from the

project are: (1) job site management (2) sediment control (3) waste management and materials pollution control, (4) non-storm water management, (5) stockpile management, (6) tracking controls, (7) wind erosion controls, and (8) drainage inlet protection.

AMM WQ-3: Design Pollution Prevention BMPs Post Construction: Design pollution prevention BMPs will be applied for post-construction erosion control since the Project involves DSA within Project limits. The BMPs will control post-construction impacts resulting from the Project.

AMM WQ-4: Post-Construction Treatment BMPs. Because new impervious surface is more than 10,000 square feet, post-construction stormwater treatment measures need to be provided for the new impervious surface. Furthermore, because net new impervious surface is more than 1 acre, hydromodification is required to control all the post-construction impacts resulting from the Project.

AMM WQ-5: Full Trash Capture Devices. The Project area is located within a significant trash concentration area, therefore permanent trash capture devices will be considered during the design phase of the Project.

AMM Noise-1: Specifications for Controlling Noise and Vibration. Noise from construction activities is not to exceed 86 A-weighted decibel L_{max} at 50 feet from the Project site from 9:00 p.m. to 6:00 a.m. per 2018 Caltrans Standard Specifications, Section 14-8.02.

AMM Noise-2: Noise Levels During Construction. The following measures would be implemented during construction to reduce noise:

- Restrict the times of overly loud construction activities to between 6:00 a.m. and 9:00 p.m. (except on holidays).
- Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- Locate all stationary, noise-generating, construction equipment, such as air compressors, portable power generators, or self-powered lighting systems, as far as practical from noise-sensitive receptors.
- Use quiet air compressors and other quiet equipment where such technology exists.

- As practicable, have construction equipment conform to Section 14-8.02, Noise Control, of the latest Caltrans Specifications.

AMM TRANS-1: Traffic Management Plan. To minimize potential effects from construction activities to motorists, bicyclists, or pedestrians using local streets, a TMP will be developed by Caltrans and implemented throughout construction. The TMP will include public information, motorist information, incident management, construction, and alternate routes. The TMP will also include elements, such as detour and haul routes, one-way traffic control, flaggers, phasing, and use of CHP Construction Zone Enhanced Enforcement Program (COZEEP). During construction, the TMP will reduce impacts to local residents as much as feasible, enhance safety of travelers and maintain access to businesses in the local area. The TMP will also provide access for police and emergency service providers. Lane closures will be planned in coordination with Caltrans, Marin County, and the Town of Corte Madera, and will include notices to emergency service providers, and the public in advance.

AMM TRANS-2: Coordination with Affected Transit Agencies. Caltrans is committed to working with Golden Gate Transit and Marin Transit prior to finalizing the design of the bus stops within the Project area. Traffic operations within the Project area will also be coordinated with the transit agencies during the design phase of the Project.

Appendix C Species Lists



Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database



Query Criteria: Quad< IS > (Novato (3812215)< OR > San Geronimo (3812216)< OR > Petaluma Point (3812214)< OR > San Francisco North (3712274)< OR > Point Bonita (3712275)< OR > San Quentin (3712284)< OR > Bolinas (3712286)< OR > San Rafael (3712285))

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<i>Accipiter cooperii</i> Cooper's hawk	ABNKC12040	None	None	G5	S4	WL
<i>Acipenser medirostris pop. 1</i> green sturgeon - southern DPS	AFCOA01031	Threatened	None	G2T1	S1	
<i>Adela oplerella</i> Opler's longhorn moth	IILEE0G040	None	None	G2	S2	
<i>Alopecurus aequalis var. sonomensis</i> Sonoma alopecurus	PMPOA07012	Endangered	None	G5T1	S1	1B.1
<i>Amorpha californica var. napensis</i> Napa false indigo	PDFAB08012	None	None	G4T2	S2	1B.2
<i>Amsinckia lunaris</i> bent-flowered fiddleneck	PDBOR01070	None	None	G3	S3	1B.2
<i>Antrozous pallidus</i> pallid bat	AMACC10010	None	None	G4	S3	SSC
<i>Apodontia rufa phaea</i> Point Reyes mountain beaver	AMAF01012	None	None	G5T2	S2	SSC
<i>Arctostaphylos franciscana</i> Franciscan manzanita	PDERI040J3	Endangered	None	GHC	S1	1B.1
<i>Arctostaphylos montana ssp. montana</i> Mt. Tamalpais manzanita	PDERI040J5	None	None	G3T3	S3	1B.3
<i>Arctostaphylos montana ssp. ravenii</i> Presidio manzanita	PDERI040J2	Endangered	Endangered	G3T1	S1	1B.1
<i>Arctostaphylos virgata</i> Marin manzanita	PDERI041K0	None	None	G2	S2	1B.2
<i>Ardea alba</i> great egret	ABNGA04040	None	None	G5	S4	
<i>Ardea herodias</i> great blue heron	ABNGA04010	None	None	G5	S4	
<i>Arenaria paludicola</i> marsh sandwort	PDCAR040L0	Endangered	Endangered	G1	S1	1B.1
<i>Asio flammeus</i> short-eared owl	ABNSB13040	None	None	G5	S3	SSC
<i>Astragalus pycnostachyus var. pycnostachyus</i> coastal marsh milk-vetch	PDFAB0F7B2	None	None	G2T2	S2	1B.2
<i>Astragalus tener var. tener</i> alkali milk-vetch	PDFAB0F8R1	None	None	G2T1	S1	1B.2
<i>Athene cunicularia</i> burrowing owl	ABNSB10010	None	None	G4	S3	SSC



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Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<i>Bombus caliginosus</i> obscure bumble bee	IIHYM24380	None	None	G2G3	S1S2	
<i>Bombus occidentalis</i> western bumble bee	IIHYM24252	None	Candidate Endangered	G3	S1	
<i>Caecidotea tomalensis</i> Tomales isopod	ICMAL01220	None	None	G2	S2S3	
<i>Calamagrostis crassiglumis</i> Thurber's reed grass	PMPOA17070	None	None	G3Q	S2	2B.1
<i>Calicina diminua</i> Marin blind harvestman	ILARAU8040	None	None	G1	S1	
<i>Callophrys mossii marinensis</i> Marin elfin butterfly	IILEPE2207	None	None	G4T1	S2	
<i>Calochortus tiburonensis</i> Tiburon mariposa-lily	PMLIL0D1C0	Threatened	Threatened	G1	S1	1B.1
<i>Calystegia purpurata ssp. saxicola</i> coastal bluff morning-glory	PDCON040D2	None	None	G4T2T3	S2S3	1B.2
<i>Cardamine angulata</i> seaside bittercress	PDBRA0K010	None	None	G4G5	S3	2B.1
<i>Carex comosa</i> bristly sedge	PMCYP032Y0	None	None	G5	S2	2B.1
<i>Carex lyngbyei</i> Lyngbye's sedge	PMCYP037Y0	None	None	G5	S3	2B.2
<i>Carex praticola</i> northern meadow sedge	PMCYP03B20	None	None	G5	S2	2B.2
<i>Castilleja affinis var. neglecta</i> Tiburon paintbrush	PDSCR0D013	Endangered	Threatened	G4G5T1T2	S1S2	1B.2
<i>Ceanothus decornutus</i> Nicasio ceanothus	PDRHA04440	None	None	G1	S1	1B.2
<i>Ceanothus masonii</i> Mason's ceanothus	PDRHA04200	None	Rare	G1	S1	1B.2
<i>Charadrius nivosus nivosus</i> western snowy plover	ABNNB03031	Threatened	None	G3T3	S3	SSC
<i>Chloropyron maritimum ssp. palustre</i> Point Reyes salty bird's-beak	PDSCR0J0C3	None	None	G4?T2	S2	1B.2
<i>Chorizanthe cuspidata var. cuspidata</i> San Francisco Bay spineflower	PDPGN04081	None	None	G2T1	S1	1B.2
<i>Cicindela hirticollis gravida</i> sandy beach tiger beetle	IICOL02101	None	None	G5T2	S2	
<i>Circus hudsonius</i> northern harrier	ABNKC11011	None	None	G5	S3	SSC
<i>Cirsium andrewsii</i> Franciscan thistle	PDAST2E050	None	None	G3	S3	1B.2



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<i>Cirsium hydrophilum var. vaseyi</i> Mt. Tamalpais thistle	PDAST2E1G2	None	None	G2T1	S1	1B.2
<i>Clarkia franciscana</i> Presidio clarkia	PDONA050H0	Endangered	Endangered	G1	S1	1B.1
Coastal Brackish Marsh Coastal Brackish Marsh	CTT52200CA	None	None	G2	S2.1	
Coastal Terrace Prairie Coastal Terrace Prairie	CTT41100CA	None	None	G2	S2.1	
<i>Collinsia corymbosa</i> round-headed collinsia	PDSCR0H060	None	None	G1	S1	1B.2
<i>Collinsia multicolor</i> San Francisco collinsia	PDSCR0H0B0	None	None	G2	S2	1B.2
<i>Corynorhinus townsendii</i> Townsend's big-eared bat	AMACC08010	None	None	G4	S2	SSC
<i>Cypseloides niger</i> black swift	ABNUA01010	None	None	G4	S2	SSC
<i>Danaus plexippus plexippus pop. 1</i> monarch - California overwintering population	IILEPP2012	Candidate	None	G4T1T2Q	S2	
<i>Dermatocarpon meiohyllizum</i> silverskin lichen	NLTEST91L0	None	None	G3G5	S3	2B.3
<i>Dicamptodon ensatus</i> California giant salamander	AAAAH01020	None	None	G2G3	S2S3	SSC
<i>Dirca occidentalis</i> western leatherwood	PDTHY03010	None	None	G2	S2	1B.2
<i>Egretta thula</i> snowy egret	ABNGA06030	None	None	G5	S4	
<i>Elanus leucurus</i> white-tailed kite	ABNKC06010	None	None	G5	S3S4	FP
<i>Emys marmorata</i> western pond turtle	ARAAD02030	None	None	G3G4	S3	SSC
<i>Enhydra lutris nereis</i> southern sea otter	AMAJF09012	Threatened	None	G4T2	S3	FP
<i>Entosthodon kochii</i> Koch's cord moss	NBMUS2P050	None	None	G1	S1	1B.3
<i>Erethizon dorsatum</i> North American porcupine	AMAFJ01010	None	None	G5	S3	
<i>Eriogonum luteolum var. caninum</i> Tiburon buckwheat	PDPGN083S1	None	None	G5T2	S2	1B.2
<i>Eucyclogobius newberryi</i> tidewater goby	AFCQN04010	Endangered	None	G3	S3	
<i>Eumetopias jubatus</i> Steller sea lion	AMAJC03010	Delisted	None	G3	S2	



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<i>Euphydryas editha bayensis</i> Bay checkerspot butterfly	IILEPK4055	Threatened	None	G5T1	S3	
<i>Falco peregrinus anatum</i> American peregrine falcon	ABNKD06071	Delisted	Delisted	G4T4	S3S4	FP
<i>Fissidens pauperculus</i> minute pocket moss	NBMUS2W0U0	None	None	G3?	S2	1B.2
<i>Fritillaria lanceolata</i> var. <i>tristulis</i> Marin checker lily	PMLIL0V0P1	None	None	G5T2	S2	1B.1
<i>Fritillaria liliacea</i> fragrant fritillary	PMLIL0V0C0	None	None	G2	S2	1B.2
<i>Geothlypis trichas sinuosa</i> saltmarsh common yellowthroat	ABPBX1201A	None	None	G5T3	S3	SSC
<i>Gilia capitata</i> ssp. <i>chamissonis</i> blue coast gilia	PDPLM040B3	None	None	G5T2	S2	1B.1
<i>Gilia capitata</i> ssp. <i>tomentosa</i> woolly-headed gilia	PDPLM040B9	None	None	G5T2	S2	1B.1
<i>Gilia millefoliata</i> dark-eyed gilia	PDPLM04130	None	None	G2	S2	1B.2
<i>Gonidea angulata</i> western ridged mussel	IMBIV19010	None	None	G3	S2	
<i>Grindelia hirsutula</i> var. <i>maritima</i> San Francisco gumplant	PDAST470D3	None	None	G5T1Q	S1	3.2
<i>Helianthella castanea</i> Diablo helianthella	PDAST4M020	None	None	G2	S2	1B.2
<i>Hemizonia congesta</i> ssp. <i>congesta</i> congested-headed hayfield tarplant	PDAST4R0W1	None	None	G5T2	S2	1B.2
<i>Hesperoleucus venustus subditus</i> southern coastal roach	AFCJB19032	None	None	GNRT2	S2	SSC
<i>Hesperolinon congestum</i> Marin western flax	PDLIN01060	Threatened	Threatened	G1	S1	1B.1
<i>Heteranthera dubia</i> water star-grass	PMPON03010	None	None	G5	S2	2B.2
<i>Holocarpha macradenia</i> Santa Cruz tarplant	PDAST4X020	Threatened	Endangered	G1	S1	1B.1
<i>Horkelia cuneata</i> var. <i>sericea</i> Kellogg's horkelia	PDROS0W043	None	None	G4T1?	S1?	1B.1
<i>Horkelia marinensis</i> Point Reyes horkelia	PDROS0W0B0	None	None	G2	S2	1B.2
<i>Horkelia tenuiloba</i> thin-lobed horkelia	PDROS0W0E0	None	None	G2	S2	1B.2
<i>Hydrochara rickseckeri</i> Ricksecker's water scavenger beetle	IICOL5V010	None	None	G2?	S2?	



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<i>Hypogymnia schizidiata</i> island tube lichen	NLT0032640	None	None	G2G3	S2	1B.3
<i>Icaricia icarioides missionensis</i> Mission blue butterfly	IILEPG801A	Endangered	None	G5T2	S2	
<i>Icaricia icarioides pheres</i> Pheres blue butterfly	IILEPG8019	None	None	G5TX	SX	
<i>Kopsiopsis hookeri</i> small groundcone	PDORO01010	None	None	G4?	S1S2	2B.3
<i>Lasiurus cinereus</i> hoary bat	AMACC05032	None	None	G3G4	S4	
<i>Lasiurus frantzii</i> western red bat	AMACC05080	None	None	G4	S3	SSC
<i>Laterallus jamaicensis coturniculus</i> California black rail	ABNME03041	None	Threatened	G3T1	S2	FP
<i>Layia carnosa</i> beach layia	PDAST5N010	Threatened	Endangered	G2	S2	1B.1
<i>Leptosiphon rosaceus</i> rose leptosiphon	PDPLM09180	None	None	G1	S1	1B.1
<i>Lessingia germanorum</i> San Francisco lessingia	PDAST5S010	Endangered	Endangered	G1	S1	1B.1
<i>Lessingia micradenia var. micradenia</i> Tamalpais lessingia	PDAST5S063	None	None	G2T2	S2	1B.2
<i>Lichnanthe ursina</i> bumblebee scarab beetle	IICOL67020	None	None	G2	S2	
<i>Melospiza melodia pusillula</i> Alameda song sparrow	ABPBXA301S	None	None	G5T2T3	S2S3	SSC
<i>Melospiza melodia samuelis</i> San Pablo song sparrow	ABPBXA301W	None	None	G5T2	S2	SSC
<i>Microcina tiburona</i> Tiburon micro-blind harvestman	ILARA47060	None	None	G2	S2	
<i>Microseris paludosa</i> marsh microseris	PDAST6E0D0	None	None	G2	S2	1B.2
<i>Microtus californicus sanpabloensis</i> San Pablo vole	AMAFF11034	None	None	G5T1T2	S1S2	SSC
<i>Mielichhoferia elongata</i> elongate copper moss	NBMUS4Q022	None	None	G5	S3S4	4.3
<i>Nannopterum auritum</i> double-crested cormorant	ABNFD01020	None	None	G5	S4	WL
<i>Navarretia rosulata</i> Marin County navarretia	PDPLM0C0Z0	None	None	G2	S2	1B.2
<i>Northern Coastal Salt Marsh</i> Northern Coastal Salt Marsh	CTT52110CA	None	None	G3	S3.2	



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<i>Nycticorax nycticorax</i> black-crowned night heron	ABNGA11010	None	None	G5	S4	
<i>Oncorhynchus kisutch pop. 4</i> coho salmon - central California coast ESU	AFCHA02034	Endangered	Endangered	G5T2Q	S2	
<i>Oncorhynchus mykiss irideus pop. 8</i> steelhead - central California coast DPS	AFCHA0209G	Threatened	None	G5T3Q	S3	
<i>Pentachaeta bellidiflora</i> white-rayed pentachaeta	PDAST6X030	Endangered	Endangered	G1	S1	1B.1
<i>Plagiobothrys chorisianus var. chorisianus</i> Choris' popcornflower	PDBOR0V061	None	None	G3T1Q	S1	1B.2
<i>Plagiobothrys diffusus</i> San Francisco popcornflower	PDBOR0V080	None	Endangered	G1Q	S1	1B.1
<i>Plagiobothrys glaber</i> hairless popcornflower	PDBOR0V0B0	None	None	GX	SX	1A
<i>Pleuropogon hooverianus</i> North Coast semaphore grass	PMPOA4Y070	None	Threatened	G2	S2	1B.1
<i>Pogonichthys macrolepidotus</i> Sacramento splittail	AFCJB34020	None	None	G3	S3	SSC
<i>Polemonium carneum</i> Oregon polemonium	PDPLM0E050	None	None	G3G4	S2	2B.2
<i>Polygonum marinense</i> Marin knotweed	PDPGN0L1C0	None	None	G2Q	S2	3.1
<i>Pomatiopsis binneyi</i> robust walker	IMGASJ9010	None	None	G1	S1	
<i>Pomatiopsis californica</i> Pacific walker	IMGASJ9020	None	None	G1	S1	
<i>Quercus parvula var. tamalpaisensis</i> Tamalpais oak	PDFAG051Q3	None	None	G4T2	S2	1B.3
<i>Rallus obsoletus obsoletus</i> California Ridgway's rail	ABNME05011	Endangered	Endangered	G3T1	S2	FP
<i>Rana boylei pop. 1</i> foothill yellow-legged frog - north coast DPS	AAABH01051	None	None	G3T4	S4	SSC
<i>Rana draytonii</i> California red-legged frog	AAABH01022	Threatened	None	G2G3	S2S3	SSC
<i>Reithrodontomys raviventris</i> salt-marsh harvest mouse	AMAFF02040	Endangered	Endangered	G1G2	S3	FP
<i>Riparia riparia</i> bank swallow	ABPAU08010	None	Threatened	G5	S3	
<i>Sanicula maritima</i> adobe sanicle	PDAPI1Z0D0	None	Rare	G2	S2	1B.1
<i>Scapanus latimanus insularis</i> Angel Island mole	AMABB02032	None	None	G5T1	S2?	



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<i>Serpentine Bunchgrass</i> Serpentine Bunchgrass	CTT42130CA	None	None	G2	S2.2	
<i>Sidalcea calycosa ssp. rhizomata</i> Point Reyes checkerbloom	PDMAL11012	None	None	G5T2	S2	1B.2
<i>Sidalcea hickmanii ssp. viridis</i> Marin checkerbloom	PDMAL110A4	None	None	G3TH	SH	1B.1
<i>Silene scouleri ssp. scouleri</i> Scouler's catchfly	PDCAR0U1MC	None	None	G5T4T5	S2S3	2B.2
<i>Silene verecunda ssp. verecunda</i> San Francisco campion	PDCAR0U213	None	None	G5T1	S1	1B.2
<i>Sorex ornatus sinuosus</i> Suisun shrew	AMABA01103	None	None	G5T1T2Q	S1S2	SSC
<i>Sorex vagrans halicoetes</i> salt-marsh wandering shrew	AMABA01071	None	None	G5T1	S1	SSC
<i>Spergularia macrotheca var. longistyla</i> long-styled sand-spurrey	PDCAR0W062	None	None	G5T2	S2	1B.2
<i>Speyeria callippe callippe</i> callippe silverspot butterfly	IILEPJ6091	Endangered	None	G5T1	S1	
<i>Spirinchus thaleichthys</i> longfin smelt	AFCHB03010	Candidate	Threatened	G5	S1	
<i>Stebbinsoseris decipiens</i> Santa Cruz microseris	PDAST6E050	None	None	G2	S2	1B.2
<i>Streptanthus batrachopus</i> Tamalpais jewelflower	PDBRA2G050	None	None	G2	S2	1B.3
<i>Streptanthus glandulosus ssp. niger</i> Tiburon jewelflower	PDBRA2G0T0	Endangered	Endangered	G4T1	S1	1B.1
<i>Streptanthus glandulosus ssp. pulchellus</i> Mt. Tamalpais bristly jewelflower	PDBRA2G0J2	None	None	G4T2	S2	1B.2
<i>Stygobromus hyporheicus</i> hyporheic amphipod	ICMAL05D80	None	None	G1	SX	
<i>Symphyotrichum lentum</i> Suisun Marsh aster	PDASTE8470	None	None	G2	S2	1B.2
<i>Syncaris pacifica</i> California freshwater shrimp	ICMAL27010	Endangered	Endangered	G2	S2	
<i>Talanites ubicki</i> Ubick's gnaphosid spider	ILARA98030	None	None	G1	S1	
<i>Taxidea taxus</i> American badger	AMAJF04010	None	None	G5	S3	SSC
<i>Thaleichthys pacificus</i> eulachon	AFCHB04010	Threatened	None	G5	S1	
<i>Trachusa gummifera</i> San Francisco Bay Area leaf-cutter bee	IIHYM80010	None	None	G1	S1	



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<i>Trifolium amoenum</i> two-fork clover	PDFAB40040	Endangered	None	G1	S1	1B.1
<i>Trifolium hydrophilum</i> saline clover	PDFAB400R5	None	None	G2	S2	1B.2
<i>Triphysaria floribunda</i> San Francisco owl's-clover	PDSCR2T010	None	None	G2?	S2?	1B.2
<i>Triquetrella californica</i> coastal triquetrella	NBMUS7S010	None	None	G2	S2	1B.2
<i>Tryonia imitator</i> mimic tryonia (=California brackishwater snail)	IMGASJ7040	None	None	G2	S2	
<i>Vespericola marinensis</i> Marin hesperian	IMGASA4140	None	None	G2	S2	
<i>Zapus trinotatus orarius</i> Point Reyes jumping mouse	AMAFH01031	None	None	G5T2	S2	SSC

Record Count: 152




Search Results

77 matches found. Click on scientific name for details








Search Criteria: CRPR is one of [1A:1B:2A:2B] , Quad is one of [3812215:3812216:3812214:3712274:3712275:3712286:3712284:3712285]




▲ SCIENTIFIC NAME	COMMON NAME	FAMILY	LIFEFORM	BLOOMING PERIOD	FED LIST	STATE LIST	GLOBAL RANK	CA RARE			DATE ADDED	PHOTO
								STATE RANK	PLANT RANK	CA ENDEMIC		
<u>Allium</u> <u>peninsulare</u> var. <u>franciscanum</u>	Franciscan onion	Alliaceae	perennial bulbiferous herb	(Apr)May-Jun	None	None	G4G5T2	S2	1B.2	Yes	2001-01-01	 © 2019 Aaron Arthur
<u>Alopecurus</u> <u>aequalis</u> var. <u>sonomensis</u>	Sonoma alopecurus	Poaceae	perennial herb	May-Jul	FE	None	G5T1	S1	1B.1	Yes	1974-01-01	 © 2013 Vernon Smith
<u>Amorpha</u> <u>californica</u> var. <u>napensis</u>	Napa false indigo	Fabaceae	perennial deciduous shrub	Apr-Jul	None	None	G4T2	S2	1B.2	Yes	2001-01-01	 © 2016 John Doyen
<u>Amsinckia</u> <u>lunaris</u>	bent-flowered fiddleneck	Boraginaceae	annual herb	Mar-Jun	None	None	G3	S3	1B.2	Yes	1974-01-01	 © 2011 Neal Kramer
<u>Arctostaphylos</u> <u>franciscana</u>	Franciscan manzanita	Ericaceae	perennial evergreen shrub	Feb-Apr	FE	None	GHC	S1	1B.1	Yes	1974-01-01	 © 2015 Neal Kramer
<u>Arctostaphylos</u> <u>montana</u> ssp. <u>montana</u>	Mt. Tamalpais manzanita	Ericaceae	perennial evergreen shrub	Feb-Apr	None	None	G3T3	S3	1B.3	Yes	1974-01-01	 © 2018 John Doyen
<u>Arctostaphylos</u> <u>montana</u> ssp. <u>ravenii</u>	Presidio manzanita	Ericaceae	perennial evergreen shrub	Feb-Mar	FE	CE	G3T1	S1	1B.1	Yes	1980-01-01	 © 2019 Susan McDougall



<u>Arctostaphylos virgata</u>	Marin manzanita	Ericaceae	perennial evergreen shrub	Jan-Mar	None	None	G2	S2	1B.2	Yes	1974-01-01	No Photo Available
<u>Arenaria paludicola</u>	marsh sandwort	Caryophyllaceae	perennial stoloniferous herb	May-Aug	FE	CE	G1	S1	1B.1		1984-01-01	No Photo Available
<u>Astragalus pycnostachyus</u> var. <u>pycnostachyus</u>	coastal marsh milk-vetch	Fabaceae	perennial herb	(Apr)Jun-Oct	None	None	G2T2	S2	1B.2	Yes	2001-01-01	 ©2009 Neal Kramer
<u>Astragalus tener</u> var. <u>tener</u>	alkali milk-vetch	Fabaceae	annual herb	Mar-Jun	None	None	G2T1	S1	1B.2	Yes	1994-01-01	No Photo Available
<u>Calamagrostis crassiglumis</u>	Thurber's reed grass	Poaceae	perennial rhizomatous herb	May-Aug	None	None	G3Q	S2	2B.1		1980-01-01	No Photo Available
<u>Calochortus tiburonensis</u>	Tiburon mariposa-lily	Liliaceae	perennial bulbiferous herb	Mar-Jun	FT	CT	G1	S1	1B.1	Yes	1974-01-01	No Photo Available
<u>Calystegia purpurata</u> ssp. <u>saxicola</u>	coastal bluff morning-glory	Convolvulaceae	perennial herb	(Mar)Apr-Sep	None	None	G4T2T3	S2S3	1B.2	Yes	2001-01-01	No Photo Available
<u>Cardamine angulata</u>	seaside bittercress	Brassicaceae	perennial herb	(Jan)Mar-Jul	None	None	G4G5	S3	2B.2		2012-04-10	 © 2021 Scot Loring
<u>Carex comosa</u>	bristly sedge	Cyperaceae	perennial rhizomatous herb	May-Sep	None	None	G5	S2	2B.1		1994-01-01	 Dean Wm. Taylor 1997
<u>Carex lyngbyei</u>	Lyngbye's sedge	Cyperaceae	perennial rhizomatous herb	Apr-Aug	None	None	G5	S3	2B.2		2001-01-01	 ©2017 Steve Matson
<u>Carex praticola</u>	northern meadow sedge	Cyperaceae	perennial herb	May-Jul	None	None	G5	S2	2B.2		1984-01-01	 ©2013 Scot Loring
<u>Castilleja affinis</u> var. <u>neglecta</u>	Tiburon paintbrush	Orobanchaceae	perennial herb (hemiparasitic)	Apr-Jun	FE	CT	G4G5T1T2	S1S2	1B.2	Yes	1974-01-01	No Photo Available
<u>Ceanothus decornutus</u>	Nicasio ceanothus	Rhamnaceae	perennial shrub	Mar-May	None	None	G1	S1	1B.2	Yes	2016-06-16	No Photo Available
<u>Ceanothus masonii</u>	Mason's ceanothus	Rhamnaceae	perennial evergreen shrub	Mar-Apr	None	CR	G1	S1	1B.2	Yes	1974-01-01	No Photo Available

<u><i>Chloropyron maritimum</i> ssp. <i>palustre</i></u>	Point Reyes salty bird's-beak	Orobanchaceae	annual herb (hemiparasitic)	Jun-Oct	None	None	G4?T2	S2	1B.2		1974-01-01	 ©2017 John Doyen
<u><i>Chorizanthe cuspidata</i> var. <i>cuspidata</i></u>	San Francisco Bay spineflower	Polygonaceae	annual herb	Apr-Jul(Aug)	None	None	G2T1	S1	1B.2	Yes	1994-01-01	No Photo Available
<u><i>Cirsium andrewsii</i></u>	Franciscan thistle	Asteraceae	perennial herb	Mar-Jul	None	None	G3	S3	1B.2	Yes	1974-01-01	No Photo Available
<u><i>Cirsium hydrophilum</i> var. <i>vaseyi</i></u>	Mt. Tamalpais thistle	Asteraceae	perennial herb	May-Aug	None	None	G2T1	S1	1B.2	Yes	1974-01-01	No Photo Available
<u><i>Clarkia franciscana</i></u>	Presidio clarkia	Onagraceae	annual herb	May-Jul	FE	CE	G1	S1	1B.1	Yes	1974-01-01	No Photo Available
<u><i>Collinsia corymbosa</i></u>	round-headed collinsia	Plantaginaceae	annual herb	Apr-Jun	None	None	G1	S1	1B.2	Yes	1994-01-01	 ©2007 Steve Matson
<u><i>Collinsia multicolor</i></u>	San Francisco collinsia	Plantaginaceae	annual herb	(Feb)Mar-May	None	None	G2	S2	1B.2	Yes	1974-01-01	No Photo Available
<u><i>Dermatocarpon meiophyllizum</i></u>	silverskin lichen	Verrucariaceae	foliose lichen (aquatic)		None	None	G3G5	S3	2B.3		2022-07-14	No Photo Available
<u><i>Dirca occidentalis</i></u>	western leatherwood	Thymelaeaceae	perennial deciduous shrub	Jan-Mar(Apr)	None	None	G2	S2	1B.2	Yes	1974-01-01	 © 2017 Steve Matson
<u><i>Entosthodon kochii</i></u>	Koch's cord moss	Funariaceae	moss		None	None	G1	S1	1B.3	Yes	2001-01-01	No Photo Available
<u><i>Eriogonum luteolum</i> var. <i>caninum</i></u>	Tiburon buckwheat	Polygonaceae	annual herb	May-Sep	None	None	G5T2	S2	1B.2	Yes	1974-01-01	No Photo Available
<u><i>Fissidens pauperculus</i></u>	minute pocket moss	Fissidentaceae	moss		None	None	G3?	S2	1B.2		2001-01-01	 ©2021 Scot Loring
<u><i>Fritillaria lanceolata</i> var. <i>tristulis</i></u>	Marin checker lily	Liliaceae	perennial bulbiferous herb	Feb-May	None	None	G5T2	S2	1B.1	Yes	1994-01-01	 © 2020 Barry Rice

<u><i>Fritillaria liliacea</i></u>	fragrant fritillary	Liliaceae	perennial bulbiferous herb	Feb-Apr	None	None	G2	S2	1B.2	Yes	1974- 01-01	 © 2004 Carol W. Witham
<u><i>Gilia capitata</i></u> <u>ssp. <i>chamissonis</i></u>	blue coast gilia	Polemoniaceae	annual herb	Apr-Jul	None	None	G5T2	S2	1B.1	Yes	2001- 01-01	 © 2017 John Doyen
<u><i>Gilia capitata</i></u> <u>ssp. <i>tomentosa</i></u>	woolly-headed gilia	Polemoniaceae	annual herb	May-Jul	None	None	G5T2	S2	1B.1	Yes	2001- 01-01	 © 2008 Vernon Smith
<u><i>Gilia millefoliata</i></u>	dark-eyed gilia	Polemoniaceae	annual herb	Apr-Jul	None	None	G2	S2	1B.2		2001- 01-01	 © 2017 John Doyen
<u><i>Helianthella</i></u> <u><i>castanea</i></u>	Diablo helianthella	Asteraceae	perennial herb	Mar-Jun	None	None	G2	S2	1B.2	Yes	1974- 01-01	 © 2013 Christopher Bronny
<u><i>Hemizonia</i></u> <u><i>congesta</i> ssp.</u> <u><i>congesta</i></u>	congested- headed hayfield tarplant	Asteraceae	annual herb	Apr-Nov	None	None	G5T2	S2	1B.2	Yes	1988- 01-01	 © 2015 Vernon Smith
<u><i>Hesperolinon</i></u> <u><i>congestum</i></u>	Marin western flax	Linaceae	annual herb	Apr-Jul	FT	CT	G1	S1	1B.1	Yes	1974- 01-01	 © 2009 Neal Kramer
<u><i>Heteranthera</i></u> <u><i>dubia</i></u>	water star- grass	Pontederiaceae	perennial herb (aquatic)	Jul-Oct	None	None	G5	S2	2B.2		2013- 10-10	 ©2010 Louis-M. Landry
<u><i>Holocarpha</i></u> <u><i>macradenia</i></u>	Santa Cruz tarplant	Asteraceae	annual herb	Jun-Oct	FT	CE	G1	S1	1B.1	Yes	1974- 01-01	 © 2011 Dylan Neubauer

<u><i>Horkelia cuneata</i></u> <u>var. <i>sericea</i></u>	Kellogg's horkelia	Rosaceae	perennial herb	Apr-Sep	None	None	G4T1?	S1?	1B.1	Yes	1988- 01-01	 © 2018 Neal Kramer
<u><i>Horkelia marinensis</i></u>	Point Reyes horkelia	Rosaceae	perennial herb	May-Sep	None	None	G2	S2	1B.2	Yes	1974- 01-01	 © 2017 John Doyen
<u><i>Horkelia tenuiloba</i></u>	thin-lobed horkelia	Rosaceae	perennial herb	May- Jul(Aug)	None	None	G2	S2	1B.2	Yes	1988- 01-01	 © 1994 Doreen L. Smith
<u><i>Hypogymnia schizidiata</i></u>	island tube lichen	Parmeliaceae	foliose lichen		None	None	G2G3	S2	1B.3		2014- 03-01	No Photo Available
<u><i>Kopsiopsis hookeri</i></u>	small groundcone	Orobanchaceae	perennial rhizomatous herb (parasitic)	Apr-Aug	None	None	G4?	S1S2	2B.3		1994- 01-01	 ©2016 Vernon Smith
<u><i>Layia carnosa</i></u>	beach layia	Asteraceae	annual herb	Mar-Jul	FT	CE	G2	S2	1B.1		1988- 01-01	 © 2007 Aaron Schusteff
<u><i>Leptosiphon rosaceus</i></u>	rose leptosiphon	Polemoniaceae	annual herb	Apr-Jul	None	None	G1	S1	1B.1	Yes	2001- 01-01	 © 2013 Aaron Schusteff
<u><i>Lessingia germanorum</i></u>	San Francisco lessingia	Asteraceae	annual herb	(Jun)Jul- Nov	FE	CE	G1	S1	1B.1	Yes	1980- 01-01	 © 2019 Aaron Schusteff
<u><i>Lessingia micradenia</i></u> var. <u><i>micradenia</i></u>	Tamalpais lessingia	Asteraceae	annual herb	(Jun)Jul- Oct	None	None	G2T2	S2	1B.2	Yes	1994- 01-01	 © 2015 Vernon Smith
<u><i>Microseris paludosa</i></u>	marsh microseris	Asteraceae	perennial herb	Apr- Jun(Jul)	None	None	G2	S2	1B.2	Yes	2001- 01-01	No Photo Available

<u>Navarretia leucocephala</u> <u>ssp. bakeri</u>	Baker's navarretia	Polemoniaceae	annual herb	Apr-Jul	None	None	G4T2	S2	1B.1	Yes	1994-01-01	 © 2018 Barry Rice
<u>Navarretia rosulata</u>	Marin County navarretia	Polemoniaceae	annual herb	May-Jul	None	None	G2	S2	1B.2	Yes	1980-01-01	No Photo Available
<u>Pentachaeta bellidiflora</u>	white-rayed pentachaeta	Asteraceae	annual herb	Mar-May	FE	CE	G1	S1	1B.1	Yes	1974-01-01	No Photo Available
<u>Plagiobothrys chorisianus</u> <u>var. chorisianus</u>	Choris' popcornflower	Boraginaceae	annual herb	Mar-Jun	None	None	G3T1Q	S1	1B.2	Yes	1984-01-01	No Photo Available
<u>Plagiobothrys diffusus</u>	San Francisco popcornflower	Boraginaceae	annual herb	Mar-Jun	None	CE	G1Q	S1	1B.1	Yes	1974-01-01	No Photo Available
<u>Plagiobothrys glaber</u>	hairless popcornflower	Boraginaceae	annual herb	Mar-May	None	None	GX	SX	1A	Yes	1974-01-01	No Photo Available
<u>Pleuropogon hooverianus</u>	North Coast semaphore grass	Poaceae	perennial rhizomatous herb	Apr-Jun	None	CT	G2	S2	1B.1	Yes	1974-01-01	No Photo Available
<u>Polemonium carneum</u>	Oregon polemonium	Polemoniaceae	perennial herb	Apr-Sep	None	None	G3G4	S2	2B.2		2008-11-03	 ©2018 John Doyen
<u>Quercus parvula</u> <u>var. tamalpaisensis</u>	Tamalpais oak	Fagaceae	perennial evergreen shrub	Mar-Apr	None	None	G4T2	S2	1B.3	Yes	2001-01-01	No Photo Available
<u>Sanicula maritima</u>	adobe sanicle	Apiaceae	perennial herb	Feb-May	None	CR	G2	S2	1B.1	Yes	1974-01-01	No Photo Available
<u>Sidalcea calycosa</u> <u>ssp. rhizomata</u>	Point Reyes checkerbloom	Malvaceae	perennial rhizomatous herb	Apr-Sep	None	None	G5T2	S2	1B.2	Yes	1994-01-01	No Photo Available
<u>Sidalcea hickmanii</u> <u>ssp. viridis</u>	Marin checkerbloom	Malvaceae	perennial herb	May-Jun	None	None	G3TH	SH	1B.1	Yes	1974-01-01	No Photo Available
<u>Silene scouleri</u> <u>ssp. scouleri</u>	Scouler's catchfly	Caryophyllaceae	perennial herb	(Mar-May)Jun-Aug(Sep)	None	None	G5T4T5	S2S3	2B.2		2017-12-13	 ©2015 Vernon Smith
<u>Silene verecunda</u> <u>ssp. verecunda</u>	San Francisco campion	Caryophyllaceae	perennial herb	(Feb)Mar-Jul(Aug)	None	None	G5T1	S1	1B.2	Yes	1980-01-01	No Photo Available

<u><i>Spergularia macrotheca</i></u> var. <u><i>longistyla</i></u>	long-styled sand-spurrey	Caryophyllaceae	perennial herb	Feb-May	None	None	G5T2	S2	1B.2	Yes	2017-06-16	No Photo Available
<u><i>Stebbinsoseris decipiens</i></u>	Santa Cruz microseris	Asteraceae	annual herb	Apr-May	None	None	G2	S2	1B.2	Yes	1974-01-01	No Photo Available
<u><i>Streptanthus batrachopus</i></u>	Tamalpais jewelflower	Brassicaceae	annual herb	Apr-Jul	None	None	G2	S2	1B.3	Yes	1974-01-01	 © 2012 Aaron Schusteff
<u><i>Streptanthus glandulosus</i></u> ssp. <u><i>niger</i></u>	Tiburon jewelflower	Brassicaceae	annual herb	May-Jun	FE	CE	G4T1	S1	1B.1	Yes	1974-01-01	No Photo Available
<u><i>Streptanthus glandulosus</i></u> ssp. <u><i>pulchellus</i></u>	Mt. Tamalpais bristly jewelflower	Brassicaceae	annual herb	May-Jul(Aug)	None	None	G4T2	S2	1B.2	Yes	1980-01-01	No Photo Available
<u><i>Symphyotrichum lentum</i></u>	Suisun Marsh aster	Asteraceae	perennial rhizomatous herb	(Apr)May-Nov	None	None	G2	S2	1B.2	Yes	1974-01-01	No Photo Available
<u><i>Trifolium amoenum</i></u>	two-fork clover	Fabaceae	annual herb	Apr-Jun	FE	None	G1	S1	1B.1	Yes	1974-01-01	No Photo Available
<u><i>Trifolium hydrophilum</i></u>	saline clover	Fabaceae	annual herb	Apr-Jun	None	None	G2	S2	1B.2	Yes	2001-01-01	 © 2005 Dean Wm Taylor
<u><i>Triphysaria floribunda</i></u>	San Francisco owl's-clover	Orobanchaceae	annual herb	Apr-Jun	None	None	G2?	S2?	1B.2	Yes	1974-01-01	No Photo Available
<u><i>Triquetrella californica</i></u>	coastal triquetrella	Pottiaceae	moss		None	None	G2	S2	1B.2		2001-01-01	No Photo Available

Showing 1 to 77 of 77 entries

Suggested Citation:

California Native Plant Society, Rare Plant Program. 2023. Rare Plant Inventory (online edition, v9.5). Website <https://www.rareplants.cnps.org> [accessed 28 June 2023].



United States Department of the Interior



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

In Reply Refer To:
Project Code: 2023-0094341
Project Name: 4J860 Multi-asset Interchange Improvement Project

June 15, 2023

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

To Whom It May Concern:

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

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

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

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

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

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

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

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

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

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit <https://www.fws.gov/birds/policies-and-regulations/executive-orders/e0-13186.php>.

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

Attachment(s):

- Official Species List

OFFICIAL SPECIES LIST

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

This species list is provided by:

Sacramento Fish And Wildlife Office

Federal Building

2800 Cottage Way, Room W-2605

Sacramento, CA 95825-1846

(916) 414-6600

PROJECT SUMMARY

Project Code: 2023-0094341
Project Name: 4J860 Multi-asset Interchange Improvement Project
Project Type: Bridge - Maintenance
Project Description: Caltrans proposes this multi-asset project that includes Americans with Disabilities improvements and seismic retrofit work at Bridge Number 27-0072 on State Route 101 at post mile 7.37.

Project Location:

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@37.9260467,-122.51453906134917,14z>



Counties: Marin County, California

ENDANGERED SPECIES ACT SPECIES

There is a total of 15 threatened, endangered, or candidate species on this species list.

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

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

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

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

MAMMALS

NAME	STATUS
Salt Marsh Harvest Mouse <i>Reithrodontomys raviventris</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/613	Endangered

BIRDS

NAME	STATUS
California Clapper Rail <i>Rallus longirostris obsoletus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4240	Endangered
California Least Tern <i>Sterna antillarum browni</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/8104	Endangered
Marbled Murrelet <i>Brachyramphus marmoratus</i> Population: U.S.A. (CA, OR, WA) There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/4467	Threatened
Northern Spotted Owl <i>Strix occidentalis caurina</i> There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/1123	Threatened
Western Snowy Plover <i>Charadrius nivosus nivosus</i> Population: Pacific Coast population DPS-U.S.A. (CA, OR, WA), Mexico (within 50 miles of Pacific coast) There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/8035	Threatened

REPTILES

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

AMPHIBIANS

NAME	STATUS
California Red-legged Frog <i>Rana draytonii</i> There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/2891	Threatened

FISHES

NAME	STATUS
Tidewater Goby <i>Eucyclogobius newberryi</i> There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/57	Endangered

INSECTS

NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate

FLOWERING PLANTS

NAME	STATUS
California Seablite <i>Suaeda californica</i> Population: No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6310	Endangered
Marin Dwarf-flax <i>Hesperolinon congestum</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/5363	Threatened
Santa Cruz Tarplant <i>Holocarpha macradenia</i> There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/6832	Threatened
Showy Indian Clover <i>Trifolium amoenum</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6459	Endangered
White-rayed Pentachaeta <i>Pentachaeta bellidiflora</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/7782	Endangered

CRITICAL HABITATS

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

IPAC USER CONTACT INFORMATION

Agency: California Department of Transportation District 4
Name: Gabrielle Smith
Address: 155 Grand Ave
Address Line 2: Suite 800
City: Oakland
State: CA
Zip: 94612
Email: gabrielle.smith@jacobs.com
Phone: 4085005454

Smith, Gabrielle

From: Smith, Gabrielle
Sent: Thursday, June 15, 2023 1:32 PM
To: nmfs.wcrca.specieslist@noaa.gov
Subject: Updated official NMFS species list - EA 4J860 Multi-asset Interchange Improvement Project

Hello,

I'm requesting concurrence with the official species list pasted below for the Caltrans EA 4J860 Multi-asset Interchange Improvement Project that includes Americans with Disabilities improvements and seismic retrofit work at Bridge Number 27-0072 on State Route 101 post mile 7.37. The project is located within the San Rafael USGS 7.5-minute Quadrangle.

Agency Name and Address:

California Department of Transportation, District 4
111 Grand Ave.
Oakland, CA 94612

Mailing Address:

California Department of Transportation
District 4
P.O. Box 23660
Oakland, CA 94623-0660

Point-of-Contact:

Gabrielle Smith (she/her) | [Jacobs](#) | Biologist
M:+1.408.500.5454 | Gabrielle.Smith@jacobs.com

Quad Name **San Rafael**
Quad Number **37122-H5**

ESA Anadromous Fish

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

sDPS Green Sturgeon (T) - X

ESA Anadromous Fish Critical Habitat

SONCC Coho Critical Habitat -
CCC Coho Critical Habitat - X
CC Chinook Salmon Critical Habitat -
CVSR Chinook Salmon Critical Habitat -
SRWR Chinook Salmon Critical Habitat - X
NC Steelhead Critical Habitat -
CCC Steelhead Critical Habitat - X
SCCC Steelhead Critical Habitat -
SC Steelhead Critical Habitat -
CCV Steelhead Critical Habitat -
Eulachon Critical Habitat -
sDPS Green Sturgeon Critical Habitat - X

ESA Marine Invertebrates

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

ESA Marine Invertebrates Critical Habitat

Black Abalone Critical Habitat - X

ESA Sea Turtles

East Pacific Green Sea Turtle (T) - X
Olive Ridley Sea Turtle (T/E) - X
Leatherback Sea Turtle (E) - X
North Pacific Loggerhead Sea Turtle (E) -

ESA Whales

Blue Whale (E) - X
Fin Whale (E) - X
Humpback Whale (E) - X
Southern Resident Killer Whale (E) - X
North Pacific Right Whale (E) - X
Sei Whale (E) - X
Sperm Whale (E) - X

ESA Pinnipeds

Guadalupe Fur Seal (T) - **X**

Steller Sea Lion Critical Habitat -

Essential Fish Habitat

Coho EFH - **X**

Chinook Salmon EFH - **X**

Groundfish EFH - **X**

Coastal Pelagics EFH - **X**

Highly Migratory Species EFH -

MMPA Species (See list at left)

ESA and MMPA Cetaceans/Pinnipeds

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

MMPA Cetaceans - **X**

MMPA Pinnipeds - **X**

Smith, Gabrielle

From: NMFS SpeciesList - NOAA Service Account <nmfs.wcrca.specieslist@noaa.gov>
Sent: Thursday, June 15, 2023 1:32 PM
To: prvs=0530e13891=gabrielle.smith@jacobs.com
Subject: [EXTERNAL] Federal ESA - - NOAA Fisheries Species List Re: Updated official NMFS species list - EA 4J860 Multi-asset Interchange Improvement Project

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

Table C-1. Special-status Plants with Potential to Occur in the BSA

Common Name (Scientific name)	Federal/ State/ CNPS ^{[a][b][c]}	Habitat	Blooming Period	Suitable Habitat Present or Absent in the BSA?	Potential to Occur within the BSA	Effect Finding for Federally Listed Species
Franciscan onion (<i>Allium peninsulare</i> var. <i>franciscanum</i>)	-/-1B.2	Cismontane woodland and valley and foothill grassland in clay and volcanic soils, and sometimes in serpentine soil. 170 to 1,000 feet.	(April) May to June	Absent	None. No suitable habitat within the BSA.	N/A
Sonoma alopecurus (<i>Alopecurus aequalis</i> var. <i>sonomensis</i>)	-/-1B.1	Freshwater marshes and swamps, riparian scrub. Wet areas, marshes, and riparian banks with other wetland species. 16 to 1,180 feet.	May to July	Present	None. Suitable habitat present, but nearest occurrence is of low confidence, more than 11 miles west of BSA.	N/A
Napa false indigo (<i>Amorpha californica</i> var. <i>napensis</i>)	-/-1B.2	Broad-leaved upland forest (openings), chaparral, and cismontane woodland. 165 to 6,560 feet.	April to July	Present	Moderate. Marginal suitable habitat within the BSA. A confident occurrence is 2.5 miles from BSA.	N/A
Bent-flowered fiddleneck (<i>Amsinckia lunaris</i>)	-/-1B.2	Cismontane woodland, valley and foothill grassland, coastal bluff scrub. 10 to 2,608 feet.	March to June	Present	None. Marginal suitable habitat present. However, nearest occurrence is 6.3 miles northwest of BSA.	N/A
Franciscan manzanita (<i>Arctostaphylos franciscana</i>)	FE/-1B.1	Coastal scrub (serpentinite). 195 to 985 feet.	February to April	Absent	None. No suitable habitat within the BSA.	No effect
Mt. Tamalpais manzanita (<i>Arctostaphylos montana</i> ssp. <i>montana</i>)	-/-1B.3	Chaparral and valley and foothill grassland on rocky and serpentinite soils. 525 to 2,495 feet.	February to Apr	Absent	None. No suitable habitat within the BSA.	N/A
Presidio manzanita (<i>Arctostaphylos montana</i> ssp. <i>ravenii</i>)	FE/SE/1B.1	Chaparral, coastal prairie, and coastal scrub. 150 to 705 feet.	February to Mar	Absent	None. No suitable habitat within the BSA.	No effect
Marin manzanita (<i>Arctostaphylos virgata</i>)	-/-1B.2	Broad-leaved upland forest, closed-cone coniferous forest, chaparral, north coast coniferous forest. On sandstone or granitic soil. 200 to 2,300 feet.	January to March	Present	Low. Marginal suitable habitat within the BSA and occurrences 3 miles west of BSA.	N/A
Marsh sandwort (<i>Arenaria paludicola</i>)	FE/SE/1B.1	Marshes and swamps (brackish, fresh water). 10 to 560 feet.	May to August	Absent	Low. Marginal suitable habitat within the BSA, and associated species present. However, nearest occurrence is more than 6 miles south.	No effect
Coastal marsh milk-vetch (<i>Astragalus pycnostachyus</i> var. <i>pycnostachyus</i>)	-/-1B.2	Coastal dunes, coastal salt marshes, coastal scrub. Mesic sites in dunes or along streams or coastal salt marshes. 0 to 100 feet.	April to October	Absent	None. No suitable habitat within the BSA.	N/A
Alkali milk-vetch (<i>Astragalus tener</i> var. <i>tener</i>)	-/-1B.2	Playas, valley and foothill grassland (adobe clay), and vernal pools. On alkaline soils. 5 to 195 feet.	March to June	Absent	None. No suitable habitat within the BSA.	N/A
Thurber's reed grass (<i>Calamagrostis crassiglumis</i>)	-/-2B.1	Coastal scrub (mesic) and marshes and swamps (freshwater). 35 to 195 feet.	May to August	Absent	None. No suitable habitat within the BSA.	N/A
Tiburon mariposa-lily (<i>Calochortus tiburonensis</i>)	FT/ST/1B.1	Valley and foothill grassland on open, rocky, slopes in serpentine grassland. 164 to 492 feet.	March to June	Absent	None. No suitable habitat within the BSA.	No effect
Coastal bluff morning-glory (<i>Calystegia purpurata</i> ssp. <i>saxicola</i>)	-/-1B.2	Coastal dunes, coastal scrub, coastal bluff scrub, north coast coniferous forest. 13 to 541 feet.	(March)April to September	Absent	None. Marginal suitable habitat within the BSA. However, nearest occurrence is more than 6 miles south along the coast.	N/A
Seaside bittercress (<i>Cardamine angulata</i>)	-/-2B.2	North coast coniferous forest, lower montane coniferous forest. Wet areas, streambanks. 16 to 1,690 feet.	(January)March to July	Absent	None. Marginal suitable habitat within the BSA. However, nearest occurrence is more than 12 miles northwest and is of low confidence.	N/A

Common Name (Scientific name)	Federal/ State/ CNPS ^{[a][b][c]}	Habitat	Blooming Period	Suitable Habitat Present or Absent in the BSA?	Potential to Occur within the BSA	Effect Finding for Federally Listed Species
Bristly sedge (<i>Carex comosa</i>)	-/-2B.1	Marshes and swamps, coastal prairie, valley and foothill grassland. Lake margins, wet places; site below sea level is on a Delta island. - 16 to 3,314 feet.	May to September	Present	None. Marginal suitable habitat within the BSA; however, nearest occurrence is an 1866 record within the city of San Francisco.	N/A
Lyngbye's sedge (<i>Carex lyngbyei</i>)	-/-2B.2	Marshes and swamps (brackish or freshwater). 0 to 656 feet.	April to August	Present	None. Marginal suitable habitat within the BSA with a presumed extirpated population more than 6 miles west.	N/A
Northern meadow sedge (<i>Carex praticola</i>)	-/-2B.2	Meadows and seeps. Moist to wet meadows. 49 to 10,499 feet.	May to July	Present	None. Marginal suitable habitat within the BSA. However, only occurrence in Marin County is on Angel Island more than 6 miles southeast of BSA.	N/A
Tiburon paintbrush (<i>Castilleja affinis</i> var. <i>neglecta</i>)	FE/ST/1B.2	Valley and foothill grassland. Rocky serpentine sites. 394 to 1,312 feet.	April to June	Absent	None. No suitable habitat within the BSA.	No effect
Nicasio ceanothus (<i>Ceanothus decornutus</i>)	-/-1B.2	Chaparral. Maritime chaparral; serpentinite, rocky, sometimes clay. 771 to 951 feet.	March to May	Absent	None. No suitable habitat within the BSA.	N/A
Mason's ceanothus (<i>Ceanothus masonii</i>)	-/R/1B.2	Chaparral. Serpentine ridges or slopes in chaparral or transition zone. 590 to -1,509 feet.	March to April	Absent	None. No suitable habitat within the BSA.	N/A
Point Reyes salty bird's-beak (<i>Chloropyron maritimum</i> ssp. <i>palustre</i>)	-/-1B.2	Coastal salt marsh. Usually in coastal salt marsh with <i>Salicornia</i> , <i>Distichlis</i> , <i>Jaumea</i> , <i>Spartina</i> , and similar. 0 to 377 feet.	June to October	Present	Moderate. Some nearby occurrences within 1 mile of BSA. Associated species <i>Salicornia</i> and <i>Distichlis</i> are present within BSA.	N/A
San Francisco Bay spineflower (<i>Chorizanthe cuspidata</i> var. <i>cuspidata</i>)	-/-1B.2	Coastal bluff scrub, coastal dunes, coastal prairie, coastal scrub. Closely related to <i>C. pungens</i> . Sandy soil on terraces and slopes. 7 to 1,804 feet.	April to July(August)	Absent	None. No suitable habitat within the BSA.	N/A
Franciscan thistle (<i>Cirsium andrewsii</i>)	-/-1B.2	Coastal bluff scrub, broad-leaved upland forest, coastal scrub, coastal prairie. Sometimes serpentine seeps. 0 to 968 feet.	March to July	Absent	None. No suitable habitat within the BSA.	N/A
Mt. Tamalpais thistle (<i>Cirsium hydrophilum</i> var. <i>vaseyi</i>)	-/-1B.2	Broad-leaved upland forest, chaparral, meadows and seeps. Serpentine seeps and streams in chaparral and woodland. 590 to 2,001 feet.	March to July	Absent	None. No suitable habitat within the BSA.	N/A
Presidio clarkia (<i>Clarkia franciscana</i>)	FE/SE/1B.1	Coastal scrub, valley and foothill grassland. Serpentine outcrops in grassland or scrub. 66 to 1,001 feet.	May to July	Absent	None. No suitable habitat within the BSA.	No effect
Round-headed Chinese-houses (<i>Collinsia corymbosa</i>)	-/-1B.2	Coastal dunes. 0 to 98 feet.	April to June	Absent	None. No suitable habitat within the BSA.	N/A
San Francisco collinsia (<i>Collinsia multicolor</i>)	-/-1B.2	Closed-cone coniferous forest, coastal scrub. On decomposed shale (mudstone) mixed with humus; sometimes on serpentine. 33 to 902 feet.	(February)March to May	Absent	None. No suitable habitat within the BSA.	N/A
Silverskin lichen (<i>Dermatocarpon meiphyllizum</i>)	-/-2B.3	Coastal prairie, lower montane coniferous forest, North Coast coniferous forest, subalpine coniferous forest, upper montane coniferous forest. Usually aquatic to semiaquatic, within splash zone of lakes or streams. Preferred habitat is undisturbed, exposed streams with large rocks or bedrock at high elevations, but it is also found in cold, deep canyons at lower elevations. 970 to 11,465 feet.	N/A	Absent	None. No suitable habitat within the BSA.	N/A

Common Name (Scientific name)	Federal/ State/ CNPS ^{[a][b][c]}	Habitat	Blooming Period	Suitable Habitat Present or Absent in the BSA?	Potential to Occur within the BSA	Effect Finding for Federally Listed Species
Western leatherwood (<i>Dirca occidentalis</i>)	-/-1B.2	Broad-leafed upland forest, chaparral, closed-cone coniferous forest, cismontane woodland, north coast coniferous forest, riparian forest, riparian woodland. On brushy slopes, mesic sites; mostly in mixed evergreen and foothill woodland communities. 66 to 2,100 feet.	January to March(April)	Present	Low. Marginal suitable habitat. However, nearest occurrences are more than 5 miles west of BSA.	N/A
Koch's cord moss (<i>Entosthodon kochii</i>)	-/-1B.3	Cismontane woodland. 591 to 3,281 feet.	-	Absent	None. BSA below appropriate elevation range of species.	N/A
Tiburon buckwheat (<i>Eriogonum luteolum</i> var. <i>caninum</i>)	-/-1B.2	Chaparral, valley and foothill grassland, cismontane woodland, coastal prairie. Serpentine soils; sandy to gravelly sites. 197 to 2,100 feet.	May to September	Absent	None. No suitable habitat within the BSA.	N/A
Minute pocket moss (<i>Fissidens pauperculus</i>)	-/-1B.2	North coast coniferous forest. Moss growing on damp soil along the coast. In dry streambeds and on stream banks. 98 to 3,363 feet.	-	Absent	None. No suitable habitat within the BSA.	N/A
Marin checker lily (<i>Fritillaria lanceolata</i> var. <i>tristulis</i>)	-/-1B.1	Coastal bluff scrub, coastal scrub, coastal prairie. Occurrences reported from canyons and riparian areas as well as rock outcrops; often on serpentine. 16 to 1,001 feet.	February to May	Absent	None. No suitable habitat within the BSA.	N/A
Fragrant fritillary (<i>Fritillaria liliacea</i>)	-/-1B.2	Coastal scrub, valley and foothill grassland, coastal prairie, cismontane woodland. Often on serpentine; various soils reported although usually on clay, in grassland. 10 to 1,263 feet.	February to April	Present	None. Marginal suitable habitat within the BSA. However soil type is not present within BSA, and no occurrences within 5 miles.	N/A
Blue coast gilia (<i>Gilia capitata</i> ssp. <i>chamissonis</i>)	-/-1B.1	Coastal dunes, coastal scrub. 10 to 656 feet.	April to July	Absent	None. No suitable habitat within the BSA.	N/A
Woolly-headed gilia (<i>Gilia capitata</i> ssp. <i>tomentosa</i>)	-/-1B.1	Coastal bluff scrub, valley and foothill grassland. Rocky outcrops on the coast, serpentine. 66 to 410 feet.	May to July	Absent	None. No suitable habitat within the BSA.	N/A
Dark-eyed gilia (<i>Gilia millefoliata</i>)	-/-1B.2	Coastal dunes. 3 to 197 feet.	April to July	Absent	None. No suitable habitat within the BSA.	N/A
San Francisco gumplant (<i>Grindelia hirsutula</i> var. <i>maritima</i>)	-/-3.2	Coastal bluff scrub, coastal scrub, valley and foothill grassland. Sandy or serpentine slopes, sea bluffs. 50 to 1,310 feet.	June to September	Present	None. No suitable habitat within the BSA.	N/A
Diablo helianthella (<i>Helianthella castanea</i>)	-/-1B.2	Broad-leafed upland forest, chaparral, cismontane woodland, coastal scrub, riparian woodland, valley and foothill grassland. Usually in chaparral/oak woodland interface in rocky, azonal soils. Often in partial shade. 148 to 3,510 feet.	March to June	Present	None. No suitable habitat within BSA. Only occurrence in Marin County is from 1938 and is of low confidence around Mill Valley.	N/A
Congested-headed hayfield tarplant (<i>Hemizonia congesta</i> ssp. <i>congesta</i>)	-/-1B.2	Valley and foothill grassland. Grassy valleys and hills, often in fallow fields; sometimes along roadsides. 16 to 1,706 feet.	April to November	Present	Low. Marginal habitat occurs within the BSA. The closest occurrence is 4 miles northwest but of low confidence.	N/A
Marin western flax (<i>Hesperolinon congestum</i>)	FT/ST/1B.1	Chaparral, valley and foothill grassland. In serpentine barrens and in serpentine grassland and chaparral. 197 to 1,312 feet.	April to July	Absent	None. No suitable habitat within the BSA.	No effect
Water star-grass (<i>Heteranthera dubia</i>)	-/-2B.2	Marshes and swamps. Alkaline, still or slow-moving water. Requires a pH of 7 or higher, usually in slightly eutrophic waters. 49 to 4,954 feet.	July to October	Present	None. Marginal suitable habitat, but the nearest occurrence is generalized in the city of San Francisco	N/A
Santa Cruz tarplant (<i>Holocarpha macradenia</i>)	FT/SE/1B.1	Coastal prairie, coastal scrub, valley and foothill grassland. Light, sandy soil or sandy clay; often with non-natives. 33 to 902 feet.	June to October	Present	Low. Marginal habitat within BSA, and occurrences within 3 miles of BSA but are of low confidence on Mt. Tamalpais.	No effect

Common Name (Scientific name)	Federal/ State/ CNPS ^{[a][b][c]}	Habitat	Blooming Period	Suitable Habitat Present or Absent in the BSA?	Potential to Occur within the BSA	Effect Finding for Federally Listed Species
Kellogg's horkelia (<i>Horkelia cuneata</i> var. <i>sericea</i>)	-/-1B.1	Closed-cone coniferous forest, coastal scrub, coastal dunes, chaparral. Old dunes, coastal sandhills; openings. Sandy or gravelly soils. 16 to 1,411 feet.	April to September	Absent	None. No suitable habitat within the BSA.	N/A
Point Reyes horkelia (<i>Horkelia marinensis</i>)	-/-1B.2	Coastal dunes, coastal prairie, coastal scrub. Sandy flats and dunes near coast; in grassland or scrub plant communities. 7 to 2,543 feet.	May to September	Absent	None. No suitable habitat within the BSA.	N/A
Thin-lobed horkelia (<i>Horkelia tenuiloba</i>)	-/-1B.2	Broad-leafed upland forest, chaparral, valley and foothill grassland. Sandy soils; mesic openings. 148 to 2,100 feet.	May to July(August)	Absent	None. No suitable habitat within the BSA.	N/A
Island tube lichen (<i>Hypogymnia schizidiata</i>)	-/-1B.3	Chaparral, closed-cone coniferous forest. On bark and wood of hardwoods and conifers. 837 to 1,788 feet.	-	Absent	None. No suitable habitat within the BSA.	N/A
Small groundcone (<i>Kopsiopsis hookeri</i>)	-/-2B.3	North coast coniferous forest. Open woods, shrubby places, generally on Gaultheria shallon. 394 to 4,708 feet.	April to August	Present	None. Marginal suitable habitat within the BSA but outside of suitable elevation range.	N/A
Beach layia (<i>Layia carnosa</i>)	FE/SE/1B.1	Coastal dunes, coastal scrub. On sparsely vegetated, semi-stabilized dunes, usually behind foredunes. 9 to 98 feet.	March to July	Absent	None. No suitable habitat within the BSA.	No effect
Rose leptosiphon (<i>Leptosiphon rosaceus</i>)	-/-1B.1	Coastal bluff scrub. 33 to 459 feet.	April to July	Absent	None. No suitable habitat within the BSA.	N/A
San Francisco lessingia (<i>Lessingia germanorum</i>)	FE/SE/1B.1	Coastal scrub. On remnant dunes. Open sandy soils relatively free of competing plants. 9 to 509 feet.	(June)July to November	Absent	None. No suitable habitat within the BSA.	No effect
Tamalpais lessingia (<i>Lessingia micradenia</i> var. <i>micradenia</i>)	-/-1B.2	Chaparral, valley and foothill grassland. Usually on serpentine, in serpentine grassland, or serpentine chaparral. Often on roadsides. 197 to 1,001 feet.	(June)July to October	Absent	None. No suitable habitat within the BSA.	N/A
Marsh microseris (<i>Microseris paludosa</i>)	-/-1B.2	Closed-cone coniferous forest, cismontane woodland, coastal scrub, valley and foothill grassland. 9 to 2,001 feet.	April to June(July)	Present	Low. Marginal suitable habitat within BSA; nearby occurrence is within 1 mile north of BSA but of low confidence.	N/A
Elongate copper moss (<i>Mielichhoferia elongata</i>)	-/-4.3	Cismontane woodland. Moss growing on very acidic, metamorphic rock or substrate; usually in higher portions in fens. Often on substrates naturally enriched with heavy metals (e.g., copper) such as mine tailings. 0 to 6,430 feet.	N/A	Absent	None. No suitable habitat within the BSA.	N/A
Baker's navarretia (<i>Navarretia leucocephala</i> ssp. <i>bakeri</i>)	-/-1B.2	Cismontane woodland, meadows and seeps, vernal pools, valley and foothill grassland, lower montane coniferous forest. Vernal pools and swales; adobe or alkaline soils. 15 to 5,710 feet.	April to July	Absent	None. No suitable habitat within the BSA.	N/A
Marin County navarretia (<i>Navarretia rosulata</i>)	-/-1B.2	Closed-cone coniferous forest, chaparral. Dry, open rocky places; can occur on serpentine. 607 to 2,100 feet.	May to July	Absent	None. No suitable habitat within the BSA.	N/A
White-rayed pentachaeta (<i>Pentachaeta bellidiflora</i>)	FE/SE/1B.1	Valley and foothill grassland, cismontane woodland. Open dry rocky slopes and grassy areas, often on soils derived from serpentine bedrock. 115 to 2,001 feet.	March to May	Absent	None. No suitable habitat within the BSA. However, a nearby occurrence is within 3 miles north of BSA but is of low confidence.	No effect
Choris' popcornflower (<i>Plagiobothrys chorisianus</i> var. <i>chorisianus</i>)	-/-1B.2	Chaparral, coastal scrub, coastal prairie. Mesic sites. 16 to 2,313 feet.	March to June	Present	None. Marginal habitat, but no known occurrences in Marin County. Nearest occurrence is in the city of San Francisco.	N/A
San Francisco popcornflower (<i>Plagiobothrys diffusus</i>)	-/FE/1B.1	Valley and foothill grassland, coastal prairie. Historically from grassy slopes with marine influence. 148 to 1,181 feet.	March to June	Absent	None. No suitable habitat within the BSA.	N/A

Common Name (Scientific name)	Federal/ State/ CNPS ^{[a][b][c]}	Habitat	Blooming Period	Suitable Habitat Present or Absent in the BSA?	Potential to Occur within the BSA	Effect Finding for Federally Listed Species
Hairless popcornflower (<i>Plagiobothrys glaber</i>)	-/1A	Meadows and seeps, marshes and swamps. Coastal salt marshes and alkaline meadows. 16 to 410 feet.	March to May	Absent	None. No suitable habitat within the BSA. Thought to be extirpated from occurrence at Stinson Beach.	N/A
North Coast semaphore grass (<i>Pleuropogon hooverianus</i>)	-/FT/1B.1	Broad-leaved upland forest, meadows and seeps, north coast coniferous forest. Wet grassy, usually shady areas, sometimes freshwater marsh; associated with forest environments. 148 to 3,806 feet.	April to June	Present	None. Marginal habitat present within BSA. However, BSA is below elevation range.	N/A
Oregon polemonium (<i>Polemonium carneum</i>)	-/2B.2	Coastal prairie, coastal scrub, lower montane coniferous forest. 49 to 5,003 feet.	April to September	Absent	None. No suitable habitat within the BSA.	N/A
Marin knotweed (<i>Polygonum marinense</i>)	-/3.1	Marshes and swamps (coastal salt or brackish). 0 to 35 feet.	(April) May to August (October)	Absent	Moderate. Marginal habitat within the BSA and nearby occurrences within 1 mile north of the BSA.	N/A
Tamalpais oak (<i>Quercus parvula</i> var. <i>tamalpaisensis</i>)	-/1B.3	Lower montane coniferous forest, cismontane woodland. 656 to 2,100 feet.	March to April	Absent	None. No suitable habitat within the BSA.	N/A
Adobe sanicle (<i>Sanicula maritima</i>)	-/R/1B.1	Meadows and seeps, valley and foothill grassland, chaparral, coastal prairie. Moist clay or ultramafic soils. 49 to 705 feet.	February to May	Absent	None. Marginal habitat, but no known occurrences in Marin County. Nearest occurrence is in the city of San Francisco.	N/A
Point Reyes checkerbloom (<i>Sidalcea calycosa</i> ssp. <i>rhizomata</i>)	-/1B.2	Marshes and swamps. Freshwater marshes near the coast. 16 to 312 feet.	April to September	Absent	None. No suitable habitat within the BSA.	N/A
Marin checkerbloom (<i>Sidalcea hickmanii</i> ssp. <i>viridis</i>)	-/1B.1	Chaparral. Serpentine or volcanic soils; sometimes appears after burns. 3 to 1,394 feet.	May to June	Absent	None. No suitable habitat within the BSA.	N/A
Scouler's catchfly (<i>Silene scouleri</i> ssp. <i>scouleri</i>)	-/2B.2	Coastal bluff scrub, coastal prairie, valley and foothill grassland. 16 to 1,033 feet.	(March to May) June to August (September)	Present	None. Marginal suitable habitat within BSA. Nearest occurrence is more than 5 miles south of BSA and is of low confidence.	N/A
San Francisco campion (<i>Silene verecunda</i> ssp. <i>verecunda</i>)	-/1B.2	Coastal scrub, valley and foothill grassland, coastal bluff scrub, chaparral, coastal prairie. Often on mudstone or shale; one site on serpentine. 98 to 2,116 feet.	(February) March to July (August)	Absent	None. No suitable habitat within the BSA, and no known occurrences in Marin County. Nearest occurrence is in the city of San Francisco.	N/A
Long-styled sand-spurrey (<i>Spergularia macrotheca</i> var. <i>longistyla</i>)	-/1B.2	Marshes and swamps, meadows and seeps. Alkaline. 0 to 722 feet.	February to May	Present	None. Marginal habitat, but no known occurrences in Marin County. Nearest occurrence is in the city of Richmond.	N/A
Santa Cruz microseris (<i>Stebbinsoseris decipiens</i>)	-/1B.2	Broad-leaved upland forest, closed-cone coniferous forest, chaparral, coastal prairie, coastal scrub, valley and foothill grassland. Open areas in loose or disturbed soil, usually derived from sandstone, shale or serpentine, on seaward slopes. 295 to 2,461 feet.	April to May	Absent	None. No suitable habitat within the BSA.	N/A
Tamalpais jewelflower (<i>Streptanthus batrachopus</i>)	-/1B.3	Closed-cone coniferous forest, chaparral. Talus serpentine outcrops. 1,099 to 2,198 feet.	April to July	Absent	None. No suitable habitat within the BSA.	N/A
Tiburon jewelflower (<i>Streptanthus glandulosus</i> ssp. <i>niger</i>)	FE/SE/1B.1	Valley and foothill grassland. Shallow, rocky serpentine slopes. 98 to 492 feet.	May to June	Absent	None. No suitable habitat within the BSA.	N/A
Mt. Tamalpais bristly jewelflower (<i>Streptanthus glandulosus</i> ssp. <i>pulchellus</i>)	-/1B.2	Chaparral, valley and foothill grassland. Serpentine slopes. 410 to 2,198 feet.	May to July (August)	Absent	None. No suitable habitat within the BSA.	N/A
California seablite (<i>Suaeda californica</i>)	FE/1B.1	Marshes and swamps (coastal salt). 0 to 50 feet.	July to October	Absent	Low. Marginal habitat within the BSA. No CNDDDB occurrences within 5 miles of the BSA.	No effect

Common Name (Scientific name)	Federal/ State/ CNPS ^{[a][b][c]}	Habitat	Blooming Period	Suitable Habitat Present or Absent in the BSA?	Potential to Occur within the BSA	Effect Finding for Federally Listed Species
Suisun Marsh aster (<i>Symphyotrichum lentum</i>)	-/-1B.2	Marshes and swamps (brackish and freshwater). Most often seen along sloughs with Phragmites, Scirpus, blackberry, Typha, etc. 0 to 49 feet.	(April)May to November	Present	None. Marginal suitable habitat within the BSA, and associated marsh species are present. However, nearest occurrence is along the coast in the city of Richmond.	N/A
Two-fork clover (<i>Trifolium amoenum</i>)	FE/-1B.1	Valley and foothill grassland, coastal bluff scrub. Sometimes on serpentine soil, open sunny sites, swales. Most recently sited on roadside and eroding cliff face. 16 to 1,017 feet.	April to June	Present	Low. Marginal grassland habitat within the BSA and nearby occurrences. However, occurrence 3 miles east of BSA is of low confidence, pre-1950, and is thought to be extirpated, and occurrence 3 miles west of BSA is from 1933.	No effect
Saline clover (<i>Trifolium hydrophilum</i>)	-/-1B.2	Marshes and swamps, valley and foothill grassland, vernal pools. Mesic, alkaline sites. 3 to 115 feet.	April to June	Present	None. Marginal suitable habitat within the BSA, but no known occurrences in Marin County. Nearest occurrence is along the coast in the city of Richmond.	N/A
San Francisco owl's-clover (<i>Triphysaria floribunda</i>)	-/-1B.2	Coastal prairie, coastal scrub, valley and foothill grassland. On serpentine and nonserpentine substrate (such as at Pt. Reyes). 3 to 492 feet.	April to June	Present	None. Marginal suitable habitat within BSA. However, no occurrences within 5 miles. Nearest occurrence is within the city of San Francisco.	N/A
Coastal triquetrella (<i>Triquetrella californica</i>)	-/-1B.2	Coastal bluff scrub, coastal scrub. Grows within 30 meters of the coast in coastal scrub, grasslands and in open gravels on roadsides, hillsides, rocky slopes, and fields. On gravel or thin soil over outcrops. 66 to 3,855 feet.	-	Absent	None. No suitable habitat within the BSA.	N/A

Notes:

^[a] FESA designation is as follows:

FE = Federally Endangered

FT = Federally Threatened

^[b] CESA designations are as follows:

SE = State Endangered

R = State Rare: those plants listed as rare by California Fish and Game Commission in 14 California Code of Regulations § 670.2(c)

ST = State Threatened

^[c] California Native Plant Society Rankings:

1A = Plants presumed extirpated in California or extinct.

1B = Plants rare, threatened, or endangered in California and elsewhere

2B = Rare, threatened, or endangered in California, but more common elsewhere

3 = Review List: Plants about which more information is needed

4 = Watch List: Plants of limited distribution.

.1 = Seriously threatened in California (over 80 percent of occurrences threatened/high degree and immediacy of threat)

.2 = Moderately threatened in California (20 to 80 percent of occurrences threatened/moderate degree and immediacy of threat)

.3 = Not very threatened in California (less than 20 percent occurrences threatened/low degree and immediacy of threat or no current threats known).

Sources: CDFW 2023; CNPS 2023; USFWS 2023.

Table C-2. Special-status Animal Species with Potential to Occur in the BSA

Species	Common Name (Scientific name)	Federal/ State/ CDFW ^{(a)(b)(c)}	General Habitat and Microhabitat Combined	Suitable Habitat Present or Absent in the BSA/Salt Marsh Study Area?	Potential to Occur within the BSA	Effect Finding for Federally Listed Species
Crustaceans	Black abalone (<i>Haliotis cracherodii</i>)	FE/-/-	Marine intertidal and splash zone communities. Rocky substrates in intertidal and shallow subtidal reefs (to about 18 feet deep) along the west coast.	Absent	None. No suitable marine intertidal habitat is present in the BSA.	No effect
Crustaceans	California freshwater shrimp (<i>Syncaris pacifica</i>)	FE/SE/-	Endemic to Marin, Napa, and Sonoma Counties. Found in low elevation, low-gradient streams where riparian cover is moderate to heavy. Shallow pools away from main streamflow. Winter: undercut banks with exposed roots. Summer: leafy branches touching water.	Absent	None. No suitable freshwater habitat featuring flowing water and appropriate stream features is present in the BSA.	No effect
Invertebrates	Western bumble bee (<i>Bombus occidentalis</i>)	-/SCE/-	Nests in mammal burrows or underground cavities on open west-southwest slopes bordered by trees. Will sometimes nest in aboveground locations such as in logs. Requires pollen from floral resources throughout the duration of the colony period (spring to fall), and suitable overwintering sites for the queens.	Absent	None. The BSA is outside of the current range of this species.	N/A
Invertebrates	Monarch butterfly (<i>Danaus plexippus</i>)	FC/-/-	Winter roost sites extend along the coast from northern Mendocino to Baja California, Mexico. Roosts located in wind-protected tree groves (eucalyptus, Monterey pine, cypress), with nectar and water sources nearby.	Present	Low. A variety of flowering plants grow within the BSA; species could potentially forage in the BSA; however, there are no suitable roosting locations, and the BSA is surrounded by development. There is one CNDDDB occurrence within 5 miles of the BSA.	No effect
Invertebrates	Bay checkerspot butterfly (<i>Euphydryas editha bayensis</i>)	FT/-/-	Native grasslands on outcrops of serpentine soil. <i>Plantago erecta</i> is the primary host plant; <i>Orthocarpus densiflorus</i> and <i>Orthocarpus purpurascens</i> are the secondary host plants.	Absent	None. No suitable habitat is present in the BSA.	No effect
Invertebrates	Mission blue butterfly (<i>Icaricia icarioides missionensis</i>)	FE/-/-	Inhabits grasslands of the San Francisco Peninsula. Has three larval host plants: <i>Lupinus albifrons</i> , <i>L. variicolor</i> , and <i>L. formosus</i> , of which <i>L. albifrons</i> is favored.	Absent	None. The BSA is outside of the current range of this species.	No effect
Invertebrates	Callippe silverspot butterfly (<i>Speyeria callippe callippe</i>)	FE/-/-	Restricted to the northern coastal scrub of the San Francisco Peninsula. Hostplant is <i>Viola pedunculata</i> . Most adults found on eastern facing slopes; males congregate on hilltops in search of females.	Absent	None. The BSA is outside of the current range of this species.	No effect
Fish	North American green sturgeon (<i>Acipenser medirostris</i>) Southern Distinct Population Segment (DPS) and Critical Habitat	FT/-/SSC	Spawns in the Sacramento, Klamath, and Trinity Rivers. Spawns at temperatures between 8 to 14 degrees Celsius. Preferred spawning substrate is large cobble but can range from clean sand to bedrock.	Absent	None. No suitable habitat is present in the BSA.	No effect
Fish	Tidewater goby (<i>Eucyclogobius newberryi</i>)	FE/-/-	Brackish water habitats along the California coast from Agua Hedionda Lagoon, San Diego County to the mouth of the Smith River. Found in shallow lagoons and lower stream reaches; they need fairly still but not stagnant water and high oxygen levels.	Absent	None. No suitable habitat is present in the BSA. USFWS declares this population to be extirpated from San Francisco Bay tributaries (USFWS 2005).	No effect
Fish	Southern coastal roach (<i>Hesperoleucus venustus subditus</i>)	-/-/SSC	Found in the drainages of Tomales Bay and northern San Francisco Bay in the north, and drainages of Monterey Bay in the south.	Absent	None. No suitable habitat is present in the BSA.	N/A

Species	Common Name (Scientific name)	Federal/ State/ CDFW ^{[a][b][c]}	General Habitat and Microhabitat Combined	Suitable Habitat Present or Absent in the BSA/Salt Marsh Study Area?	Potential to Occur within the BSA	Effect Finding for Federally Listed Species
Fish	Central California coast coho salmon (<i>Oncorhynchus kisutch</i>) Evolutionarily Significant Unit (ESU) and Critical Habitat	FE/SE/-	Federal listing is for populations between Punta Gorda and the San Lorenzo River. State listing is for populations south of Punta Gorda. Species requires beds of loose, silt-free, coarse gravel for spawning. Also need cover, cool water, and enough dissolved oxygen.	Absent	None. No suitable habitat is present in the BSA, and the species is extirpated from the San Francisco and San Pablo Bays and their tributaries.	No effect
Fish	Central California coast steelhead (<i>Oncorhynchus mykiss irideus</i>) DPS and Critical Habitat	FT/-/-	DPS includes all naturally spawned populations of steelhead (and their progeny) in streams from the Russian River to Aptos Creek, Santa Cruz County, California (inclusive). Also includes the drainages of San Francisco and San Pablo Bays.	Absent	None. No suitable habitat is present in the BSA.	No effect
Fish	Central Valley steelhead (<i>Oncorhynchus mykiss irideus</i>) DPS	FT/-/-	Occurs from Russian River south to Soquel Creek near Santa Cruz and to, but not including, the Pajaro River near Watsonville, California. Also occurs in San Francisco and San Pablo Bay.	Absent	None. No suitable habitat is present in the BSA.	No effect
Fish	Central Valley spring-run Chinook salmon (<i>Oncorhynchus tshawytscha</i>) ESU	FT/ST/-	Adults spawn in the Sacramento River below Keswick Dam and in tributary streams. Requires clean, cold water over gravel beds with water temperatures between 6 and 14°C for spawning.	Absent	None. No suitable habitat is present in the BSA.	No effect
Fish	Sacramento River winter-run Chinook salmon (<i>Oncorhynchus tshawytscha</i>) ESU and Critical Habitat	FE/SE/-	Sacramento River below Keswick Dam. Spawns in the Sacramento River but not in tributary streams. Requires clean, cold water over gravel beds with water temperatures between 6 and 14 degrees Celsius for spawning.	Absent	None. No suitable habitat is present in the BSA, and the Project is located outside of the ESU boundaries.	No effect
Fish	Sacramento splittail (<i>Pogonichthys macrolepidotus</i>)	-/-/SSC	Endemic to the lakes and rivers of the Central Valley but now confined to the Delta, Suisun Bay, and associated marshes. Slow moving river sections, dead end sloughs. Requires flooded vegetation for spawning and foraging for young.	Absent	None. No suitable habitat is present in the BSA, and the BSA is outside the current range of this species.	N/A
Fish	Longfin smelt (<i>Spirinchus thaleichthys</i>)	FC/ST/-	Euryhaline, nektonic, and anadromous. Found in open waters of estuaries, mostly in middle or bottom of water column. Prefer salinities of 15 to 30 parts per thousand but can be found in completely fresh water to almost pure seawater.	Absent	None. No suitable habitat is present in the BSA.	No effect
Fish	Eulachon (<i>Thaleichthys pacificus</i>)	FT/-/-	Found in Klamath River, Mad River, Redwood Creek, and in small numbers in Smith River and Humboldt Bay tributaries. Spawn in lower reaches of coastal rivers with moderate water velocities and bottom of pea-sized gravel, sand, and woody debris.	Absent	None. No suitable habitat is present in the BSA.	No effect
Amphibians	California giant salamander (<i>Dicamptodon ensatus</i>)	-/-/SSC	Known from wet coastal forests near streams and seeps from Mendocino County south to Monterey County, and east to Napa County. Aquatic larvae found in cold, clear streams, occasionally in lakes and ponds. Adults known from wet forests under rocks and logs near streams and lakes.	Absent	None. No suitable habitat is present in the BSA.	N/A
Amphibians	Foothill yellow-legged frog (<i>Rana boylei</i>)	-/SE/SSC	Partly shaded, shallow streams and riffles with a rocky substrate in a variety of habitats. Needs at least some cobble-sized substrate for egg-laying. Needs at least 15 weeks to attain metamorphosis.	Absent	None. No suitable habitat is present in the BSA.	N/A

Species	Common Name (Scientific name)	Federal/ State/ CDFW ^{[a][b][c]}	General Habitat and Microhabitat Combined	Suitable Habitat Present or Absent in the BSA/Salt Marsh Study Area?	Potential to Occur within the BSA	Effect Finding for Federally Listed Species
Amphibians	California red-legged frog (<i>Rana draytonii</i>)	FT/-/SSC	Lowlands and foothills in or near permanent sources of deep water with dense, shrubby, or emergent riparian vegetation. Requires 11 to 20 weeks of permanent water for larval development. Must have access to estivation habitat.	Present	Low. Only marginally suitable habitat is present in the BSA. There are three CNDDDB occurrences within 5 miles of the BSA; however, the BSA is surrounded by development, which would likely impede dispersal into the BSA.	No effect
Reptiles	Green sea turtle (<i>Chelonia mydas</i>)	FT/-/-	Marine. Completely herbivorous; needs adequate supply of seagrasses and algae.	Absent	None. No suitable habitat is present in the BSA.	No effect
Reptiles	Leatherback sea turtle (<i>Dermochelys coriacea</i>)	FE/-/-	Mostly pelagic, but also forage in coastal waters. Mate in waters adjacent to nesting beaches and migratory corridors. After nesting, females migrate from tropical waters to more temperate latitudes.	Absent	None. No suitable habitat is present in the BSA.	No effect
Reptiles	Olive Ridley sea turtle (<i>Lepidochelys olivacea</i>)	FE-FT/-/-	Topical and warm temperate open ocean waters. Mainly a pelagic sea turtle, but has been known to inhabit coastal areas, including bays and estuaries.	Absent	None. No suitable habitat is present in the BSA.	No effect
Reptiles	Western pond turtle (<i>Emys marmorata</i>)	-/-/SSC	An aquatic turtle of ponds, marshes, rivers, streams and irrigation ditches, usually with aquatic vegetation, below 6000-foot elevation. Needs basking sites and suitable (sandy banks or grassy open fields) upland habitat up to 0.5 kilometers from water for egg-laying.	Present	Low. Only marginally suitable habitat is present in the BSA. There are two CNDDDB occurrences within 5 miles of the BSA; however, the closest CNDDDB occurrence is located approximately 3.5 miles northwest of the BSA and the BSA is surrounded by development which would likely impede dispersal into the BSA.	N/A
Birds	Cooper's hawk (<i>Accipiter cooperii</i>)	-/-/WL	Woodland, chiefly of open, interrupted or marginal type. Nest sites mainly in riparian growths of deciduous trees, as in canyon bottoms on river flood-plains; also, live oaks.	Present	Low. Only marginally suitable habitat is present in the BSA. There are no CNDDDB occurrences within 5 miles of the BSA.	N/A
Birds	Short-eared owl (<i>Asio flammeus</i>)	-/-/SSC	Found in swamp lands, both fresh and salt; lowland meadows; irrigated alfalfa fields.	Absent	None. No suitable habitat is present in the BSA.	N/A
Birds	Burrowing owl (<i>Athene cunicularia</i>)	-/-/SSC	Open, dry annual or perennial grasslands, deserts, and scrublands characterized by low-growing vegetation. Subterranean nester, dependent upon burrowing mammals, most notably, the California ground squirrel.	Present	Low. Marginally suitable foraging habitat is present within the BSA in ruderal and grassland habitats; however, no burrows were observed within the BSA, and there are no CNDDDB occurrences within 5 miles of the BSA.	N/A
Birds	Marbled murrelet (<i>Brachyramphus marmoratus</i>)	FT/SE/-	Feeds near shore; nests inland along coast from Eureka to Oregon border and from Half Moon Bay to Santa Cruz. Nests in old-growth redwood-dominated forests, up to 6 miles inland, often in Douglas fir.	Absent	None. No suitable habitat is present in the BSA.	No effect
Birds	Western snowy plover (<i>Charadrius nivosus nivosus</i>)	FT/-/SSC	Sandy beaches, salt pond levees and shores of large alkali lakes. Needs sandy, gravelly, or friable soils for nesting.	Absent	None. No suitable habitat is present in the BSA.	No effect
Birds	Northern harrier (<i>Circus cyaneus</i>)	-/-/SSC	Frequents meadows, grasslands, open rangelands, freshwater emergent wetlands; uncommon in wooded habitats.	Present	Low. Marginally suitable foraging and nesting habitat is present in the BSA; however, there are no CNDDDB occurrences within 5 miles of the BSA.	N/A
Birds	Black swift (<i>Cypseloides niger</i>)	-/-/SSC	Coastal belt of Santa Cruz and Monterey Counties; central and southern Sierra Nevada; San Bernardino and San Jacinto mountains. Breeds in small colonies on cliffs behind or adjacent to waterfalls in deep canyons and sea-bluffs above the surf; forages widely.	Absent	None. No suitable habitat is present in the BSA.	N/A
Birds	White-tailed kite (<i>Elanus leucurus</i>)	-/-/FP	Rolling foothills and valley margins with scattered oaks and river bottomlands or marshes next to deciduous woodland.	Present	Low. Suitable foraging habitat is present within the BSA in ruderal and grassland habitats, and marginally suitable nesting habitat is present in	N/A

Species	Common Name (Scientific name)	Federal/ State/ CDFW ^{[a][b][c]}	General Habitat and Microhabitat Combined	Suitable Habitat Present or Absent in the BSA/Salt Marsh Study Area?	Potential to Occur within the BSA	Effect Finding for Federally Listed Species
			Open grasslands, meadows, or marshes for foraging close to isolated, dense-topped trees for nesting and perching.		the BSA; however, there are no CNDDDB occurrences within 5 miles of the BSA.	
Birds	American peregrine falcon (<i>Falco peregrines anatum</i>)	FD/SD/FP	Individuals breed on cliffs in the Sierra or in coastal habitats; occurs in many habitats of the state during migration and winter.	Present	Low. Marginally suitable foraging habitat is present in ruderal and grassland habitats in the BSA. There is one CNDDDB occurrence within 5 miles of the BSA.	N/A
Birds	Salt marsh common yellowthroat (<i>Geothlypis trichas sinuosa</i>)	-/-SSC	Resident of the San Francisco Bay region, in fresh and saltwater marshes. Requires thick, continuous cover down to water surface for foraging; tall grasses, tule patches, willows for nesting.	Present	Moderate. Suitable habitat is present in the Corte Madera Marsh, approximately 400 feet east of the BSA, and the species could move inland into the BSA.	N/A
Birds	California black rail (<i>Laterallus jamaicensis coturniculus</i>)	-/ST/FP	Inhabits freshwater marshes, wet meadows, and shallow margins of saltwater marshes bordering larger bays. Needs water depths of about 1 inch that do not fluctuate during the year, and dense vegetation for nesting habitat.	Present	Low. Suitable habitat is present in the Corte Madera Marsh, approximately 400 feet east of the BSA, where there are known CNDDDB occurrences of this species. Therefore, there is potential for this species to occur near the BSA and for noise impacts to affect this species; however, there is no suitable habitat within the BSA.	N/A
Birds	Alameda song sparrow (<i>Melospiza melodia pusillula</i>)	-/-SSC	Found in tidal salt marsh habitat with exposed ground for foraging with no more than 1 to 2 inches between bases of plants; current range is generally only along the San Francisco Bay.	Absent	None. No suitable habitat is present in the BSA, and the BSA is outside of the species range.	N/A
Birds	San Pablo song sparrow (<i>Melospiza melodia samuelis</i>)	-/-SSC	Resident of salt marshes along the northern side of San Francisco and San Pablo Bays. Inhabits tidal sloughs in the Salicornia marshes; nests in Grindelia bordering slough channels.	Present	Low. Suitable salt marsh habitat is present in the Corte Madera Marsh, approximately 400 feet east of the BSA; however, this species is confined to salt marsh habitat, which is not present in the BSA, and there would be no noise impacts on this species.	N/A
Birds	California Ridgway's rail (<i>Rallus obsoletus</i> [<i>R. longirostris obsoletus</i>])	FE/SE/FP	Saltwater and brackish marshes traversed by tidal sloughs in the vicinity of San Francisco Bay. Associated with abundant growths of pickleweed but feeds away from cover on invertebrates from mud-bottomed sloughs.	Present	Low. Suitable habitat is present in the Corte Madera Marsh, approximately 400 feet east of the BSA, where there are known CNDDDB occurrences of this species. Therefore, there is potential for this species to occur near the BSA and for noise impacts to affect this species; however, it is very unlikely for this species to occur within the BSA.	May affect, not likely to adversely affect.
Birds	Bank swallow (<i>Riparia riparia</i>)	-/ST/-	Occurs in open areas near flowing water, nests in steep banks along inland water or coast; state-wide.	Absent	None. No suitable habitat is present in the BSA.	N/A
Birds	California least tern (<i>Sterna</i> [<i>Sternula</i>] <i>antillarum browni</i>)	FE/SE/FP	Nests along the coast from San Francisco Bay south to northern Baja California. Colonial breeder on bare or sparsely vegetated, flat substrates: sand beaches, alkali flats, landfills, or paved areas.	Absent	None. No suitable habitat is present in the BSA.	No effect
Birds	Northern spotted owl (<i>Strix occidentalis caurina</i>)	FT/ST/-	Old-growth forests or mixed stands of old-growth and mature trees. Occasionally in younger forests with patches of big trees. High, multistory canopy dominated by big trees, many trees with cavities or broken tops, woody debris, and space under canopy.	Absent	None. No suitable habitat is present in the BSA.	No effect

Species	Common Name (Scientific name)	Federal/ State/ CDFW ^{[a][b][c]}	General Habitat and Microhabitat Combined	Suitable Habitat Present or Absent in the BSA/Salt Marsh Study Area?	Potential to Occur within the BSA	Effect Finding for Federally Listed Species
Mammals	Pallid bat (<i>Antrozous pallidus</i>)	-/-SSC	Deserts, grasslands, shrublands, woodlands, and forests. Most common in open, dry habitats with rocky areas for roosting. Roosts must protect bats from high temperatures. Very sensitive to disturbance of roosting sites.	Present	Moderate. Suitable day and night roost habitat is present throughout and adjacent to the BSA in the form of foliage, cavity, and crevice roost habitat within the Tamalpais Drive Bridge, pedestrian walkways, on- and off-ramps, and trees located within the BSA.	N/A
Mammals	Point Reyes mountain beaver (<i>Aplodontia rufa phaea</i>)	-/-SSC	Coastal area of Point Reyes in areas of springs or seepages. North-facing slopes of hills and gullies in areas overgrown with sword ferns and thimbleberries.	Absent	None. No suitable habitat is present in the BSA, and the BSA is outside of the species range.	N/A
Mammals	Guadalupe fur seal (<i>Arctocephalus townsendi</i>)	FT/ST/FP	Reside in the tropical waters of the Southern California/ Mexico region. During breeding season, they are found in coastal rocky habitats and caves.	Absent	None. No suitable habitat is present in the BSA.	No effect
Mammals	Sei whale (<i>Balaenoptera borealis</i>)	FE/-/-	Prefer subtropical to subpolar waters on the continental shelf edge and slope worldwide. They are usually observed in deeper waters of oceanic areas far from the coastline.	Absent	None. No suitable habitat is present in the BSA.	No effect
Mammals	Blue whale (<i>Balaenoptera musculus</i>)	FE/-/-	Found worldwide, from subpolar to subtropical latitudes.	Absent	None. No suitable habitat is present in the BSA.	No effect
Mammals	Fin whale (<i>Balaenoptera physalus</i>)	FE/-/-	Found in deep, offshore waters of all major oceans.	Absent	None. No suitable habitat is present in the BSA.	No effect
Mammals	Townsend's big-eared bat (<i>Corynorhinus townsendii</i>)	-/-SSC	Throughout California in a wide variety of habitats. Most common in mesic sites. Roosts in the open, hanging from walls and ceilings. Roosting sites limiting distribution. Extremely sensitive to human disturbance.	Present	Moderate. Suitable day and night roost habitat is present throughout and adjacent to the BSA in the form of foliage, cavity, and crevice roost habitat within the Tamalpais Drive Bridge, pedestrian walkways, on- and off-ramps, and trees located within the BSA.	N/A
Mammals	Southern sea otter (<i>Enhydra lutris nereis</i>)	FT/-/FP	Nearshore marine environments from about Ano Nuevo, San Mateo County to Point Sal, Santa Barbara County. Needs canopies of giant kelp and bull kelp for rafting and feeding. Prefers rocky substrates with abundant invertebrates.	Absent	None. No suitable habitat is present in the BSA, and the BSA is outside of the species range.	No effect
Mammals	North Pacific right whale (<i>Eubalaena japonica</i>)	FE/-/-	Coastal waters. Nursery areas are in shallow, coastal waters. Primarily occur in coastal or shelf waters, although movements over deep waters are known. During winter, occur in lower latitudes and coastal waters where calving takes place. North Pacific Right whales migrate to higher latitudes during spring and summer.	Absent	None. No suitable habitat is present in the BSA.	No effect
Mammals	Western red bat (<i>Lasiurus blossevillii</i>)	-/-SSC	Roosts primarily in trees, 2 to 40 feet above ground, from sea level up through mixed conifer forests. Prefers habitat edges and mosaics with trees that are protected from above and open below with open areas for foraging.	Present	Moderate. Suitable day and night roost habitat is present throughout and adjacent to the BSA in the form of foliage, cavity, and crevice roost habitat within the Tamalpais Drive Bridge, pedestrian walkways, on- and off-ramps, and trees located within the BSA.	N/A
Mammals	Humpback whale (<i>Megaptera novaeangliae</i>)	FE-FT/-/-	Central American DPS breeds along the Pacific coast of Central America, including off Costa Rica, Panama, Guatemala, El Salvador, Honduras, and Nicaragua, and feeds off the West Coast of the United States and southern British Columbia. Humpback whales live throughout the world's major oceans. They travel great distances during their seasonal migration with some animals migrating 5,000 miles between high-latitude summer feeding grounds and winter mating and calving areas in tropical waters. Mexican DPS Breeds along the Pacific coast of Mexico and the Revillagigedo Islands transits the Baja California Peninsula,	Absent	None. No suitable habitat is present in the BSA.	No effect

Species	Common Name (Scientific name)	Federal/ State/ CDFW ^{[a][b][c]}	General Habitat and Microhabitat Combined	Suitable Habitat Present or Absent in the BSA/Salt Marsh Study Area?	Potential to Occur within the BSA	Effect Finding for Federally Listed Species
			and feeds across a broad range from California to the Aleutian Islands in Alaska (NMFS 2019).			
Mammals	San Pablo vole (<i>Microtus californicus sanpabloensis</i>)	-/-/SSC	Salt marshes of San Pablo Creek, on the south shore of San Pablo Bay. Constructs burrow in soft soil. Feeds on grasses, sedges, and herbs. Forms a network of runways leading from the burrow.	Absent	None. No suitable habitat is present in the BSA.	N/A
Mammals	Southern resident killer whale (<i>Orcinus orca</i>)	FE/-/-	Found in all oceans. These whales can adapt to almost any conditions and appear to be at home in both open seas and coastal waters.	Absent	None. No suitable habitat is present in the BSA.	
Mammals	Sperm whale (<i>Physeter macrocephalus</i>)	FE/-/-	Inhabit all the world's oceans. Uncommon in waters less than 984 feet deep. Immature males will stay with females in tropical and subtropical waters until they migrate towards the poles. Older, larger males are generally found near the edge of pack ice in both hemispheres.	Absent	None. No suitable habitat is present in the BSA.	
Mammals	Salt marsh harvest mouse (<i>Reithrodontomys raviventris</i>)	FE/SE/FP	Only in the saline emergent wetlands of San Francisco Bay and its tributaries. Pickleweed is primary habitat but may occur in other marsh vegetation types and in adjacent upland areas. Does not burrow; builds loosely organized nests. Requires higher areas for flood escape.	Present	Low. Suitable habitat is present in the Corte Madera Marsh, approximately 400 feet east of the BSA, where there are known CNDDDB occurrences of this species. Therefore, there is potential for this species to occur near the BSA; however, there is no potential for this species to occur within the BSA.	No effect
Mammals	Suisun shrew (<i>Sorex ornatus sinuosus</i>)	-/-/SSC	Tidal marshes of the northern shores of San Pablo and Suisun Bays. Require dense low-lying cover and drift weed and other litter above the mean high tide line for nesting and foraging.	Absent	None. No suitable habitat is present in the BSA, and the BSA is outside of the species range.	N/A
Mammals	Salt marsh wandering shrew (<i>Sorex vagrans halicoetes</i>)	-/-/SSC	Salt marshes of the southern arm of San Francisco Bay. Medium high marsh 6 to 8 feet above sea level where abundant driftwood is scattered among <i>Salicornia</i> .	Absent	None. No suitable habitat is present in the BSA, and it is outside of the species range.	N/A
Mammals	American badger (<i>Taxidea taxus</i>)	-/-/SSC	Most abundant in drier open stages of most shrub, forest, and herbaceous habitats, with friable soils. Needs sufficient food, friable soils, and open uncultivated ground. Preys on burrowing rodents. Digs burrows.	Absent	None. No suitable habitat is present in the BSA.	N/A
Mammals	Point Reyes jumping mouse (<i>Zapus trinotatus orarius</i>)	-/-/SSC	Primarily in bunch grass marshes on the uplands of Point Reyes. Also present in coastal scrub, grassland, and meadows. Eats mainly grass seeds with some insects and fruit taken. Builds grassy nests on ground under vegetation, burrows in winter.	Absent	None. No suitable habitat is present in the BSA, and the BSA is outside of the species range.	N/A

Notes:

^[a] FESA designation is as follows:

FC = Federal Candidate

FD = Delisted: Removed from the endangered species list

FE = Federally Endangered: any species in danger of extinction throughout all or a significant portion of its range

FT = Federally Threatened: any species that is likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range

^[b] CESA designations are as follows:

SCE = State Candidate Endangered: any species the CFG commission has formally noticed as being under review by the Department for listing as endangered

SE = State Endangered

ST = State Threatened

^[c] CDFW designations are as follows:

FP = Fully Protected: animals listed in FCG sections 3511, 4700, 5050, or 5515

WL = Watch List: taxa that were previously designated as "Species of Special Concern" but no longer merit that status, or which do not yet meet that criteria, but for which there is concern and a need for additional information to clarify status

SSC = Species of Special Concern: a species, subspecies, or distinct population of an animal native to California that currently satisfies one or more of the following (not necessarily mutually exclusive) criteria: (a) is extirpated from the State or, in the case of birds, is extirpated in its primary season or breeding role; (b) is listed as Federally, but not State listed; (c), meets the State definition of threatened or endangered but has not formally been listed; (d) is experiencing, or formerly experienced, serious (noncyclical) population declines or range retractions (not reversed) that, if continued or resumed, could qualify it for State threatened; (e) or endangered status has naturally small populations exhibiting high susceptibility to risk from any factors, that if realized, could lead to declines that would qualify it for State threatened or endangered status

DPS = Distinct Population Segment

ESU = Evolutionarily Significant Unit

Sources: CDFW 2023, ; NMFS 2023; USFWS 2023

Appendix D List of Acronyms

Acronym	Definition
AC	asphalt concrete
ADA	Americans with Disabilities Act
AMM	avoidance and minimization measure
BMP	best management practice
BSA	biological study area
Caltrans	California Department of Transportation
CAPM	Capital Preventative Maintenance
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CFR	<i>Code of Federal Regulations</i>
CNDDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CO ₂	carbon dioxide
CO _{2e}	carbon dioxide equivalent
DI	drainage inlet
DPS	distinct population segment
DSA	disturbed soil area
EFH	essential fish habitat
ESA	environmentally sensitive area

Acronym	Definition
FCO	Financial Contribution Only
FHWA	Federal Highway Administration
FTC	Full Trash Capture
GHG	greenhouse gas
HPSR	Historic Property Survey Report
IJA	Investment Infrastructure Jobs Act
MBGR	metal beam guardrail
MGS	Midwest Guardrail System
MTC	Metropolitan Transportation Commission
NES	Natural Environment Study
NMFS	National Marine Fisheries Service
NOAA	National Oceanic and Atmospheric Administration
NPDES	National Pollutant Discharge Elimination System
OC	overcrossing
PA	programmatic agreement
PDT	Project Development Team
PM	post mile
Project	U.S. Highway 101 Tamalpais Drive OC
SFB RWQCB	San Francisco Bay Regional Water Quality Control Board
SHOPP	State Route Operation and Protection Program
SR	State Route

Acronym	Definition
SSC	species of special concern
SWPPP	stormwater pollution prevention plan
SWRCB	State Water Resources Control Board
TAM	Transportation Authority of Marin
TCE	temporary construction easement
TMP	Traffic Management Plan
TMS	Transportation Management System
TTY	text telephone
USACE	U.S. Army Corps of Engineers
USFWS	U.S. Fish and Wildlife Service
USGS	United States Geological Survey
VIA	visual impact assessment
WEF	wildlife exclusion fencing

Appendix E List of Technical Studies and References

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Appendix F Responses to Comments

Responses to Comments: Agencies

No comments were received from state or federal agencies. Comments were received from the following Local Agencies:

Comment LA-1, Golden Gate Bridge Highway and Transportation District, page 1 of 3



August 19, 2022

Ms. Liz Nagle
Environmental Scientist
Caltrans, District 4
P.O. Box 23660, MS-8B
Oakland, CA 94623-0660

RE: Marin County U.S. Highway 101 Tamalpais Overcrossing Project

Dear Ms. Nagle:

The Golden Gate Bridge, Highway and Transportation District (District) would like to express its support for Caltrans' Marin County U.S. Highway 101 Tamalpais Overcrossing Project in concept. We understand that the primary objectives of the project are to provide ADA compliant access across U.S. 101 at Tamalpais Drive OC, seismic improvements and repairs and maintenance of the existing structure.

LA-1-1

The Marin County U.S. Highway 101 Tamalpais Overcrossing Project Initial Study with Proposed Negative Declaration (IS/ND) was released to the public on July 7, 2022. The public comment period closes on August 22, 2022. Unfortunately, neither of the transit agencies serving the subject interchange, neither the District nor Marin Transit, had been consulted with or notified of the project prior to release of the IS/ND. District staff was not even made aware of the IS/ND until July 11, 2022.

This lack of coordination is particularly disturbing as a review of the June 2019 *Project Initiation Report to Request Programming in the 2020 SHOPP* for this project found that on Page 15, under Section 10, Complete Streets, Transit Facilities, it reads "Marin Transit (MT) and Golden Gate Transit (GGT) should be contacted to coordinate potential transit detour, relocation of bus stops and consider removing all bus stops to outside of Caltrans' right of way. GGT contact: Maurice Palumbo, Principle Planner, mpalumbo@goldengate.org, 415-257-4431. MT contact: Robert Betts, Director of Operations & Planning, rbetts@marintransit.org, 415-226-0860". Furthermore, on Page 23, under Section 10, External Agency Coordination, Marin Transit and Golden Gate Transit, it states that "The Transit [*sic*] should be contacted to coordinate relocate bus stop [*sic*] and potential transit detours/delays during construction."

Unfortunately, no such coordination occurred. As a result, it appears, both the design of the project, and the environmental review of it, give short shrift to the transit facilities that will be affected by the Project.

LA-1-2

The District owns and operates Golden Gate Transit (GGT) which provides transit service that substantially reduces traffic and congestion on the Golden Gate Bridge and adjacent roadways. The District has been serving the existing freeway bus pads within the Tamalpais interchange for over 50 years. The bus pads have provided GGT buses with a means of providing efficient service to its regional bus patrons, allowing buses to quickly stop to pick-up and discharge passengers and then re-enter the roadway without interfacing with other traffic and associated traffic signals. Unfortunately, each of the proposed alternatives in the IS/ND include removal of one or both of

101 ANDERSEN DRIVE • SAN RAFAEL, CA 94901-5218 • USA

LA-1, Golden Gate Bridge Highway and Transportation District, page 2 of 3

Ms. Liz Nagle, Caltrans
Marin County U.S. Highway 101 Tamalpais Overcrossing Project

August 19, 2022
Page 2

- LA-1-2 cont. | the freeway bus pads and propose to replace them with bus stops within the on/off ramps. This would introduce additional travel time and delay for the 82 District buses (42 northbound and 40 southbound) serving these stops on weekdays and 58 buses (29 northbound and 29 southbound) serving these stops on weekends, not to mention to buses operated by Marin Transit. Another concern is that the placement of the southbound bus stop in Alternatives 3A, 3B, 4A, and 4B places it within the right turn pocket, making the bus movement to the southbound 101 on-ramp a challenging and potentially illegal maneuver due to the need to cross over the dedicated right-hand turn lane. The District is extremely concerned that the lack of consultation with the transit operators meant that transit service was not given proper consideration with respect to efficiency, delays, alternative modes, and the release of greenhouse gases.
- LA-1-3
- LA-1-4 | Initial concerns with removing the freeway bus pads include:
- Increased delays for regional bus service. Schedules of regional bus routes are complex and tightly scheduled, and take into account the minimal time it takes to serve the bus pads. Subjecting regional buses to the interchange traffic signals would create unpredictable delays that could compound over the course of the day to a point where schedules would be unrecoverable.
 - Over 16,000 annual passenger boardings/alightings would be impacted. Of these patrons, 56% are transit-dependent and low-income minorities with a median income of \$55,000 (Compared to a federal poverty level threshold in Marin of \$75,000 for Title VI purposes).
 - Delays in transit travel times would suffer as bus patrons revert back to driving their cars, putting more passenger vehicles on the road, negatively impacting greenhouse gases.
 - Weekday delays for what appears to be the favored alternative thus far, 4B, are projected to exceed 432 hours in the AM peak and 560 hours in the PM peak annually.
- LA-1-5 | Despite these very clear physical and operational impacts, the IS/ND, while showing the removal of bus stops on the drawings, and mentioning in the project description, the fact that the bus stops would be eliminated, makes no mention of these changes in its analysis of the impact of the Project. In fact, in section 3.3.17, in response to the checklist question: "Would the project . . . (a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?" states "no impact." The discussion that follows does not even mention the removal or relocation of the bus stops, saying instead: "The Project would maintain all existing roadway features and would provide upgrades to the current circulation system. Curb ramps that would be upgraded at Tamalpais Drive would be temporarily unavailable for public use during construction."
- LA-1-6 | The District always appreciates and supports efforts to improve ADA access as well as seismic safety. However, we ask that proper consideration be made to maintain efficient transit service through the interchange and that efforts be made to explore potential preservation of the freeway bus pads. Given the failure to consider the noted impacts that the various alternatives would have upon the transit facilities in the project location, the disproportionate impact the project would have on disadvantaged transit users, and the obvious flaws in the environmental analysis of this project that result, we would suggest that Caltrans withdraw the current IS/ND from circulation and engage in consultation with the affected transit agencies regarding the design of the project prior to re-issuing an environmental document that adequately reflects the project's impacts on transit facilities.

LA-1, Golden Gate Bridge Highway and Transportation District, page 3 of 3

Ms. Liz Nagle, Caltrans
Marin County U.S. Highway 101 Tamalpais Overcrossing Project

August 19, 2022
Page 3

Thank you for your consideration.

Sincerely,



Raymond A. Santiago
Manager of Traffic Engineering and Transit Facilities

cc: Denis Mulligan, GGBHTD
Ron Downing, GGBHTD
Robert Betts, Marin Transit
RJ Suokko, Town of Corte Madera
Bill Whitney, Transportation Authority of Marin

Comment LA-2, County of Marin Board of Supervisors Dennis Rodoni Fourth District, page 1 of 2



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DRodoni@marincounty.org
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BOARD OF SUPERVISORS
DENNIS RODONI
Fourth District

August 22, 2022

Caltrans, District 4
ATTN: Liz Nagle, Environmental Scientist
P.O. Box 23660 MS-8B, Oakland, CA 94623-0660

Dear Liz Nagle,

In response to the California Department of Transportation's (Caltrans) Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project Draft Initial Study with Proposed Negative Declaration (IS/ND) dated June 2022, I would like to add my strong support to echo the Town of Corte Madera and their Bicycle Pedestrian Advisory Committee (BPAC) in **support of Alternative 4B** for the following reasons:

- Alternative 4B satisfies the project's purpose and need to upgrade the existing pedestrian facilities to provide Americans with Disabilities Act (ADA) compliant access across U.S. 101 at Tamalpais Drive overcrossing (OC), seismic improvements and repairs and maintenance of the existing structure.
- It satisfies the Town of Corte Madera's Complete Streets Policy, dated July 19, 2016 (Resolution No. 25/2016), which commits to "Creating and maintaining Complete Streets that provide safe, comfortable, and convenient travel along and across (including streets, roads, highways, bridges, and other portions of the transportation system) through a comprehensive, integrated transportation network that serves all categories of uses, including pedestrians' bicyclists, persons with disabilities, motorist, movers of commercial good, users and operators of public transportation, seniors, children, youth and families."
- Includes a separated multi-use path that is appropriate for bicyclists and pedestrians of a wide range of ages and experience levels.
- Closes a gap between our "western" and "eastern" parts of the Town of Corte Madera that have been bisected by Highway 101.
- Eliminates all existing uncontrolled turning movements by realigning them to standardized intersections increasing safety for all users.
- Provides safer access to transit stops.
- Does not significantly increase vehicle delay, queuing, and congestion by vehicles entering the freeway as would be the case in alternatives 3A, 3B, and 4A.

LA-2-1

LA-2, County of Marin Board of Supervisors Dennis Rodoni Fourth District, page 2 of 2

PG. 2 OF 2

LA-2-1
cont.

- Reduces our communities overall carbon footprint and reductions of greenhouse gasses by promoting alternative *non-motorist* modes of transit and does not significantly increase vehicle idling caused by traffic delays.

I recommend and fully support the Caltrans U.S. Highway 101 Tamalpais Drive Overcrossing Project Alternative 4B.

Since this project is still in the Project Approval & Environmental Document phase I understand that these concepts will require additional refinements as it moves into the "Plans, Specifications, and Estimates" design phase. I request that my office, the Town of Corte Madera and our local stakeholders be included in that process.

Best Regards,



Dennis Rodoni
Supervisor District 4

cc Dina A. El-Tawansy, Director District 4
Chris Chance, Acting Chief, Internal and External Services
Todd Cusimano, Corte Madera Town Manager
RJ Suokko, Corte Madera Director of Public Works

Comment LA-3, Marin Transit, page 1 of 3



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brian colbert
alternate
town of san anselmo

August 22, 2022

Caltrans, District 4
ATTN: Liz Nagle
P.O. Box 23660, MS-8B
Oakland, CA 94623-0660

Subject: Comments to Caltrans' U.S. Highway 101 Tamalpais Drive Overcrossing Initial Study with Proposed Negative Declaration (IS/ND)

Dear Ms. Nagle-

Please accept the following letter as our response to comment on your IS/ND for the Highway 101 Tamalpais Driver Overcrossing Study.

Background: The Marin County Transit District (Marin Transit) provides local transit services in Marin County, including to three stops in and around the Highway 101 interchange at Tamalpais Drive. A total of five routes service these stops seven days a week, starting at 5:30 AM and operating until after midnight, on 175 daily trips with nearly 250 daily passenger boardings or alighting within your study area. In addition to our local services, Golden Gate Transit provides regional service between San Francisco and Marin County on two routes that also serve stops within your project area.

In addition to the 175+ transit trips that serve your study area, the 250+ riders that get on or off in your study area likely account for the majority of pedestrian, and ADA pedestrian, trips in the area. The location of the bus stops, and passenger transfer patterns between trunkline highway services and local services, have a significant impact on how pedestrians travel in this area and the safety of these pedestrians.

It is important to note transit ridership on local services has nearly returned to pre-COVID levels. Transit supports the basic mobility needs of our community, especially for those who do not have other means of travel. Compared to the greater Marin County, our riders are seven times more likely not to own an automobile and our minority and low-income rider percentages are three times higher than the Countywide averages.

While many of the changes shown in the alternatives are welcomed, and supported by Marin Transit, it is disappointing to have this document be the first time we have heard of the project and had a chance to provide input on the seven alternatives. Marin Transit and Golden Gate Transit were not included in the distribution and circulation of the document (Chapter 6 of the IS/ND) and only found out through the Town of Corte Madera. Many of our questions and concerns could have been addressed through a coordination meeting or an opportunity to review the alternatives before the IS/ND was released. We encourage Caltrans to reach out to us in the future to have these discussions.

Project Description and Purpose and Need. Caltrans states the purpose and need for the project is to "upgrade the existing pedestrian facilities to provide ADA compliant access across U.S. 101 at Tamalpais Drive Overcrossing (OC), seismic improvements and repairs and maintenance of

LA-3-1

LA-3, Marin Transit, page 2 of 3

the existing structure." The project description states, "The project features seven alternatives (including a no-build alternative) to construct an Americans with Disabilities Act (ADA) compliant structure across U.S. 101 at Tamalpais Drive OC. The Project also includes seismic structural improvements, intersection modifications, reconfiguration of the U.S 101 on/off ramps, and repairs and maintenance of the existing OC."

Based on these statements, we have the following questions:

LA-3-2

- Why are relocation of the bus stops included in this project? There is no mention of transit changes in either the purpose and need or the project description. The ADA improvements referenced cites access "across the structure" and does not include access to adjacent bus stops. It also states the purpose is to upgrade "existing pedestrian facilities". All the alternatives do not attempt to upgrade the existing pedestrian access to the bus stops, rather they relocate and/or eliminate bus stops to achieve this goal. It is unclear if upgrading access to the existing stops was ever considered or studied.
- Nearly all concepts include significant improvement to bike facilities although there is no mention of this in the project description or the purpose and need. In some alternatives (3A, 4A, and 4B), the enhanced bicycle facilities require the elimination of an existing bus stop on the Tamalpais OC. Why is the project recommending removal of a transit facility in favor of a bike facility in these alternatives?

LA-3-3

Determination of No Impact. The IS/ND concludes there are no significant impact on the environment, including transportation and transit. Since the document contains no supporting analysis or reference to existing technical studies and does not include preparers (Chapter 5) from District 4's Transit Coordination team (Wingate Lew) or traffic operations department, it is hard to support or reject this determination. The existing transit conditions were not mentioned or referenced in the study which does not demonstrate that Caltrans fully understands the complexities of the bus routing and rider transfer patterns that occur at this intersection.

It should also be noted that changes to the bus stops have a direct impact on our operations, including travel time, schedule reliability, and operating costs. Every minute of service added to our schedules impacts our riders and their ability to travel quickly and reliably using transit. Financially, a minute of added travel time equates to approximately \$2.50 in current day operating costs. If all 175 daily trips experience a minute of additional delay, this equates to approximately \$160,000 in additional operating costs annually. Five minutes of added delay, over a 10-year period, with escalation would impact the District alone by over \$1 million dollars annually.

LA-3-4

Comments: Marin Transit supports relocation of the existing bus pad from the Highway 101 mainline to the off-ramp locations, if there is little to no added delay to transit service. We feel the trade-off of improved pedestrian access, safety, and transfer opportunities could outweigh a slight degradation of operating efficiency. However, it is unclear how much delay transit will experience if forced to exit the freeway to serve the new relocated bus stops. Before adoption a preferred alternative, we ask Caltrans to analyze and answer the following questions:

- What is the estimated delay for transit compared to current day conditions for each alternative?
- Will transit have its own through lane on the exit ramps to access the new far-side bus stops on the on-ramps? Call outs in the presentations suggest a "bus-bypass" is provided but the 3D renderings do not reflect this. If a dedicated transit lane is not being propose, which lane would be used by transit at the off-ramp intersections?
- How will non-transit vehicles be restricted from using the bus-only bypass lane? This will become especially important during peak hours when freeway mainline congestion is high and auto traffic looks to bypass the mainline.
- Will transit have any signal priority at the off-ramp to minimize delay for operations?
- How will the new ramp configuration and bus bypass lane work with the proposed ramp metering project? Will there be an HOV lane for the ramp metering?

LA-3, Marin Transit, page 3 of 3

LA-3-5 We believe there are other elements of the alternatives that impact the existing transit service from current day conditions that need to be addressed before a preferred alternative is selected. The outright removal of the bus stop facility (Tamalpais overcrossing at the Highway 101 NB off-ramp) in alternatives 3A, 4A, and 4B is a direct impact on transit. This stop also provides a much-needed connection from the local bus service in Corte Madera to the trunkline services operating along Highway 101. Removal of this stop would negatively impact existing bus riders going to destinations east of Highway 101 including the Village Shopping Center and force them to walk back over the overcrossing from the stop on the west side of the freeway at Madera Blvd.

It appears removal of this stop is needed to accommodate the new multi-use path on the north side of the overcrossing. We do not believe that removal of an existing bus stop in favor of a new dedicated multi-use path is consistent with the project's purpose and need statement since improvement of bike conditions is not included in the statement. Marin Transit supports improvements to bike conditions but does not feel transit should be negatively impacted to accommodate these improvements.

LA-3-6 The proposed location of the freeway bus pad stops should also be reconsidered. The relocated northbound stop proposed in all alternatives is currently placed in the right-hand lane of the on-ramp, adjacent to mixed flow traffic. If the analysis demonstrates that transit delay can be minimized with the relocation, we request that Caltrans put the transit stop in a dedicated transit lane/facility on the left side (west side) of the on-ramp to give transit priority and provide direct access to any future HOV bypass lane. Caltrans uses a similar treatment for bus operations in Sonoma County at the Rohnert Park Expressway northbound off-ramp.

LA-3-7 Based on our review of the 3D concepts online, it appears the proposed relocation of the southbound freeway bus stop in Alternatives 3A, 3B, 4A and 4B is unsafe for bus operations and susceptible to significant added delay. The proposed location of the southbound stop (nearside the southbound off-ramp signal) is on the right-hand shoulder and adjacent to a right only turn lane. This location would require a bus operator to merge over two lanes from the bus stop in less than 200 feet, a maneuver that is not safe. If it demonstrated that delay is minimal with the relocation of the bus stop at this location, we request that Caltrans move this stop in these alternatives to the farside of the intersection, on the on-ramp. This location would allow safe operations and allow the local service (Route 22) that enters the freeway at this location to serve the stop and facilitate transfer connections from the trunkline services.

We look forward to your responses to these questions and request Caltrans update their designs before advancing a preferred alternative. Please let me know if you would consider having a meeting to discuss the issues and questions raised in this letter. We look forward to working with you and your team to address these concerns and make this interchange safer for our passengers.

Sincerely



Robert Betts
Director of Operations & Planning
Marin Transit

Cc: Nancy Whelan, Marin Transit
Lauren Gradia, Marin Transit
Ray Santiago, Golden Gate Bridge, Highway, & Transportation District
R.J. Suokko, Town of Corte Madera
Bill Whitney, Transportation Authority of Marin
Wingate Lew, Caltrans

Comment LA-4.1, Town of Corte Madera, page 1 of 19



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240 TAMAL VISTA BLVD.
CORTE MADERA, CA 94925-1418
415-927-5057 FAX: 415-927-5039

August 22, 2022

Caltrans, District 4
Attn: Liz Nagle
P.O. Box 23660, MS-8B
Oakland, CA 94623-0660

**RE: Comments to Caltrans' U.S. Highway 101 Tamalpais Drive
Overcrossing Draft Initial Study with Proposed Negative Declaration (IS/ND)**

Dear Ms. Nagle:

The Town of Corte Madera is in receipt of Caltrans' Draft Initial Study with Proposed Negative Declaration (IS/ND) for the U.S. Highway 101 Tamalpais Drive Overcrossing project in Corte Madera that was published on July 7, 2022. We understand that the project's purpose and need is to "upgrade the existing pedestrian facilities to provide Americans with Disabilities Act (ADA) compliant access across U.S. 101 at Tamalpais Drive overcrossing (OC), seismic improvements and repairs and maintenance of the existing structure."

Over the past 45 days, we have reviewed and publicly discussed the seven alternatives being considered for construction: the *no-build* alternative and six build alternatives (2A, 2B, 3A, 3B, 4A and 4B). Where, all six build alternatives include removal of the existing, non-ADA compliant, spiral pathways and staircases on the south side of the structure, and construction of a new ADA pathway that provides east-west access for pedestrians across U.S. 101 at Tamalpais Drive OC. Also, where each build alternative will also include intersection modifications, and reconfiguration of the U.S. 101 on/off-ramps at Tamalpais Drive.

After thorough analysis and many discussions with our community, stakeholders and elected officials, we strongly recommend that Caltrans select Alternative 4B for further development, design and construction. In addition, we request that Caltrans extend the current Project Approval & Environmental Document completion date by up to 12 months to allow for time to identify funding. Also, we request that Caltrans establish a process where the Town and public can provide additional input during the design phase of the project.

Our criteria and rationale for selecting this alternative and additional requests are summarized in the following documents, attached hereto for reference:

- August 16, 2022 Town Council Staff Report titled,

Caltrans Presentation to Council: Draft Initial Study with Proposed Negative Declaration (IS/ND) for the Highway 101 at Tamalpais

LA-4.1, Town of Corte Madera, page 2 of 19



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LA-4-2
cont.

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*Drive Overcrossing Project Including the Seven Project
Alternatives; Followed by Discussion and Possible Adoption of
Resolution 43/2022 in Support of Alternative 4B*

- Town Council Resolution No. 43/2022 in Support of Alternative 4B for the Caltrans U.S. Highway 101 Tamalpais Drive Overcrossing Project, dated August 16, 2022
- Traffic operations alternative summary matrix and Alternative 4A illustration of AM Peak and PM Peak queuing performed by Parisi Transportation
- Larkspur-Corte Madera School District, letter in support of Alternative 4B, dated August 8, 2022.
- Town of Corte Madera Bicycle & Pedestrian Advisory Committee letter in support of Alternative 4B, dated August 8, 2022.
- Town Council Resolution No. 15/2016 Adopting a Complete Streets Policy

Lastly, the Town has prepared an attachment, "Supplemental Questions and Comments for Caltrans U.S. Highway 101 Tamalpais Drive Overcrossing Draft Initial Study with Proposed Negative Declaration (IS/ND)" that we request that Caltrans respond to as part of its formal environmental compliance process.

Overall, we thank you for all of your efforts leading up to and including the 45 day public comment period including the virtual public workshop on August 4th, participation in the Town's Bicycle and Pedestrian Advisory Committee meeting on August 8th and the presentation to Town Council on August 16th. We hope that you are able to select Alternative 4B as the preferred alternative give it's the sole *complete streets* supported alternative that does not result in adverse traffic operations.

We also look forward to partnering further with Caltrans and the project team to make this project a highly successful project for both agencies and our community.

Very Truly Yours,

R.J. Suokko, P.E.

Director of Public Works
Town of Corte Madera

Cc: Adam Wolff, Interim Town Manager

LA-4.1, Town of Corte Madera, page 3 of 19



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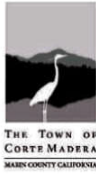
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Fred Casissa, Mayor
Corte Madera Town Council
Todd Cusimano, Former Town Manager


LA-4.1, Town of Corte Madera, page 4 of 19



**CORTE MADERA TOWN COUNCIL
STAFF REPORT**

REPORT DATE: August 10, 2022
MEETING DATE: August 16, 2022

TO: Honorable Mayor and Members of the Town Council

FROM: R.J. Suokko, Director of Public Works 

SUBJECT: Caltrans Presentation to Council: Draft Initial Study with Proposed Negative Declaration (IS/ND) for the Highway 101 at Tamalpais Drive Overcrossing Project Including the Seven Project Alternatives; Followed by Discussion and Possible Adoption of Resolution No. 43/2022 in Support of Alternative 4B

RECOMMENDED ACTION:

Caltrans presentation to Council: Draft Initial Study with Proposed Negative Declaration (IS/ND) for the Highway 101 at Tamalpais Drive Overcrossing Project Including the Seven Project Alternatives; Followed by Discussion and Possible Adoption of Resolution No. 43/2022 in Support of Alternative 4B

BACKGROUND:

On July 7, 2022, Caltrans published their Draft Initial Study with Proposed Negative Declaration (IS/ND) (Attachment 1) for the U.S. Highway 101 Tamalpais Drive Overcrossing project in Corte Madera.

This Caltrans project proposes to upgrade the structure over U.S. 101 at Tamalpais Drive by replacing the existing nonstandard pedestrian facilities with ADA compliant features. The Project also includes seismic structural improvements, intersection modifications, reconfiguration of the U.S. 101 on/off-ramps, and repairs and maintenance of the existing structure.

The project includes seven alternatives being considered for construction: the *no-build* alternative and six build alternatives (2A, 2B, 3A, 3B, 4A and 4B). All six build alternatives include removal of the existing, non-ADA compliant, spiral pathways and staircases on the south side of the structure, and construction of a new ADA pathway that provides east-west access for pedestrians across U.S. 101 at Tamalpais Drive OC. Each build alternative will also include intersection modifications, and reconfiguration of the U.S. 101 on/off-ramps at Tamalpais Drive.

LA-4.1, Town of Corte Madera, page 5 of 19

DISCUSSION:

This Caltrans project is currently in the Project Approval & Environmental Document (PA&ED) phase, which included the preparation of a Draft Initial Study with Proposed Negative Declaration in efforts to comply with the California Environmental Quality Act (CEQA), which identified potentially less than significant impacts which will be avoided by adhering to several avoidance and minimization measures, described in the document.

As part of this environmental review process, comments must be submitted directly to Caltrans at tamalpaisOC@dot.ca.gov and will only be accepted during the 45-day public comment period from July 7, 2022 to August 22, 2022. This PA&ED phase is scheduled to be completed in December of 2022 and would conclude with a selection of the preferred project alternative, unless the schedule is extended by Caltrans.

Currently, Caltrans has formally “programmed” enough funding to proceed with the design and construction of Alternative 2B, which is estimated to cost \$14.58 million and could commence construction as early as 2025. In general, this option includes accessibility improvements to comply with ADA and seismic upgrades to the overcrossing structure to satisfy the defined “purpose and need” for the project but also includes installation of Class II bike lanes (painted green). These proposed facilities only minimally improve the bicycle and pedestrian network, do not satisfy the Town’s Complete Streets Policy (Attachment 2), and do not reconnect our east and west sides of Corte Madera.

In review of options 3A, 3B, and 4A we see that these alternatives have also addressed seismic upgrades and ADA but also include substantial improvements to our bicycle and pedestrian network, which does satisfy our Town’s Complete Streets Policy and does bolster our community’s connectivity through a wide multi-use path with alignments that vary by alternative. However, as part of staffs due diligence they hired Parisi Transportation to review the Caltrans study and traffic reports to determine if any of the alternatives have adverse effects for vehicular delays and have identified that Alternatives 3A, 3B and 4A all do result in undesirable traffic delays due to the removal of one or both of the “loop” ramps to Highway 101. In addition, the estimates for these three alternatives range between \$21.45M and \$23.83M, which results in a funding shortfall of \$6.87M and \$9.25M.

Lastly, Alternative 4B has all or most of the same bicycle and pedestrian benefits, which includes a wide and separated multi-use path on the north side of the structure along with a sidewalk on the south side. However given it maintains the four access points to Highway 101 it yields only minor changes to the vehicular traffic patterns and their associated delays. The estimate for this alternative is \$25.25M, which results in a funding shortfall of \$10.67M.

On August 4, 2022 Caltrans held a well-attended public workshop where many members of the community provided their feedback. In addition, staff has received many more comments from the public, which have been used to generate a list of goals and criteria to inform the alternatives analysis process. This criteria was discussed with the Bicycle and Pedestrian Advisory Committee (BPAC) on August 8, 2022, which led to them unanimously support Alternative 4B for the following reasons in their letter addressed to Town Council. (Attachment 4):

- Alternative 4B satisfies the project’s purpose and need to:

LA-4.1, Town of Corte Madera, page 6 of 19

Upgrade the existing pedestrian facilities to provide Americans with Disabilities Act (ADA) compliant access across U.S. 101 at Tamalpais Drive overcrossing (OC), seismic improvements and repairs and maintenance of the existing structure.

- Satisfies the Town of Corte Madera’s Complete Streets Policy, dated July 19, 2016 (Resolution No. 25/2016, Attachment 2), which commits to:

“Creating and maintaining Complete Streets that provide safe, comfortable, and convenient travel along and across (including streets, roads, highways, bridges, and other portions of the transportation system) through a comprehensive, integrated transportation network that serves all categories of uses, including pedestrians bicyclists, persons with disabilities, motorist, movers of commercial good, users and operators of public transportation, seniors, children, youth and families.”

- Includes a separated multi-use path that is appropriate for bicyclists and pedestrians of a wide range of ages and experience levels.
- Closes a gap between our “western” and “eastern” parts of the Town of Corte Madera that have been bisected by Highway 101.
- Eliminates all existing uncontrolled turning movements by realigning them to standardized intersections increasing safety for all users.
- Provides safer access to transit stops.
- Does not significantly increase vehicle delay, queuing, and congestion by vehicles entering the freeway as would be the case in alternatives 3A, 3B, and 4A.
- Reduces our communities overall carbon footprint and reductions of greenhouse gasses by promoting alternative *non-motorist* modes of transit and does not significantly increase vehicle idling caused by traffic delays.

The Town’s BPAC would also like to see further refinements to include a Class 2 bike lane in the eastbound direction in lieu of a sidewalk on the south side of the overcrossing; vertical curve “profile” improvements, where feasible; and transit improvements that increase user safety while minimizing overall route and service delays.

Based on this same criteria, staff recommends that Council adopt Resolution No. 43/2022 in support of Alternative 4B. However, given the current funding shortfall, this resolution also requests that Caltrans extend their Project Approval & Environmental Document phase by 6 - 12 months to allow more time for the Town, Caltrans, and Transportation Authority of Marin to partner and strategize on how best to address the funding shortfall, including researching and applying for relevant grant funds.

FISCAL IMPACT:

Adoption of Resolution No. 43/2022 in support of Alternative 4B does not commit contributions of

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Town funds.

WORK PLAN:

This project is listed in the Town Work Plan under Category II, Traffic and Infrastructure Improvements.

ENVIRONMENTAL IMPACT:

Caltrans is the owner and lead agency for the project and is responsible for environmental compliance. Adoption of Resolution No. 43/2022 does not change or alter that responsibility.

OPTIONS:

1. Adopt of Resolution No. 43/2022 in Support of Alternative 4B
2. Take no action at this time.

ATTACHMENTS:

1. Caltrans Draft IS/ND
2. Resolution No. 25/2016 – Town of Corte Madera Complete Streets Policy
3. BPAC Letter of Support for Alternative 4B
4. Draft Resolution No. 43/2022

THIS ITEM HAS BEEN REVIEWED AND APPROVED BY THE TOWN MANAGER.

LA-4.1, Town of Corte Madera, page 8 of 19

RESOLUTION NO. 43/2022

**A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF CORTE MADERA
IN SUPPORT OF ALTERNATIVE 4B FOR THE CALTRANS U.S. HIGHWAY 101
TAMALPAIS DRIVE OVERCROSSING PROJECT**

WHEREAS, In response to the California, Department of Transportation’s (Caltrans), Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project, Draft Initial Study with Proposed Negative Declaration (IS/ND), dated June 2022, the Town Council has reviewed the IS/ND, including the seven alternatives and is in support of Alternative 4B; and

WHEREAS, Alternative 4B satisfies the project’s purpose and need to upgrade the existing pedestrian facilities to provide Americans with Disabilities Act (ADA) compliant access across U.S. 101 at Tamalpais Drive overcrossing (OC), seismic improvements and repairs and maintenance of the existing structure; and

WHEREAS, Alternative 4B satisfies the Town of Corte Madera’s Complete Streets Policy, dated July 19, 2016 (Resolution No. 25/2016), which commits to: “Creating and maintaining Complete Streets that provide safe, comfortable, and convenient travel along and across (including streets, roads, highways, bridges, and other portions of the transportation system) through a comprehensive, integrated transportation network that serves all categories of uses, including pedestrians bicyclists, persons with disabilities, motorist, movers of commercial good, users and operators of public transportation, seniors, children, youth and families; and

WHEREAS, Alternative 4B includes a separated multi-use path that is appropriate for bicyclists and pedestrians of a wide range of ages and experience levels; and

WHEREAS, Alternative 4B closes a gap between our “western” and “eastern” parts of the Town of Corte Madera that have been bisected by Highway 101; and

WHEREAS, Alternative 4B eliminates all existing uncontrolled turning movements by realigning them to standardized intersections increasing safety for all users; and

WHEREAS, Alternative 4B provides safer access to transit stops; and

WHEREAS, Alternative 4B does not significantly increase vehicle delay, queuing, and congestion by vehicles entering the freeway as would be the case in Alternatives 3A, 3B, and 4A; and

WHEREAS, Alternative 4B reduces our communities overall carbon footprint and reductions of greenhouse gasses by promoting alternative non-motorist modes of transit and minimizing idling of vehicles caused by traffic delays and idling vehicles; and

WHEREAS, The Bicycle and Pedestrian Advisory Committee recommended Alternative 4B at their August 8, 2022 Special Meeting; and

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WHEREAS, the project is still in the Project Approval & Environmental Document phase and that these concepts will require additional refinements and details once the project moves into the “Plans, Specifications, and Estimates” design phase, and we request that the Town and our local stakeholders be included in that process; and

WHEREAS, additional time is needed to partner with CalTrans and Transportation Authority of Marin to address the funding shortfall.

NOW, THEREFORE IT IS HEREBY RESOLVED, ORDERED AND FOUND by the Town Council of the Town of Corte Madera, State of California, as follows:


1. The Council is in favor of alternative 4B listed in the Department of Transportation’s (Caltrans), Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project, Draft Initial Study with Proposed Negative Declaration (IS/ND), dated June 2022, and recommends Caltrans commit to this alternative in future phases of the project.
2. Council requests that CalTrans extend the current Project Approval and Environmental document completion date by up to 12 months, beyond December 2022 to allow more time to identify funding.
3. Council requests that Caltrans establish a process where the Town and public can provide additional input during the design phase of the project.

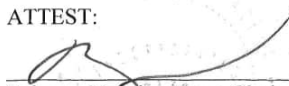
PASSED AND ADOPTED by the Town Council of the Town of Corte Madera, State of California this 16th day of August, 2022, by the following vote:

○ ○ ○ ○ ○ ○ ○ ○ ○ ○

I, the undersigned, hereby certify that the foregoing is a full, true and complete copy of a resolution duly passed and adopted by the Town Council of the Town of Corte Madera at a meeting thereof held on the 16th day of August, 2022, by the following vote:

AYES: Councilmembers: Beckman, Casissa, Lee, Mongan, Ravasio
NOES: Councilmembers: - None -
ABSENT: Councilmembers: - None -


Fred Casissa, Mayor

ATTEST:

Rebecca Vaughn, Town Clerk

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Table 1 Matrix of Alternatives for Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project

Alternative	Ramp Configuration				Roadway Configuration		Ped/Bike Configuration	Notes
	NB On Ramp (WB)	NB On Ramp (EB)	SB On Ramp (WB)	SB On Ramp (EB)	(OC Xsection)	LOS/Delay/Queue of SB Ramp I/s		
No-Build	Existing diagonal ramp	Existing loop ramp	Existing loop ramp	Existing diagonal ramp	Min 54' C-C, ~45W ~4' shoulders, ~11' lanes (2 each way), ~4' center line	AM/PA- SB Ramp I/s - Overall LOS C Overall average WB/EB LOS B-C SB Off Ramp LOS C	-west 4' sidewalk on south side of structure w/ non-ADA circular ramps to ground -narrow shoulder for "bike lanes"	-bike-vehicle conflicts at high-speed loop on-ramps -non-ADA compliant ped sidewalk -estimated cost: n/a
2A	Adds bus bypass	-	-	-	54' C-C, 5' Bike lanes -Narrowed center line	AM/PA- SB Ramp I/s - Overall LOS C Overall average WB/EB LOS B-C SB Off Ramp LOS C	-new ADA loop structures on south side, plus stairs -EB and WB Class II bike lanes (5' shoulder)	-ADA compliant ped pathway -estimated cost: \$14.4M
2B	Re-aligns on-ramp to signalized I/s	-	-	-	See 2A	AM/PA- SB Ramp I/s - Overall LOS C Overall average WB/EB LOS B-C SB Off Ramp LOS C	See 2A	-brings NB on-ramp to signalized intersection for WB Tamalpais Dr -estimated cost: \$14.6M
3A	See 2B	-	eliminates SB loop/diagonal on-ramps new single on ramp connected to signalized I/s	-	54' C-C -narrowed/eliminated shoulders -4 travel lanes on east side -3 lanes on west side (new L1 lane for WB Tamalpais to SB on ramp) bridge widened 17.5' max (outside of roadway OC/EB) (200' WB lane as designed, ~800' between the off-ramp intersections)	AM - SB Ramp I/s - Overall LOS D Overall average WB/EB I/s LOS B-C WB @ LOS F - 82s delay WB @ LOS F - 310' 50th queues, 460' 95th queues SB Off Ramp LOS L PA - SB Ramp I/s - Overall LOS D EB LOS E - WB LOS B WB @ LOS F - 122s delay WB @ LOS F - 380' queue 50th, 410' 95th SB Off Ramp LOS D-F	-new ped/bike structure adjacent to OC on north side, with ADA loops -eliminates south side sidewalk -no bike lanes	-See 2B -brings SB on-ramp to signalized intersection for EB/WB Tamalpais, adds L1 lane on OC for WB Tamalpais -widening will be adjacent to the existing bridge but structurally separate -WB turn lane reported with 414 vehicles in the AM and 490 vehicles in the PM - single 200' left turn lane -estimated cost: \$23.5M
3B	See 2B	-	See 3A	-	54'-41' C-C -5' widening of HW section of OC -narrowed/eliminated shoulders -4 travel lanes on east side -3 lanes on west side (new L1 lane for WB Tamalpais to SB on-ramp)	See 3A	-new ADA ped/bike structure separate from OC on north side -eliminates south side sidewalk -no bike lanes	See 3A -estimated cost: \$21.5M
4A	-EB loop/diagonal on-ramps eliminated -new single on ramp connected to signalized I/s	-	See 3A	-	See 3A -3 vehicles lanes along whole OC length (12' 11" 11' 12' ? (guess) (200' WB, 200' EB lane as designed, ~800' between the off-ramp intersections)	AM - SB Ramp I/s - Overall LOS C Overall average WB/EB LOS B-C, SB Off Ramp LOS E WB @ LOS L - 74s delay - 310' 50th queues, 460' 95th queues AM - NB Ramp I/s - Overall LOS C Overall average WB/EB LOS B-C, NB Off Ramp LOS D EB @ LOS F - 100s delay - 310' 50th queues - 460' 95th queues PA - SB Ramp I/s - Overall LOS E Overall average WB/EB LOS C-E, SB Off Ramp LOS D WB @ LOS F - 248s delay - 550' 50th queues, 710' 95th queues PA - NB Ramp I/s - Overall LOS L Overall average WB/EB LOS A-C, NB Off Ramp LOS L SB @ LOS F - 292s delay - 790' 50th queues, 940' 95th queues	See 3A	-See 3A -Adds left turn lane on OC for EB Tamalpais -EB turn lane reported with 477 vehicles in the AM and 700 vehicles in the PM - single 200' left turn lane -estimated cost: \$28.8M
4B	See 2B	Reconstruct connection to NB loop on ramp at intersection	Reconstruct connection to SB loop on ramp at intersection	-eliminates SB diagonal on ramp now on ramp connected to signalized I/s	54' C-C -4 travel lanes (No L1 lanes) 5' EB bike lane -narrow 4' WB shoulder -narrow center line	AM - SB Ramp I/s - Overall LOS B Overall average WB/EB LOS A-C SB Off Ramp LOS C PA - SB Ramp I/s - Overall LOS C Overall average WB/EB LOS A-D SB Off Ramp LOS C	-new ped/bike structure adjacent to OC on north side, with ADA loops -eliminates south side sidewalk -EB bike lane	-no left turn lanes on OC -estimated cost: \$25.3M

LA-4.1, Town of Corte Madera, page 11 of 19



**LARKSPUR-
CORTE MADERA
SCHOOL DISTRICT**

*Board of Trustees: Monica Cañas, Amir Movafaghi,
Sarah Mueller, Eric Schmautz, Annie Sherman*
Superintendent: Brett Geithman, Ed.D.

230 Doherty Drive, Larkspur, CA 94939
(415) 927-6960
www.lcmschools.org

August 8, 2022

Corte Madera Town Council
240 Tamal Vista Boulevard, Suite 110
Corte Madera, CA 94925

Dear Mayor Casissa and Esteemed Councilmembers:

The Larkspur-Corte Madera School District is most interested in the project being proposed by Caltrans, planning a major retrofit of the Tamalpais Drive / Highway 101 interchange in Corte Madera. Tamalpais Drive serves as the main connection between East Corte Madera and The Cove School on the east side of the highway, and West Corte Madera, Larkspur, Neil Cummins Elementary, and Hall Middle on the west side of the highway. The Cove School's students, approximately 325, matriculate to Hall Middle School once they graduate 5th grade.

As you know, Caltrans is currently considering six alternatives for the project. Four of these alternatives would construct a new 15-foot wide multi-use path parallel to the existing Tamalpais Drive interchange for use by both pedestrians and bicyclists, with 4B being the optimal alternative to provide pedestrian and bicycle use while also allowing for efficient car traffic. Unfortunately, the other two alternatives do not provide a path for use by bicyclists. The District thinks this is a major omission, and we urge Caltrans to choose one of the alternatives that would construct a multi-use path.

This matter is of the utmost importance to Larkspur-Corte Madera School District given the geographic location of the project. A new multi-use path over Highway 101 would be a valuable addition to the *Safe Routes to Schools* network in Larkspur and Corte Madera, whom the District works closely with to ensure the safety and convenience of students and parents walking and riding to and from school, It would also help the District meet its *Safe Routes to Schools* goals of less traffic congestion, pollution, etc., the benefits of which the entire community enjoys.

Thank you for your consideration in this matter.

Sincerely,

Brett Geithman, Ed.D.
Superintendent

Annie Sherman
President, Board of Trustees
Larkspur-Corte Madera School District

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THE TOWN OF
CORTE MADERA
MARIN COUNTY CALIFORNIA

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Corte Madera, CA 94925

www.townofcortemadera.org

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Town Council
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Town Clerk
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Finance Department
415-927-5055

Central Marin Fire Department
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Planning Department
415-927-5064

Building Department
415-927-5062

Public works Department
628-258-0294

Parks and Recreation Department
415-927-5072

Sanitary District No. 2
628-253-1158

Central Marin Police Authority
415-927-5150

August 8, 2022

Town of Corte Madera
Town Council
240 Tamal Vista Blvd., Suite 110
Corte Madera, CA 94925

RE: Caltrans U.S. Highway 101 Tamalpais Drive Overcrossing Project

Dear Corte Madera Town Council:

In response to the California, Department of Transportation's (Caltrans), Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project, Draft Initial Study with Proposed Negative Declaration (IS/ND), dated June 2022, the Town of Corte Madera's Bicycle Pedestrian Advisory Committee (BPAC) has reviewed the IS/ND, including the six alternatives and is in support of Alternative 4B for the following reasons:

- Alternative 4B satisfies the project's purpose and need to:
 - Upgrade the existing pedestrian facilities to provide Americans with Disabilities Act (ADA) compliant access across U.S. 101 at Tamalpais Drive overcrossing (OC), seismic improvements and repairs and maintenance of the existing structure.
- It satisfies the Town of Corte Madera's Complete Streets Policy, dated July 19, 2016 (Resolution No. 25/2016), which commits to:
 - "Creating and maintaining Complete Streets that provide safe, comfortable, and convenient travel along and across (including streets, roads, highways, bridges, and other portions of the transportation system) through a comprehensive, integrated transportation network that serves all categories of uses, including pedestrians bicyclists, persons with disabilities, motorist, movers of commercial good, users and operators of public transportation, seniors, children, youth and families."
- Includes a separated multi-use path that is appropriate for bicyclists and pedestrians of a wide range of ages and experience levels.

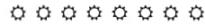
Page 1 of 2

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Attachment 2

RESOLUTION NO. 25/2016

A RESOLUTION OF THE TOWN OF CORTE MADERA OF MARIN COUNTY
ADOPTING A COMPLETE STREETS POLICY



WHEREAS, the term “Complete Streets” describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, children, youth, and families; and

WHEREAS, the Town acknowledges the benefits and value for the public health and welfare of reducing vehicle miles traveled and increasing transportation by walking, bicycling, and public transportation;

WHEREAS, the Town recognizes that the planning and coordinated development of Complete Streets infrastructure provides benefits for local governments in the areas of infrastructure cost savings; public health; and environmental sustainability;

WHEREAS, the State of California has emphasized the importance of Complete Streets by enacting the California Complete Streets Act of 2008 (also known as AB 1358), which requires that when cities or counties revise general plans, they identify how they will provide for the mobility needs of all users of the roadways, as well as through Deputy Directive 64, in which the California Department of Transportation explained that it “views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system”;

WHEREAS, the California Global Warming Solutions Act of 2006 (known as AB 32) sets a mandate for the reduction of greenhouse gas emissions in California, and the Sustainable Communities and Climate Protection Act of 2008 (known as SB 375) requires emissions reductions through coordinated regional planning that integrates transportation, housing, and land-use policy, and achieving the goals of these laws will require significant increases in travel by public transit, bicycling, and walking;

WHEREAS, numerous California counties, cities, and agencies have adopted Complete Streets policies and legislation in order to further the health, safety, welfare, economic vitality, and environmental well-being of their communities;

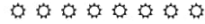
WHEREAS, the Town therefore, in light of the foregoing benefits and considerations, wishes to improve its commitment to Complete Streets and desires that its streets form a comprehensive and integrated transportation network promoting safe, equitable, and convenient travel for all users while preserving flexibility, recognizing community context, and using the latest and best design guidelines and standards;

LA-4.1, Town of Corte Madera, page 15 of 19

Attachment 2

RESOLUTION NO. 25/2016

A RESOLUTION OF THE TOWN OF CORTE MADERA OF MARIN COUNTY
ADOPTING A COMPLETE STREETS POLICY



WHEREAS, the term “Complete Streets” describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, children, youth, and families; and

WHEREAS, the Town acknowledges the benefits and value for the public health and welfare of reducing vehicle miles traveled and increasing transportation by walking, bicycling, and public transportation;

WHEREAS, the Town recognizes that the planning and coordinated development of Complete Streets infrastructure provides benefits for local governments in the areas of infrastructure cost savings; public health; and environmental sustainability;

WHEREAS, the State of California has emphasized the importance of Complete Streets by enacting the California Complete Streets Act of 2008 (also known as AB 1358), which requires that when cities or counties revise general plans, they identify how they will provide for the mobility needs of all users of the roadways, as well as through Deputy Directive 64, in which the California Department of Transportation explained that it “views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system”;

WHEREAS, the California Global Warming Solutions Act of 2006 (known as AB 32) sets a mandate for the reduction of greenhouse gas emissions in California, and the Sustainable Communities and Climate Protection Act of 2008 (known as SB 375) requires emissions reductions through coordinated regional planning that integrates transportation, housing, and land-use policy, and achieving the goals of these laws will require significant increases in travel by public transit, bicycling, and walking;

WHEREAS, numerous California counties, cities, and agencies have adopted Complete Streets policies and legislation in order to further the health, safety, welfare, economic vitality, and environmental well-being of their communities;

WHEREAS, the Town therefore, in light of the foregoing benefits and considerations, wishes to improve its commitment to Complete Streets and desires that its streets form a comprehensive and integrated transportation network promoting safe, equitable, and convenient travel for all users while preserving flexibility, recognizing community context, and using the latest and best design guidelines and standards;

LA-4.1, Town of Corte Madera, page 16 of 19

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the Town of Corte Madera, State of California, as follows:

1. That the Town adopts the Complete Streets Policy attached hereto as Exhibit A, and made part of this Resolution, and that said exhibit is hereby approved and adopted.

o o o o o o o o

I, the undersigned, hereby certify that the foregoing is a full, true and complete copy of a resolution duly passed and adopted by the Town Council of the Town of Corte Madera at a regular meeting thereof held on the 19th day of July, 2016, by the following vote:

Ayes, and in favor thereof, Council Members:

Noes, Council Members: ANDREWS, BAILEY, CONDON, FURST, LAPPERT

Abstain, Council Members: NONE

Absent, Council Members: NONE

Dated: July 19, 2016

ATTEST:


Rebecca Vaughn, Town Clerk

APPROVED:


Sloan C. Bailey, Mayor

LA-4.1, Town of Corte Madera, page 16 of 19

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the Town of Corte Madera, State of California, as follows:

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Ayes, and in favor thereof, Council Members:

Noes, Council Members: ANDREWS, BAILEY, CONDON, FURST, LAPPERT

Abstain, Council Members: NONE

Absent, Council Members: NONE

Dated: July 19, 2016

ATTEST:



Rebecca Vaughn, Town Clerk

APPROVED:



Sloan C. Bailey, Mayor

LA-4.1, Town of Corte Madera, page 17 of 19

Exhibit A

This Complete Streets Policy was adopted by Resolution No. 25/2016 by the Town Council of the Town of Corte Madera on July 19, 2016.

COMPLETE STREETS POLICY OF THE TOWN OF CORTE MADERA

A. Complete Streets Principles

1. Complete Streets Serving All Users. The Town expresses its commitment to creating and maintaining Complete Streets that provide safe, comfortable, and convenient travel along and across streets (including streets, roads, highways, bridges, and other portions of the transportation system) through a comprehensive, integrated transportation network that serves all categories of users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, children, youth, and families.
2. Context Sensitivity. In planning and implementing street projects, the Town shall maintain sensitivity to local conditions in both residential and business districts as well as urban, suburban, and rural areas, and shall work with residents, merchants, and other stakeholders to ensure that a strong sense of place ensues. Improvements that will be considered include sidewalks, shared use paths, bicycle lanes, bicycle routes, paved shoulders, street trees and landscaping, planting strips, accessible curb ramps, crosswalks, refuge islands, pedestrian signals, signs, street furniture, bicycle parking facilities, public transportation stops and facilities, transit priority signalization, and other features assisting in the provision of safe travel for all users, including those identified in the Bicycle and Pedestrian Master Plan.
3. Complete Streets Routinely Addressed by All Departments. The Town shall work towards making Complete Streets practices a routine part of everyday operations, approach every relevant project, program, and practice as an opportunity to improve streets and the transportation network for all categories of users, and work in coordination with other departments, agencies, and jurisdictions to maximize opportunities for Complete Streets, connectivity, and cooperation.
4. All Projects and Phases. Complete Streets infrastructure sufficient to enable reasonably safe travel along and across the right of way for each category of users shall be incorporated into all planning, funding, design, approval, and implementation processes for any construction, reconstruction, retrofit, maintenance, operations, alteration, or repair of streets (including streets, roads, highways, bridges, and other portions of the transportation system), except that specific infrastructure for a given category of users may be excluded if an exemption is approved via the process set forth in section C.1 of this policy.

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B. Implementation

1. **Plan Consultation and Consistency.** Maintenance, planning, and design of projects affecting the transportation system shall be consistent with local bicycle, pedestrian, transit, multimodal, and other relevant plans, except that where such consistency cannot be achieved without negative consequences, consistency shall not be required if the head of the relevant department provides written approval explaining the basis of such deviation. If the Town has a Bicycle and Pedestrian Advisory Committee (BPAC), such deviations shall be presented to the Bicycle and Pedestrian Advisory Committee early in the planning and design stage, to ensure the Bicycle and Pedestrian Advisory Committee has an opportunity to provide comments and recommendations.

2. **Street Network/Connectivity.** As feasible, the Town shall incorporate Complete Streets infrastructure into existing streets to improve the safety and convenience of users and to create employment, with the particular goal of creating a connected network of facilities accommodating each category of users, and increasing connectivity across jurisdictional boundaries and for existing and anticipated future areas of travel origination or destination.

3. **Bicycle and Pedestrian Advisory Committee Consultation.** If the Town has a Bicycle and Pedestrian Advisory Committee, transportation projects shall be reviewed by the Bicycle and Pedestrian Advisory Committee early in the planning and design stage, to provide the Bicycle and Pedestrian Advisory Committee an opportunity to provide comments and recommendations regarding Complete Streets features to be incorporated into the project. If at any time, the Town does not have a BPAC, transportation projects shall be made available for review by another advisory body such as a County BPAC.

4. **Evaluation.** All relevant agencies or departments shall perform evaluations of how well the streets and transportation network of the Town are serving each category of users by collecting baseline data and collecting follow-up data on a regular basis.

C. Exemptions

1. **Leadership Approval for Exemptions.** Should a Town department seek to exempt a project from Complete Street requirements, the department head must provide a written explanation of why the accommodations for all modes were not included in the project to the Town Manager or the Town Manager's designee for approval. Projects that are granted exceptions will be made available to the public for review.

2. **Specific Exemptions.** Exemptions for Complete Streets elements for any category of user in new construction and reconstruction projects may be made when one or more of the following conditions are met:

a. Bicyclists and pedestrians are prohibited by law from using the roadway. In this instance, a greater effort may be necessary to accommodate bicyclists and pedestrians elsewhere within the right of way or within the same transportation corridor.

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- b. The cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use. Excessively disproportionate is defined as exceeding twenty percent of the cost of the larger transportation project.
- c. Sparsity of population served by the improvements or other factors indicates an absence of need.
- d. Topographic constraints and narrow right-of-way widths make the addition of safe pedestrian and bicycle ways financially prohibitive and logistically difficult.
- e. The addition of bicycle or pedestrian ways would require the removal of heritage trees that are an integral part of the neighborhoods historic character.
- f. The project is limited to street and sidewalk repair to address hazardous conditions, such as pothole repairs.

Comment LA-4.2, Town of Corte Madera, page 1 of 49



THE TOWN OF
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CORTE MADERA, CA
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TOWN CLERK
415-927-5086

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415-927-5077

PLANNING / ZONING
415-927-5064

BUILDING INSPECTOR
415-927-5062

TOWN ENGINEER
PUBLIC WORKS
415-927-5057

RECREATION DEPARTMENT
415-927-5072

SANITARY DISTRICT NO. 2
415-927-5057

CENTRAL MARIN
POLICE AUTHORITY
415-927-5150

CENTRAL MARIN
POLICE AUTHORITY
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TOWN OF CORTE MADERA
240 TAMAL VISTA BLVD.
CORTE MADERA, CA 94925-1418
415-927-5057 FAX: 415-927-5039

August 22, 2022

Caltrans, District 4
Attn: Liz Nagle
P.O. Box 23660, MS-8B
Oakland, CA 94623-0660

RE: Questions and Comments to Caltrans' U.S. Highway 101 Tamalpais Drive Overcrossing Draft Initial Study with Proposed Negative Declaration (IS/ND)

Dear Ms. Nagle:

The Town of Corte Madera is in receipt of Caltrans' Draft Initial Study with Proposed Negative Declaration (IS/ND) for the U.S. Highway 101 Tamalpais Drive Overcrossing project in Corte Madera that was published on July 7, 2022.

We understand that the project's purpose and need is to "upgrade the existing pedestrian facilities to provide Americans with Disabilities Act (ADA) compliant access across U.S. 101 at Tamalpais Drive overcrossing (OC), seismic improvements and repairs and maintenance of the existing structure."

Over the past 45 days, we have reviewed and publicly discussed the seven alternatives being considered for construction: the *no-build* alternative and six build alternatives (2A, 2B, 3A, 3B, 4A and 4B). The Town held two public meetings, in addition to the Caltrans public workshop, where public comments were received and requests that the video recordings of each meeting made part of the public comment record for the IS/MND. Public comment made at Town's August 8, 2002 Bicycle and Pedestrian Committee Meeting can be accessed here: <https://www.youtube.com/watch?v=RRkqF07OaOM> and public comment made at the Town's August 16, 2022 Town Council meeting can be accessed here: <https://www.youtube.com/watch?v=peyTvSliHd8>.

As part of our internal review we have generated some additional questions and comments that we request responses to as part of the formal environmental process:

- LA-4-3 | 1) On December 7, 2021, Caltrans executed a "Complete Streets, Director's Policy (# DP-37), see attached. Which of the seven alternatives satisfy this policy?
- LA-4-4 | 2) On July 19, 2016, the Corte Madera Town Council executed Resolution No. 25/2016, adopting a Complete Streets policy. Which of the seven alternatives satisfy this policy?

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3) Implementation Program CIR-1.1a: "Level of Service Standards," Chapter 4.0, "Circulation," of the Town's General Plan, dated April 2009, states that the following (full chapter attached):

Implementation Program CIR-1.1.a: Level of Service Standards
The town shall strive to maintain Level of Service (LOS) D operation during the weekday morning and evening peak periods at intersections of an arterial street with either another arterial or a collector street and intersections of two collector streets. For projected future conditions the LOS is to be calculated using the average traffic demand over the highest 60-minute period. For all types of controls the Level of Service standard is to be applied to the average operation of the intersection, and not that for any single movement or approach. Exceptions to meeting this standard include:

- 1) Stop-controlled minor street approaches to either collector or arterial streets, where safety shall be the primary consideration;
- 2) Locations where the Town Engineer deems improvement to be technically, financially, or environmentally infeasible;
- 3) Conditions where the improvement would result in significant adverse impacts to other travel modes, including walking, bicycling, or transit; or
- 4) Locations where attainment would ensure the loss of an area's unique character.

Which of the seven proposed alternatives would achieve these Town level of service standards?

4) Chapter 4.0, "Circulation" of the Town's General Plan, dated April 2009, establishes goals and policies toward improving the connection between east and west sides of Town and lists Highway 101 as the geographic divide. The specific policies, and their associated implementation programs, are located in Policy CIR-2.1 and Policy CIR-2.2.

The Town requests that the Land Use and Planning, and Transportation Chapters of the IS/MND be updated to incorporate the above-referenced local policies in 1) – 4) and an appropriate level of analysis conducted pursuant to CEQA to determine the alternatives' consistency with local plans, policies, and programs.

Very Truly Yours,

R.J. Suokko, P.E.

Director of Public Works
Town of Corte Madera

Cc: Adam Wolff, Interim Town Manager
Fred Casissa, Mayor
Corte Madera Town Council
Todd Cusimano, Former Town Manager

LA-4.2, Town of Corte Madera, page 3 of 49

California Department of Transportation

Director's Policy

Number: DP-37

Effective Date: December 7, 2021

Supersedes: DD-64-R2 (10/16/2014)

Responsible

Programs: Finance
Maintenance & Operations
Planning and Modal Programs
Project Delivery
Safety Programs
Sustainability

Title Complete Streets

Policy

The California Department of Transportation (Caltrans) recognizes that walking, biking, transit, and passenger rail are integral to our vision of delivering a brighter future for all through a world-class transportation network. Additionally, Caltrans recognizes that streets are not only used for transportation but are also valuable community spaces.

Accordingly, in locations with current and/or future pedestrian, bicycle, or transit needs, **all transportation projects funded or overseen by Caltrans will provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail unless an exception is documented and approved.**

When decisions are made not to include complete streets elements in capital and maintenance projects, the justification will be documented with final approval by the responsible District Director.

Opportunities for complete streets exist in all phases of project development from planning and design to construction, operations, and maintenance. Complete streets projects should prioritize underserved communities that have been historically harmed and segmented by the transportation network and should serve people of all ages and abilities. Furthermore, Caltrans commits to removing unnecessary policy and procedural barriers and partnering with communities and agencies to ensure projects on local and state transportation systems improve the connectivity to existing and planned pedestrian, bicycle, and transit facilities, and accessibility to existing and planned destinations, where possible.

"Provide a safe and reliable transportation network that serves all people and respects the environment."

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Intended Results

This policy establishes Caltrans' organizational priority to encourage and maximize walking, biking, transit, and passenger rail as a strategy to not only meet state climate, health, equity, and environmental goals but also to foster socially and economically vibrant, thriving, and resilient communities. To achieve this vision, Caltrans will maximize the use of design flexibility to provide context-sensitive solutions and networks for travelers of all ages and abilities.

Definitions

Complete Street

A complete street is a transportation facility that is planned, designed, constructed, operated, and maintained to provide comfortable and convenient mobility, and improve accessibility and connectivity to essential community destinations for all users, regardless of whether they are travelling as pedestrians, bicyclists, public transportation riders, or drivers. Complete streets are especially attuned to the needs of people walking, using assistive mobility devices, rolling, biking, and riding transit. Complete streets also maximize the use of the existing right-of-way by prioritizing space-efficient forms of mobility, such as walking and biking, while also facilitating goods movement in a manner with the least environmental and social impacts. Complete streets shift the focus of transportation planning and project development from vehicle movement as the primary goal to the movement of people and goods.

All Ages and Abilities

The "all ages and abilities" concept strives to serve all users—regardless of age, gender, race, or ability and inclusive of the mobility needs of children, older adults, and people with disabilities—by embodying national and international best practices related to traffic calming, speed reduction, universal design, and roadway design to increase user safety and comfort, as well as accessibility for people with disabilities. This approach also includes the use of traffic calming elements or facilities separated from motor vehicle traffic, both of which can offer a greater feeling of security and appeal to a wider spectrum of the public.

Design Flexibility

"Provide a safe and reliable transportation network that serves all people and respects the environment."

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Page 3

Caltrans policy supports designers in their application of guidance to achieve our goals of developing complete facilities to serve all members of the community.

Design flexibility refers to the ability to develop a design suited to its users and context, and to employ professional judgment and experience to interpret, apply, and adapt appropriate design standards and guidance. Flexibility in design is essential to achieving Caltrans' goals of putting safety first, enhancing and connecting the multimodal network, leading on climate action, and advancing equity and livability in all communities. Design flexibility includes consideration of diverse user needs, assessment of risk, review of applicable guidance, and documentation of design decisions.

Underserved Community

Underserved communities include low-income, frontline environmental justice, and vulnerable communities, including but not limited to Black and Indigenous peoples, communities of color, people experiencing homelessness, people with disabilities, older adults, and youth. Refer to guidance from the Caltrans Office of Race and Equity for the most current definition.

Accessibility (Access to Destinations)

Accessibility is the ease by which travelers can reach – or access – desired destinations such as work, shopping and other retail, school, health care, and recreation. Accessibility reflects the number and proximity of destinations, as well as the directness and condition of walking, biking, and transit facilities. This is distinct from accessibility in the context of the Americans with Disabilities Act (ADA); refer to Deputy Directive 42 for more information on ADA and State Disability Laws.

Connectivity

A connected multimodal network allows people to travel by whichever mode they choose and provides convenient, accessible connections between different modes.

State Transportation Network (STN)

"Provide a safe and reliable transportation network that serves all people and respects the environment."

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Page 4

Refers to the State Highway System (SHS) and all other multimodal facilities, including parallel and intersecting paths, frontage roads, and other facilities not directly on the SHS mainline.

Responsibilities

All employees in the following functional groups have specific responsibilities related to implementation of this policy in their program areas:

Director's Office – Headquarters Sustainability

- Lead, coordinate, and facilitate development of implementation plan for this policy in coordination with appropriate functional groups.
- Facilitate alignment of policy, guidance, and training to meet state's climate, health, equity, walking, biking, transit, and passenger rail goals.
- Facilitate coordination, information sharing, and collaboration among Divisions and Districts on topics related to complete streets.
- Track, monitor, report, and communicate Caltrans' progress toward meeting its policy and strategic goals related to walking, biking, transit, and passenger rail.
- Establish and facilitate internal/external advisory committees to provide technical input, strategic direction, and implementation guidance to Caltrans policies related to complete streets.

Planning and Modal Programs

Headquarters

- Develop, maintain, and update state plans, training, and resources to assist in the identification and prioritization of pedestrian, bicycle, transit, and passenger rail needs and recommended improvements on or across the SHS.
- Develop guidance for integrating pedestrian, bicycle, transit, and passenger rail needs from the corridor planning process into future complete streets projects.
- Identify best practices for increased and meaningful engagement with partners, stakeholders, and communities during the development of plans and projects that facilitate the inclusion of complete streets elements as appropriate.
- Work with local and regional transit and rail partners to identify and implement first mile/last mile solutions, both on and off the STN.
- Provide technical support and guidance to internal and external stakeholders on enhancing rail and transit reliability and operations related to complete streets within and adjacent to the STN.
- Promote Caltrans policies related to complete streets in rail and transit planning documents and grant program guidelines.

Districts

"Provide a safe and reliable transportation network that serves all people and respects the environment."

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- Develop, maintain, and update plans, tools, and other planning documents to identify and prioritize pedestrian, bicycle, and transit needs and recommended improvements on or across the SHS.
- Verify that proposed projects are in alignment with local, regional, and state planning documents detailing pedestrian, bicycle, transit, and passenger rail needs on or across the SHS.
- Integrate pedestrian, bicycle, transit, and passenger rail improvements from the corridor planning process into projects.
- Include complete streets elements in projects during the pre-Project Initiation Document (pre-PID) and PID phases.
- Participate in Project Development Teams (PDTs) to assist in delivering complete streets elements identified in PID phase.
- Develop and implement strategy for meaningful engagement with partners, stakeholders, and communities during the development of plans and projects that facilitate the inclusion of complete streets elements as appropriate.
- Identify and pursue partnerships and funding opportunities with local, regional, and state agencies.
- Work with local and regional transit and rail partners to identify and implement first mile/last mile solutions, both on and off the STN.
- Promote pedestrian, bicycle, and transit improvements and land uses supportive of these modes in local projects through the Local Development-Intergovernmental Review process.

Project Delivery

Headquarters

- Develop, maintain, and update policy, procedures, guidance, and standards pertaining to the design and construction of complete streets facilities in alignment with Caltrans and state walking, biking, transit, and passenger rail goals, including but not limited to temporary access during construction.
- Provide training and guidance to promote the use of "world-class" design best practices related to complete streets throughout Caltrans, including the adoption of design flexibility guidance, contextual guidance, and others.
- Cultivate subject-matter expertise for design excellence of complete streets facilities in projects on or across the STN.
- Designate a complete streets asset manager to track and monitor progress of complete streets statewide as an asset in the State Highway System Management Plan (SHSMP) and develop funding and performance targets for complete streets in the State Highway Operation and Protection Program (SHOPP).
- Establish and oversee processes for documenting decisions related to complete streets elements.

Districts

"Provide a safe and reliable transportation network that serves all people and respects the environment."

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- Implement project delivery strategies and best practices to further enhance the delivery of complete streets, including coordination of community engagement efforts.
- Implement "world-class" design best practices related to complete streets.
- Cultivate subject-matter expertise for design excellence of complete streets facilities in projects on or across the STN.
- Promote and exercise design flexibility throughout project development process.
- Document decisions related to complete streets elements.
- Implement and oversee use of standard plans and specifications, as well as best practices, for temporary pedestrian, bicycle, and transit access routes during construction.

Maintenance

Headquarters

- Develop, maintain, and update policy, procedures, guidance, manuals, training and standards pertaining to the maintenance of complete streets facilities.
- Work with Districts to determine equipment needs for maintenance of current and future complete streets facilities, including application-specific equipment such as sweepers for sidewalks and bikeways where standard maintenance equipment cannot be used.
- Coordinate with Division of Equipment to procure complete streets maintenance equipment.
- Develop and provide training to Maintenance staff on maintenance best practices for complete street facilities.
- Facilitate collection and maintenance of active transportation facility inventory and condition data to inform maintenance decisions.
- Develop, maintain, and update maintenance agreement templates for complete streets facilities.

Districts

- Maintain complete streets facilities on the SHS in accordance with maintenance policy, procedures, guidance, manuals, and standards.
- Develop, execute, and update, as needed, maintenance agreements with local agencies for complete street facilities that are mutually beneficial to both entities and protect the investments made in new infrastructure.
- Collaborate with Headquarters Divisions of Maintenance and Equipment to purchase or lease equipment necessary to maintain current and future complete streets facilities, including application-specific equipment such as sweepers for sidewalks and bikeways where standard maintenance equipment cannot be utilized.
- Maintain and use active transportation facility inventory and condition data to inform maintenance decisions.

"Provide a safe and reliable transportation network that serves all people and respects the environment."

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- Collaborate with Planning, Safety, and Complete Streets Coordinators to identify opportunities for complete streets improvements in Highway Maintenance projects.

Traffic Operations

Headquarters

- Develop, maintain, and update policy, procedures, guidance, and standards pertaining to the operations of facilities to improve access to destinations by walking, biking, transit, and passenger rail, including but not limited to temporary access during construction.
- Develop policy and framework for collecting and maintaining current pedestrian and bicycle count data.
- Develop, maintain, and update training, guidance, and procedures to improve encroachment permit application process for local agency-sponsored complete streets projects that are on or cross the SHS.
- Identify and develop proposals to address policy and procedural barriers to implementing locally-sponsored complete streets projects on and across the SHS.

Districts

- Collect and maintain current pedestrian and bicycle count data.
- Identify opportunities to leverage traffic control devices, where needed, to better facilitate the throughput of people walking, biking, and taking transit.
- Implement standard plans and specifications for temporary pedestrian, bicycle, and transit access routes during construction.
- Support the delivery of complete streets improvements in capital projects.
- Identify strategies to streamline the approval process for complete streets projects seeking encroachment permits.

Safety Programs

Headquarters

- Develop, maintain, and update policy, procedures, guidance, plans, documents, and technical assistance to proactively or responsively identify pedestrian and bicycle safety needs on the SHS.
- Develop and administer programs to investigate locations and provide recommendations for improvements at locations with pedestrian and bicycle safety needs.
- Identify opportunities to leverage traffic control devices, where needed, to better facilitate the throughput of people walking, biking, and taking transit.

Districts

- Develop and implement innovative, context-sensitive solutions to address the safety of vulnerable roadway users.

"Provide a safe and reliable transportation network that serves all people and respects the environment."

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- Investigate and implement countermeasures at locations with pedestrian and/or bicycle safety concerns/needs.
- Engage with internal functions and seek input from external stakeholders on pedestrian and bicycle safety needs during investigations.

Equipment

- Procure and provide training on equipment needed to maintain current and future complete streets facilities.
- Track and share with districts the national state of the practice for equipment used to maintain pedestrian, bicycle, and transit features.

Asset Management

Headquarters

- Track, monitor, and report on progress of complete streets as an asset in the SHSMP.
- Finalize funding and SHSMP performance targets for complete streets in the SHOPP.
- Support Districts in tracking and reporting on complete streets assets.

Districts

- Compile identified complete streets needs into SHOPP projects to support Districts in meeting performance targets.
- Regularly update Asset Management Tool with complete streets assets identified in all projects.
- Track and monitor progress of complete streets as an asset in the SHSMP and report progress to Headquarters Asset Management and Complete Streets Program Manager.

Local Assistance

Headquarters

- Provide support and technical assistance to local and regional agencies and Caltrans Districts applying for state or federal active transportation funding.
- Provide tools, training, and resources to support the successful delivery of local and regional active transportation projects on time, in scope, and within budget.

Districts

- Provide support and technical assistance to local and regional agencies and Caltrans Districts applying for state or federal active transportation funding.
- Provide tools, training, and resources to support the successful delivery of local and regional active transportation projects on time, in scope, and within budget.

"Provide a safe and reliable transportation network that serves all people and respects the environment."

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Legal

- Provide counsel and support on legal issues pertaining to complete streets policies, procedures, and projects.

District-Designated Complete Streets Coordinator(s)

- District Directors will designate complete streets coordinator(s).
- Work with PDTs to maximize opportunities for inclusion of complete streets in all project phases by actively participating in the pre-scoping, project initiation, and project development phases.
- Support the asset manager in tracking and monitoring complete streets assets.
- Assist with identifying project-specific complete streets needs throughout project planning, development, and delivery.
- Review and provide concurrence to decision documents related to complete streets.
- Work with other functions to provide technical assistance to local agency sponsored projects that are on or cross the SHS to incorporate complete streets elements.
- Collaborate with local and regional partners, advocacy and community groups, and District engineers to identify pedestrian, bicycle, and transit gaps to incorporate into planning documents and projects.
- Provide recommendations for partnerships and funding opportunities with local, regional, and state agencies.

Applicability

This policy applies to all Caltrans employees.



Taks Omishakin
Director

12/07/2021

Date Signed

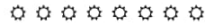
"Provide a safe and reliable transportation network that serves all people and respects the environment."

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Attachment 2

RESOLUTION NO. 25/2016

A RESOLUTION OF THE TOWN OF CORTE MADERA OF MARIN COUNTY
ADOPTING A COMPLETE STREETS POLICY



WHEREAS, the term “Complete Streets” describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, children, youth, and families; and

WHEREAS, the Town acknowledges the benefits and value for the public health and welfare of reducing vehicle miles traveled and increasing transportation by walking, bicycling, and public transportation;

WHEREAS, the Town recognizes that the planning and coordinated development of Complete Streets infrastructure provides benefits for local governments in the areas of infrastructure cost savings; public health; and environmental sustainability;

WHEREAS, the State of California has emphasized the importance of Complete Streets by enacting the California Complete Streets Act of 2008 (also known as AB 1358), which requires that when cities or counties revise general plans, they identify how they will provide for the mobility needs of all users of the roadways, as well as through Deputy Directive 64, in which the California Department of Transportation explained that it “views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system”;

WHEREAS, the California Global Warming Solutions Act of 2006 (known as AB 32) sets a mandate for the reduction of greenhouse gas emissions in California, and the Sustainable Communities and Climate Protection Act of 2008 (known as SB 375) requires emissions reductions through coordinated regional planning that integrates transportation, housing, and land-use policy, and achieving the goals of these laws will require significant increases in travel by public transit, bicycling, and walking;

WHEREAS, numerous California counties, cities, and agencies have adopted Complete Streets policies and legislation in order to further the health, safety, welfare, economic vitality, and environmental well-being of their communities;

WHEREAS, the Town therefore, in light of the foregoing benefits and considerations, wishes to improve its commitment to Complete Streets and desires that its streets form a comprehensive and integrated transportation network promoting safe, equitable, and convenient travel for all users while preserving flexibility, recognizing community context, and using the latest and best design guidelines and standards;

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NOW, THEREFORE, BE IT RESOLVED, by the City Council of the Town of Corte Madera, State of California, as follows:

1. That the Town adopts the Complete Streets Policy attached hereto as Exhibit A, and made part of this Resolution, and that said exhibit is hereby approved and adopted.

o o o o o o o o

I, the undersigned, hereby certify that the foregoing is a full, true and complete copy of a resolution duly passed and adopted by the Town Council of the Town of Corte Madera at a regular meeting thereof held on the 19th day of July, 2016, by the following vote:

Ayes, and in favor thereof, Council Members:

Noes, Council Members: ANDREWS, BAILEY, CONDON, FURST, LAPPERT

Abstain, Council Members: NONE

Absent, Council Members: NONE

Dated: July 19, 2016

ATTEST:



Rebecca Vaughn, Town Clerk

APPROVED:



Sloan C. Bailey, Mayor

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Exhibit A

This Complete Streets Policy was adopted by Resolution No. 25/2016 by the Town Council of the Town of Corte Madera on July 19, 2016.

COMPLETE STREETS POLICY OF THE TOWN OF CORTE MADERA

A. Complete Streets Principles

1. Complete Streets Serving All Users. The Town expresses its commitment to creating and maintaining Complete Streets that provide safe, comfortable, and convenient travel along and across streets (including streets, roads, highways, bridges, and other portions of the transportation system) through a comprehensive, integrated transportation network that serves all categories of users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, children, youth, and families.
2. Context Sensitivity. In planning and implementing street projects, the Town shall maintain sensitivity to local conditions in both residential and business districts as well as urban, suburban, and rural areas, and shall work with residents, merchants, and other stakeholders to ensure that a strong sense of place ensues. Improvements that will be considered include sidewalks, shared use paths, bicycle lanes, bicycle routes, paved shoulders, street trees and landscaping, planting strips, accessible curb ramps, crosswalks, refuge islands, pedestrian signals, signs, street furniture, bicycle parking facilities, public transportation stops and facilities, transit priority signalization, and other features assisting in the provision of safe travel for all users, including those identified in the Bicycle and Pedestrian Master Plan.
3. Complete Streets Routinely Addressed by All Departments. The Town shall work towards making Complete Streets practices a routine part of everyday operations, approach every relevant project, program, and practice as an opportunity to improve streets and the transportation network for all categories of users, and work in coordination with other departments, agencies, and jurisdictions to maximize opportunities for Complete Streets, connectivity, and cooperation.
4. All Projects and Phases. Complete Streets infrastructure sufficient to enable reasonably safe travel along and across the right of way for each category of users shall be incorporated into all planning, funding, design, approval, and implementation processes for any construction, reconstruction, retrofit, maintenance, operations, alteration, or repair of streets (including streets, roads, highways, bridges, and other portions of the transportation system), except that specific infrastructure for a given category of users may be excluded if an exemption is approved via the process set forth in section C.1 of this policy.

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B. Implementation

1. Plan Consultation and Consistency. Maintenance, planning, and design of projects affecting the transportation system shall be consistent with local bicycle, pedestrian, transit, multimodal, and other relevant plans, except that where such consistency cannot be achieved without negative consequences, consistency shall not be required if the head of the relevant department provides written approval explaining the basis of such deviation. If the Town has a Bicycle and Pedestrian Advisory Committee (BPAC), such deviations shall be presented to the Bicycle and Pedestrian Advisory Committee early in the planning and design stage, to ensure the Bicycle and Pedestrian Advisory Committee has an opportunity to provide comments and recommendations.

2. Street Network/Connectivity. As feasible, the Town shall incorporate Complete Streets infrastructure into existing streets to improve the safety and convenience of users and to create employment, with the particular goal of creating a connected network of facilities accommodating each category of users, and increasing connectivity across jurisdictional boundaries and for existing and anticipated future areas of travel origination or destination.

3. Bicycle and Pedestrian Advisory Committee Consultation. If the Town has a Bicycle and Pedestrian Advisory Committee, transportation projects shall be reviewed by the Bicycle and Pedestrian Advisory Committee early in the planning and design stage, to provide the Bicycle and Pedestrian Advisory Committee an opportunity to provide comments and recommendations regarding Complete Streets features to be incorporated into the project. If at any time, the Town does not have a BPAC, transportation projects shall be made available for review by another advisory body such as a County BPAC.

4. Evaluation. All relevant agencies or departments shall perform evaluations of how well the streets and transportation network of the Town are serving each category of users by collecting baseline data and collecting follow-up data on a regular basis.

C. Exemptions

1. Leadership Approval for Exemptions. Should a Town department seek to exempt a project from Complete Street requirements, the department head must provide a written explanation of why the accommodations for all modes were not included in the project to the Town Manager or the Town Manager's designee for approval. Projects that are granted exceptions will be made available to the public for review.

2. Specific Exemptions. Exemptions for Complete Streets elements for any category of user in new construction and reconstruction projects may be made when one or more of the following conditions are met:

a. Bicyclists and pedestrians are prohibited by law from using the roadway. In this instance, a greater effort may be necessary to accommodate bicyclists and pedestrians elsewhere within the right of way or within the same transportation corridor.

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- b. The cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use. Excessively disproportionate is defined as exceeding twenty percent of the cost of the larger transportation project.
- c. Sparsity of population served by the improvements or other factors indicates an absence of need.
- d. Topographic constraints and narrow right-of-way widths make the addition of safe pedestrian and bicycle ways financially prohibitive and logistically difficult.
- e. The addition of bicycle or pedestrian ways would require the removal of heritage trees that are an integral part of the neighborhoods historic character.
- f. The project is limited to street and sidewalk repair to address hazardous conditions, such as pothole repairs.

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4.0 CIRCULATION

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4.0 CIRCULATION

4.1 INTRODUCTION

The purpose of this Element is to provide an overview of the means of transport to, from and within the Town, and to address how different ways of getting around can complement each other to make Corte Madera's circulation system work more efficiently. The most common means of transportation is the automobile, and much of the planning for circulation within Corte Madera has focused on vehicular traffic. However, bicycles and pedestrians move throughout the Town, and Corte Madera's interest in community sustainability emphasizes the need for improvements and enhancements to the full range of circulation and transportation facilities.



4.2 REGULATORY FRAMEWORK

CALIFORNIA GOVERNMENT CODE

California Government Code §65302 mandates that the General Plan include:

“A circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan (§65302(b)).”

TRAFFIC IMPACT FEES

The Town currently uses a Traffic Mitigation Improvement Fund program adopted in 1984. As addressed in Policies contained in Section 4.5, a new Impact Fee program should be adopted to better reflect current issues and impacts related to Town facilities, including roadways, bicycle and pedestrian paths.

RELATED TRANSPORTATION AGENCIES

California Department of Transportation (Caltrans)

Caltrans is responsible for planning, designing, building, operating and maintaining California's state highway system. Highway 101, traversing Corte Madera on a north to south orientation, is managed by Caltrans as part of the California Freeway and Expressway System.

Metropolitan Transportation Commission

The Metropolitan Transportation Commission (MTC) is the transportation planning, coordinating and financing agency for the nine-county San Francisco Bay Area, including

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4.0 CIRCULATION

Marin County. The MTC prepares a 25-year Regional Transportation Plan (last prepared in 2001, and updated every five years), which guides funding priorities for regional development of mass transit, highway, airport, seaport, railroad, bicycle and pedestrian facilities.

Marin County

As one of the communities located within Marin County, the Town of Corte Madera is impacted by County policies regarding traffic and circulation. The County recently completed a General Plan update, including revisions to County-wide transportation policies.

Transportation Authority of Marin

The Transportation Authority of Marin (TAM) is a Joint Powers Agency established between the County and all cities within the County, including Corte Madera, to address Marin's unique transportation issues and to fulfill the legislative requirements of Propositions 111 and 116, approved in June 1990.

City of Larkspur

The City of Larkspur and the Town of Corte Madera share traffic corridors providing local access to community facilities. As a result, circulation issues present in Corte Madera significantly affect the City of Larkspur, and vice versa, particularly with respect to commute patterns for workers accessing Highway 101.

NON-PROFIT GROUPS

Marin County Bicycle Coalition

The Marin County Bicycle Coalition (MCBC) is a non-profit membership organization founded in 1998. Their mission is to promote safe bicycling for everyday transportation and recreation.

4.3 MOVEMENT THROUGH THE COMMUNITY

FUNCTIONAL CLASSIFICATION SYSTEM

Streets and highways in the Town are described by their functional classification. These classifications identify the purpose of the streets and highways relative to their overall function in the distribution of different types of trips using the facilities. The following classifications are relevant to the Town's circulation system:

- ◆ Freeways serve both inter-regional and intra-regional circulation needs. These facilities are typically accessed by collector or arterial roadways and have no at-grade crossings.

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4.0 CIRCULATION

These facilities have the highest carrying capacity with the maximum speed limits allowed by law.

- ◆ Arterials provide primary connections between major areas within the Town and also distribute traffic between adjacent communities. While some land uses have direct access to an arterial, an arterial's primary purpose is to provide connections between major areas. Speed limits generally range from 30 to 50 miles per hour (mph).
- ◆ Collectors typically serve intra-city, rather than regional, circulation needs. Their primary function is to provide access to adjacent properties and connections between local roads and other roadways that are higher in the hierarchy of classification. Travel speeds on collectors generally range between 25 mph and 45 mph.
- ◆ Local Streets provide access to adjacent properties and distribute traffic to collectors. Travel speeds on local streets typically range from 25 to 35 mph.

VEHICULAR CIRCULATION

Key Town Roadways

- ◆ U.S. (Highway) 101 is an eight-lane freeway that bisects the Town on a north-south axis. It provides regional access to Marin County and points beyond. Full access to the Town is provided at an interchange with Tamalpais Drive. Southbound access is provided by slip ramps at Fifer Avenue and Madera Boulevard, and northbound access is available at a slip ramp at Industrial Way.
- ◆ Tamalpais Drive is an east-west two-to-four lane arterial that extends from Corte Madera Avenue to Redwood Highway. It has a full access interchange at Highway 101.
- ◆ Corte Madera Avenue is a north-south two-lane collector that extends from Larkspur in the north as Magnolia Avenue and south into Mill Valley as Camino Alto. It acts as a "main street" for some of the Town's older neighborhoods.
- ◆ Fifer Avenue is an east-west two-lane collector that extends from the Highway 101 ramps to Lucky Drive.
- ◆ Nellen Avenue is a north-south two-lane collector that extends from Lucky Drive to Fifer Avenue. It also extends from Wornum Drive north to a cul-de-sac just south of Fifer Avenue.
- ◆ Redwood Highway is a north south two to four lane collector that extends from Tamalpais Drive to Greenbrae Boardwalk, generally paralleling Highway 101 on the east side of the freeway.
- ◆ Madera Boulevard is a north-south two to four lane arterial that extends from Casa Buena Drive to Highway 101.

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4.0 CIRCULATION

- ◆ Tamal Vista Boulevard is a north-south two-lane collector that extends from Madera Boulevard to Fifer Avenue.
- ◆ San Clemente Drive is a north-south four-lane arterial that extends from Redwood Highway/Tamalpais Drive to Paradise Drive.
- ◆ Paradise Drive is an east-west two- to four-lane collector that extends from San Clemente Drive into Tiburon.

Major roadways in the Town are shown in **Figure 4.1**.

LEVEL OF SERVICE STANDARDS

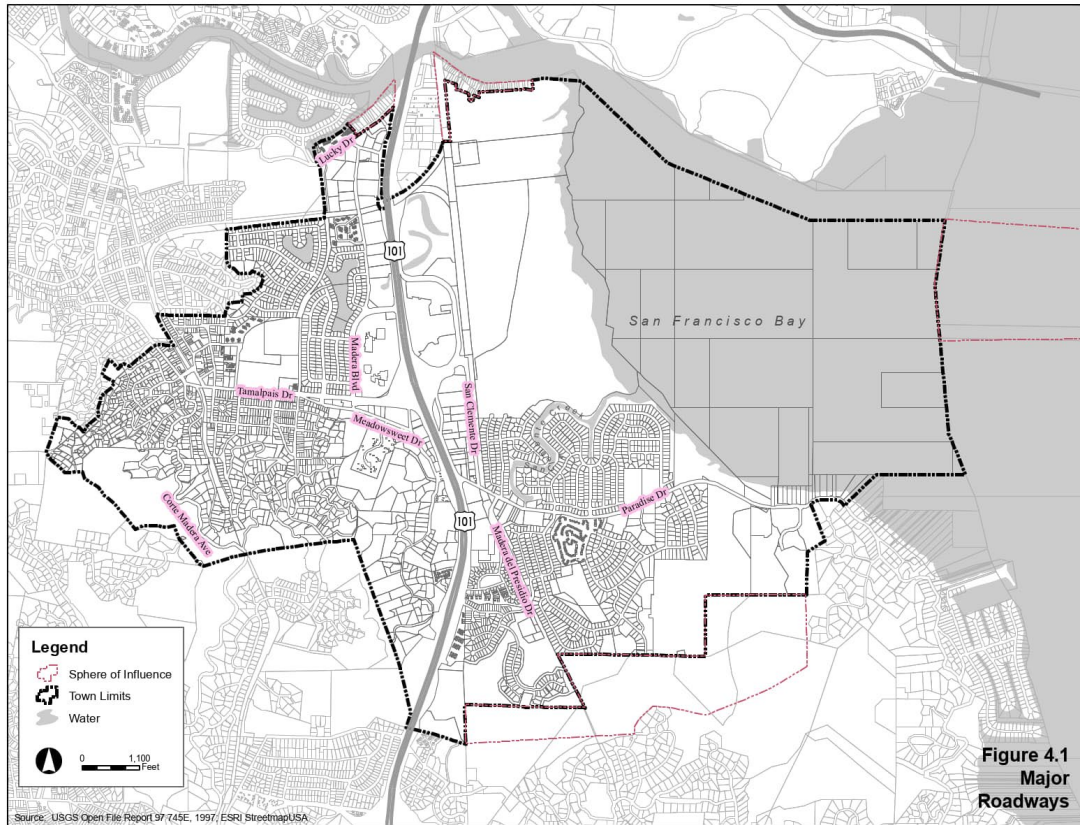
The operating conditions experienced by motorists are described as “levels of service” (LOS). Level of service is a qualitative measure of the effect of a number of factors, including speed and travel time, traffic interruptions, freedom to maneuver, driving comfort, and convenience. Levels of service are designated “A” through “F” from best to worst, which cover the entire range of traffic operations that might occur. Table 4.1 provides a description of traffic intersection operations under each LOS.

**TABLE 4.1:
LEVEL OF SERVICE DEFINITIONS FOR INTERSECTIONS**

Level of Service	Average Control Delay Per Vehicle (in Seconds)	Description
A	10.0 or less	Represents free flow or very low delays and short intersection cycle length.
B	10.1 to 20.0	In the range of stable flow, with low intersection delays and short cycle lengths.
C	20.1 to 35.0	Average intersection delays from fair progression and some longer cycle lengths.
D	35.1 to 55.0	Represents high-density, slower speeds and longer intersection delays, accompanied by many vehicle stops.
E	55.1 to 80.0	Conditions unacceptable to most drivers, with poor progression and long intersection cycle lengths.
F	80.1 or more	Level of Service F represents breakdown conditions, due to over-saturation of vehicles and very long cycle lengths.

Source: Transportation Research Board, *Highway Capacity Manual* (2000)

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4.0 CIRCULATION

An important goal is to maintain acceptable LOS along the Town's road network. To accomplish this, the Town, Caltrans, and other local agencies adopt minimum levels of service in an attempt to control congestion that may result as new development occurs.

SOURCES OF TOWN VEHICULAR TRAFFIC

Much of the traffic volume in Corte Madera is closely related to employee commuting practices and patterns. In 2002, approximately 85% of the employed residents in Corte Madera worked outside of the Town (July 2002 Background Report). Based on data from the U.S. Census Bureau, there are approximately 3,850 housing units in Corte Madera, and on average in Marin County, there are 1.21 workers for every residence. Assuming each of these workers make two commute trips per day (one to work, and one returning), this would generate approximately 9,240 commute trips per day (3,850 units x 1.2 workers per unit x 2 trips per worker per day).

Corte Madera's contiguous border with the City of Larkspur and access to Highway 101 invites added commuter traffic through Town. A portion of the traffic passing through the Old Corte Madera Square area is traveling to and from Larkspur via Corte Madera Avenue/Magnolia Avenue. These vehicles use Tamalpais Drive to access Highway 101. While an alternative access route to Highway 101 is available to Larkspur residents, via Doherty Drive, this route is considered inconvenient because of the many turns needed to travel between the eastern end of Doherty Drive and Highway 101. Similarly, traffic moving along San Clemente Drive includes vehicles from Tiburon making their way to and from Highway 101 at the Tamalpais Drive interchange.

The presence of Highway 101 as a bisecting, north-south freeway in Corte Madera has impacted Town circulation in two aspects. First, the freeway has created a physical barrier for local circulation between the east and west sides of Town, broken only by the vehicle overcrossing at Tamalpais Drive, the vehicle undercrossing at Wornum Drive, and pedestrian/bicycle crossings (Tamalpais Drive, Wornum Drive, and an overcrossing structure near the Town limit by Larkspur). Second, the freeway has provided regional access for two regional shopping centers, the Village Shopping Center and Town Center, which generate vehicular traffic from both regional shoppers and out-of-town employees, particularly during seasonal shopping periods.

Congestion on Town streets also can be attributed to activities occurring within Corte Madera, including morning and afternoon peak hour trips related to student drop-off at public and private schools. The problem is exacerbated by local street design, which may consist of narrow residential streets leading to the schools, along with limited on-site (school) drop-off and pick-up areas, leading to temporary backup conditions. The design of several key intersections also causes congestion on Town streets. The intersections that serve the Village Shopping Center and Town Center, Tamalpais Drive/San Clemente Drive and Tamalpais Drive/Madera Boulevard respectively, become "choke points" during the holiday shopping periods. The roadways feeding these intersections are adequate, but the intersections could be redesigned to reduce congestion.

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4.0 CIRCULATION

EXISTING LEVELS OF SERVICE

Average Daily Traffic (ADT) counts were collected in 2002 on key roadway segments and PM peak hour counts were taken at key intersections throughout the town. The corresponding LOS on the roadways and at the intersections are shown in Tables 4.2 and 4.3, respectively.

**TABLE 4.2
EXISTING TOWN ROADWAY LEVELS OF SERVICE**

Roadway	Existing ADT	Existing LOS
US 101	173,000	F
Corte Madera Avenue	13,590	E
Fifer Avenue	11,600	C
Madera Boulevard	8,750	A
Nellen Avenue	400	A
Paradise Drive	14,080	A
Redwood Highway (south of Industrial Way)	13,990	C
Redwood Highway (north of Tamalpais Drive)	5,650	A
San Clemente Drive	21,360	C
Tamalpais Drive (east of Eastman Avenue)	18,540	B
Tamalpais Drive (west of US 101)	24,920	D
Tamalpais Drive (east of US 101)	29,330	E

Source: Background Report, 2002

**TABLE 4.3
EXISTING TOWN INTERSECTION LEVELS OF SERVICE**

Intersection	Delay	LOS
Tamalpais Dr./Madera Blvd.	25.2	C
Tamalpais Dr./San Clemente Dr.	20.9	C
Corte Madera Ave./Redwood Ave.	25.9	D
Paradise Dr./Harbour Dr.	14.8	B
Madera Blvd./Town Center Dr.	15.0	B
Tamal Vista Blvd./Fifer Ave.	30.3	C

Source: Background Report, 2002

All Town roadways currently operate at LOS C or higher with the exception of Corte Madera Avenue north of Redwood Avenue, which operates at LOS E, and Tamalpais Drive immediately east and west of Highway 101, which operates at LOS E and D, respectively. In addition, Caltrans-maintained Highway 101 operates at LOS F.

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4.0 CIRCULATION

All roadway intersections studied currently operate at LOS C or higher, with the exception of the Corte Madera Avenue/Redwood Avenue intersection, which operated at LOS D during the peak hour prior to signalization. This intersection has not been studied since improvements were installed in July 2007. Local circulation policy for cities typically focuses on regulation of LOS for roadway intersections (which can be controlled through traffic signage or signalization, if needed) as opposed to regulation of LOS for roadway segments.

FUTURE LEVELS OF SERVICE

The Town's goal for future levels of service is to avoid a degradation of existing intersection LOS. With some limited exceptions, intersections in the Town are projected to operate at LOS D or better. The exception is the intersections in the vicinity of the Tamalpais Drive interchange on Highway 101.

Vehicular Circulation Improvement Plans

Connectivity between the east and west sides of Town is a common concern among Town residents. Highway 101 geographically divides the Town with the population almost evenly split on either side. Approximately 55% of the Town's population resides west of Highway 101, and 45% of the population resides on the east side. Access across Highway 101 is limited to the Tamalpais Drive interchange, the Wornum Drive underpass, and the pedestrian overcrossing north of Wornum Drive.

Certain community resources used by residents on both sides of Highway 101 are located west of Highway 101, including Neil Cummins Elementary School, the Post Office, Town Park, and Town Hall. Construction of improved or new connections between the east and west sides of Town, reducing the barrier effect of Highway 101, would improve intermodal travel and increase a sense of "connectivity" amongst Town residents. Potential opportunities for connections include:

- ◆ Improvements to the existing Tamalpais Drive/Highway 101 overcrossing, to upgrade bicycle and pedestrian access and improve vehicular movement.
- ◆ Construction of a separate bicycle/pedestrian overcrossing, north (connecting The Village and Town Center shopping malls) or just south of the existing Tamalpais Drive/Highway 101 overcrossing (connecting Paradise Drive and Meadowsweet Drive).

Costs for improving the Tamalpais Drive interchange on Highway 101, including bicycle, pedestrian, and vehicle improvements, are estimated to be in excess of \$10 million for expansion or reconstruction.

The Town of Corte Madera Bicycle Transportation Plan contains an estimate of the cost for a bicycle/pedestrian overcrossing of Highway 101 south of Tamalpais Drive. This facility was estimated to cost \$2 million in 2001.

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4.0 CIRCULATION

The Town has also identified several other areas that would benefit from circulation improvements, including:

- ◆ Improving Highway 101 access and safety. The Transportation Authority of Marin (TAM) is overseeing studies to address circulation issues related to the Highway 101/Sir Francis Drake Boulevard interchange, located just north of the Town limits. South of this interchange are interchanges (on- and off-ramps) at Fifer Avenue/Industrial Way and Madera Boulevard, which are spaced below recommended standards and result in significant traffic backups. Alternatives for improving traffic flow in the TAM study include suggestions to eliminate or create interchanges within Corte Madera. The General Plan identifies improvements to the Tamalpais/Paradise Drive – Highway 101 interchange, and related issues of bicycle and pedestrian access, as the Town’s top circulation priority.
- ◆ San Clemente Drive improvements. San Clemente Drive is a “gateway” to Corte Madera. As such, enhancement of the road to create a “boulevard” character, including a landscaped median, decorative street lighting, and protected pedestrian and bicycle corridors, is an important goal for the Town. Some improvements to San Clemente Drive are now scheduled.

The Town’s goals, policies and implementation measures related to vehicular circulation, included in Section 4.5, address these improvements more specifically.

BICYCLE CIRCULATION

Corte Madera’s commitment to community sustainability emphasizes the importance of bicycle mobility within the Town and to destinations beyond the Town limits.



The Town currently has approximately 4½ miles of bike lanes/routes. These include facilities along Paradise Drive, San Clemente Drive, Tamalpais Drive, Tamal Vista Boulevard, Corte Madera Avenue and Lakeside Drive. In July of 2001, the Town adopted the *Bicycle Transportation Plan*, which inventoried existing bike facilities and recommended future improvements. The Town spends approximately \$50,000 per year on bikeway improvements, including street widening, resurfacing, maintenance of existing paths, and installation of landscaping.

The Bicycle Transportation Plan distinguishes between bikeways as follows:

- ◆ A Bike Path is also known as a Class I Bikeway. It provides for pedestrian and bicycle use on a paved right-of-way separate from any street or highway. Under Caltrans standards, it must be at least 8 feet wide for a two-way path, although the Town prefers widths of 12 feet where space allows.
- ◆ A Bike Lane is also known as a Class II Bikeway. It provides for a striped and stenciled lane for one-way travel on a street or highway. A Bike Lane has a minimum standard width of four feet.

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4.0 CIRCULATION

- ◆ A Bike Route is also known as a Class III Bikeway. It provides for shared use of a street with pedestrians or motor vehicle traffic, and may be identified only by signing. Bike routes usually connect other bike lane segments.

Bicycle facilities and paths are summarized in **Table 4.4** and shown in **Figure 4.2**.

Regionally, bicycle trails extend well beyond the borders of Corte Madera, connecting to open space areas and to bicycle paths along public roads and trail systems. Corte Madera and Marin County are unique in that they provide popular, regional access for recreational bicyclists. Marin County prepared a Bicycle and Pedestrian Master Plan in June 2001 addressing County-wide bicycle and pedestrian systems. The Plan addresses various goals and objectives for maintaining existing systems as well as possible construction or upgrades to improve the system to meet the needs of County bicyclists and pedestrians. Marin County has a well-established “Share the Road” program that is intended to reduce conflicts between vehicles and bicyclists sharing County roadways.



Additionally, a multi-jurisdictional effort is underway to complete the Bay Trail, which will provide a continuous bicycle path around the San Francisco Bay. The Bay Trail would proceed through Corte Madera along portions of Paradise Drive and along Bay frontage on or near the old railroad levee.

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4.0 CIRCULATION

TABLE 4.4:
EXISTING BIKEWAY FACILITIES IN CORTE MADERA

Bicycle Lane/Path Segment	Type of Facility	Length (Miles)
High Canal Path (Town Park to Lucky Drive)	Path	.9
Madera Boulevard (Tamal Vista to Tamalpais Drive)	Lane	.3
Northwestern Pacific ROW (High Canal to Tamal Vista)	Path	.1
Northwestern Pacific ROW (High Canal to Town limit)	Path	.8
Paradise Drive – south side (Prince Royal to Westward)	Path	.3
Paradise Drive – south side (Prince Royal to El Camino)	Lane	.1
Paradise Drive – south side (San Clemente Drive to Madera del Presidio)	Lane	.1
Redwood Highway (Tamalpais Drive to Town limit)	Path	.7
San Clemente Drive (Tamalpais Drive to Paradise Drive)	Path	.5
Town Park (west and north periphery)	Path	.4
Wornum Drive (Redwood Highway to Tamal Vista)	Path	.2
Total: 4.4 Miles		

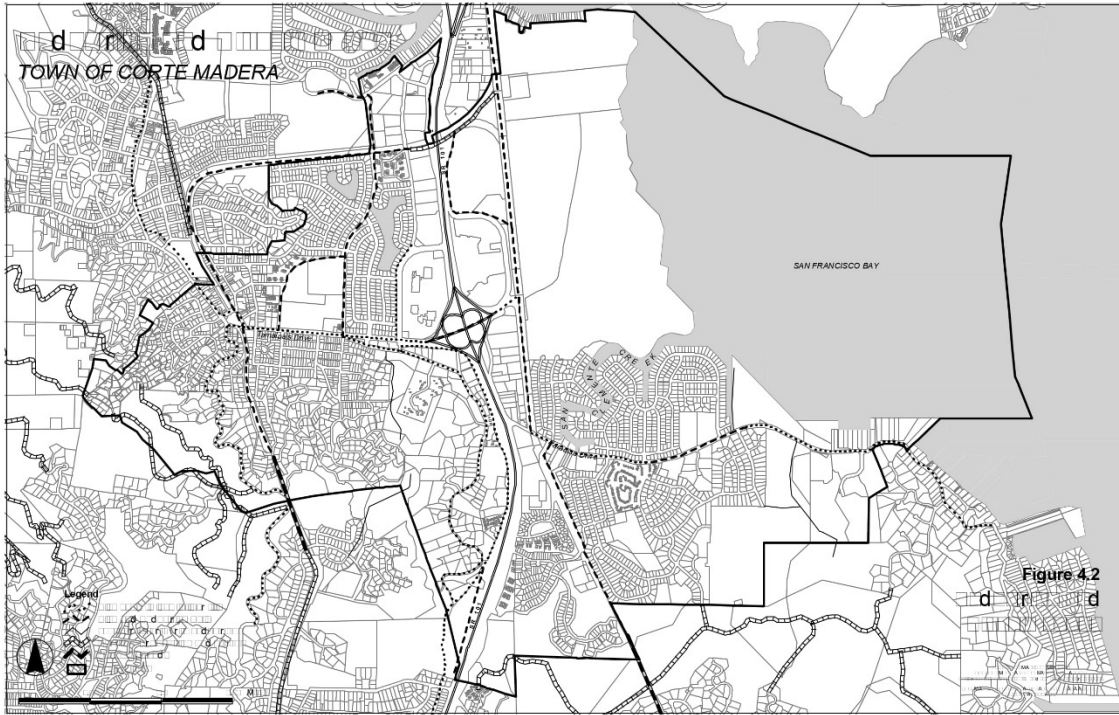
Source: Town of Corte Madera Bicycle Transportation Plan, 2001

BICYCLE CIRCULATION IMPROVEMENT PLANS

The Town’s *Bicycle Transportation Plan* identified several opportunities for improvements to bicycle circulation systems that would create expanded opportunities for non-vehicular travel in the area through greater interconnectivity within the Town and to other cities. The abandoned historic railroad rights-of-way offer many opportunities for bicycle and pedestrian pathways. A number of the *Plan’s* recommended improvement projects are listed below. Some of the improvements are not currently feasible due to limited right-of-way options for constructing improvements or excessive costs for construction:

- ◆ Improve bicycle/pedestrian access across Highway 101. Several alternatives exist to achieve this goal, including improving the existing overpass on Tamalpais Drive or construction of an overpass either to the north or south of Tamalpais Drive.
- ◆ Construction improvements to the Corte Madera Creek Trestle, linking Corte Madera and the Larkspur Ferry Terminal near the Greenbrae Boardwalk.
- ◆ Construction improvements for the Cal Park Hill Tunnel linking Larkspur and San Rafael further north of the Larkspur Ferry Terminal. Additionally, local bicycle advocacy groups have suggested reopening Alto Tunnel linking Corte Madera with Mill Valley.
- ◆ Improvements to bicycle lanes along Tamalpais Drive, Paradise Drive and Corte Madera Avenue where bicycle lanes are narrow or unstriped.

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4.0 CIRCULATION

PEDESTRIAN CIRCULATION

Pedestrian movement through the Town occurs via a series of sidewalks on major streets. As previously discussed, Highway 101 acts as a partial barrier to connectivity between the east and west areas of the Town, with pedestrian access limited to the Tamalpais Drive interchange, the Wornum Drive pedestrian undercrossing, and the overcrossing at the north edge of Town on the Larkspur border. As discussed in Chapter 6 (Parks and Recreation), the Town also has a number of unpaved hiking trails in its hillside areas, including in the Ring Mountain, Chapman Hill and Christmas Tree Hill areas. The Town maintains portions of the following trails (which include trails improved with stairways) through its Capital Improvement Program budget:

- ◆ Hill Path
- ◆ California Lane
- ◆ Portola Stairs
- ◆ Ridge Way Stairs
- ◆ Short Path
- ◆ Jean Bean
- ◆ Golden Stairs
- ◆ Spring Trail

In certain instances, pedestrian and bicycle paths are combined (in joint use) along paved paths, such as along paths around and north of Town Park or along Bayside Trail Park.

The Town recently adopted a Transition Plan that will provide for phased pedestrian circulation improvements to increase public accessibility consistent with requirements of the Americans with Disabilities Act.



Key trails are shown in Figure 4.2.

4.4 PUBLIC TRANSPORTATION

BUS SERVICE

Marin Transit, in contract with The Golden Gate Bridge Highway and Transit District provides transit service in the Town of Corte Madera. Service routes and stops vary over time, in part due to budgetary restrictions of the District. Commuter service to locations in Marin County and Downtown San Francisco are currently provided.

The Marin Airporter provides service to and from San Francisco International Airport from locations throughout Marin County.

The nearest Greyhound bus services are located in San Rafael.

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4.0 CIRCULATION

FERRY SERVICE

The Golden Gate Bridge Highway and Transportation District Ferry Service provides daily commuter ferry service between Larkspur, Sausalito and San Francisco. The Blue and Gold Fleet offers ferry service between Tiburon, Sausalito, Angel Island and San Francisco. The Angel Island Ferry offers service between Tiburon and Angel Island.

RAIL SERVICE

There are no rail facilities or services in Corte Madera or the adjacent communities. The Sonoma Marin Area Rapid Transit (SMART) may establish rail service between Cloverdale and Larkspur Ferry Terminal during the life of this General Plan. Historic railroad rights-of-way in the Town, through Menke Park south to the Alto Tunnel, and along Bay frontage, have been converted to pedestrian/bicycle paths.

AIRPORTS

The Town does not have a commercial or general aviation airport. The nearest general aviation facility is in San Rafael. Commercial service is available at the San Francisco and Oakland International Airports.

PRIVATE TRANSPORTATION SERVICES

A number of operators provide taxi service in the Town and adjacent communities. There is no private bus service in the Town.

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4.0 CIRCULATION

4.5 GOALS, POLICIES, AND IMPLEMENTATION PROGRAMS FOR CIRCULATION

GOAL CIR-1

A circulation system that adequately and safely supports existing and planned land use.

POLICY CIR-1.1

Provide safe and convenient linkages between all modes of travel within the planning area, and extending between the Town and adjacent jurisdictions in the region.

Implementation Program CIR-1.1.a: Town Circulation

In developing circulation projects, consider all modes of travel, including access to transit stations and stops, and bicycle and pedestrian path connections between work, home, school, and commercial services.

Responsibility:	Public Works Department
Timeframe:	On-going
Resource:	CIP Budget

Implementation Program CIR-1.1.b: Regional Connections

Partner with local jurisdictions and Marin County to extend bicycle and pedestrian path connections so that circulation is uninterrupted between the Town and adjacent jurisdictions.

Responsibility:	Public Works Department
Timeframe:	On-going
Resource:	CIP Budget

Implementation Program CIR-1.1.c: New Development

Incorporate convenient bicycle and pedestrian access and facilities in new development projects that link to Town and regional bicycle and pedestrian path connections.

Responsibility:	Planning & Building Department
Timeframe:	On-going
Resource:	Application Fees

POLICY CIR-1.2

Ensure that current Levels of Service at intersections are maintained when considering new development within Corte Madera.

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4.0 CIRCULATION

Implementation Program CIR-1.1.a: Level of Service Standards

The town shall strive to maintain Level of Service (LOS) D operation during the weekday morning and evening peak periods at intersections of an arterial street with either another arterial or a collector street and intersections of two collector streets. For projected future conditions the LOS is to be calculated using the average traffic demand over the highest 60-minute period. For all types of controls the Level of Service standard is to be applied to the average operation of the intersection, and not that for any single movement or approach. Exceptions to meeting this standard include:

- 1) Stop-controlled minor street approaches to either collector or arterial streets, where safety shall be the primary consideration;
- 2) Locations where the Town Engineer deems improvement to be technically, financially, or environmentally infeasible;
- 3) Conditions where the improvement would result in significant adverse impacts to other travel modes, including walking, bicycling, or transit; or
- 4) Locations where attainment would ensure the loss of an area's unique character.

Responsibility:	Planning/Bldg & Public Works Departments
Timeframe:	On-going
Resource:	Application Fees; CIP Budget

POLICY CIR-1.3

Maintain and upgrade existing streets to meet the needs of Town residents.

Implementation Program CIR-1.3.a: Street Maintenance/Upgrades

Emphasize on-going maintenance and upgrading of existing streets in the CIP and through collection of impact fees.

Responsibility:	Planning/Bldg & Public Works Departments
Timeframe:	On-going
Resource:	Application Fees; CIP Budget

Implementation Program CIR-1.3.b: Impact Fees

The Town shall periodically adjust impact fees collected for street construction, repair and maintenance.

Responsibility:	Public Works Department
Timeframe:	On-going
Resource:	Application Fees; CIP Budget

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4.0 CIRCULATION

Implementation Program CIR-1.3.c: Madera Blvd./Council Crest Dr./Tamal Vista Blvd

Signalize the intersection of Madera Boulevard, Council Crest Drive and Tamal Vista Boulevard to meet the Town traffic level of service standard.

Responsibility: Public Works Department
 Timeframe: On-going
 Resource: Impact Fees; CIP Budget

Implementation Program CIR-1.3.d: Street Improvements Associated with The Village Shopping Center

Projects involving the expansion of floor area to 0.47 and mixed-use development at The Village Shopping Center shall include the following roadway improvements or alternative improvements in roadway operation to the Tamalpais corridor to maintain the Town Level of Service standard of "D:"

- Widen eastbound Tamalpais Drive to three lanes from the Highway 101 Northbound Off-Ramp through the San Clemente Drive Intersection.
- Extend the third through lane on Tamalpais Drive at the intersection of San Clemente Drive into one of the northbound left-turn lanes at the Redwood Highway/Village South Driveway intersection.
- Construct three northbound left-turn lanes and one right-turn lane at the intersection of Tamalpais Drive/San Clemente Drive.
- Install a stop sign at the intersection of Tamalpais Drive and Paradise Drive.

Responsibility: Planning/Bldg & Public Works Departments
 Timeframe: On-going
 Resource: Impact Fees; CIP Budget

POLICY CIR-1.4

Work cooperatively with surrounding jurisdictions to effectively address concerns of through-traffic on Town streets, seeking innovative traffic solutions to issues related to peak-hour commute patterns and practices.

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4.0 CIRCULATION

Implementation Program CIR-1.4.a: Interagency Cooperation

Work with the City of Larkspur, TAM, and Caltrans to explore options for developing an improved connection between the east end of Doherty Drive and Highway 101, as part of the Highway 101/Sir Francis Drake Boulevard Interchange Study. The objective of this connection would be to provide the residents of Larkspur with access to Highway 101 along a route that does not include Tamalpais Drive and Old Corte Madera Square.

Responsibility: Public Works Department
Timeframe: On-going
Resource: General Fund; CIP Budget

Implementation Program CIR-1.4.b: Highway 101 Changes

The Town's support for Highway 101 projects will depend on the extent to which there is community benefit. The Town will oppose any modifications to Highway 101 on- and off-ramps that would have an overall adverse impact to its businesses or movement of people through the community.

Responsibility: Public Works Department
Timeframe: On-going
Resource: General Fund

POLICY CIR-1.5

Emphasize traffic safety and reduce travel-related impacts to residential neighborhoods and the local street system.

Implementation Program CIR-1.5.a: Circulation Studies

Developers shall fund and the Town will administer traffic impact studies to address on- and off-site traffic and circulation impacts, including assessments of project level of service intersection impacts.

Responsibility: Public Works Department
Timeframe: On-going
Resource: Application Fees

POLICY CIR-1.6

Assure the adequacy and availability of the circulation system for all persons by implementing the Americans with Disabilities Act.

Implementation Program CIR-1.6.a: Barrier Removal

Remove barriers on sidewalks and at street crossings as identified and prioritized in the Town of Corte Madera ADA Transition Plan.

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4.0 CIRCULATION

Responsibility: Public Works Department
 Timeframe: On-going
 Resource: CIP Budget

Implementation Program CIR-1.6.a: Barrier Free Design

Continue to design roadway, intersection and sidewalk projects to assure accessibility for all persons, consistent with the Americans with Disabilities Act.

Responsibility: Public Works Department
 Timeframe: On-going
 Resource: CIP Budget

POLICY CIR-1.7

Apply appropriate functional classifications and modern design standards in the construction of new roadways, and reconstruction of existing roadways in the Town.

Implementation Program CIR-1.7.a: Roadway Standards

Require that new and reconstructed roadways meet the standards pursuant to CalTrans' Traffic Manual and Highway Design Manual, as applicable.

Responsibility: Public Works Department
 Timeframe: On-going
 Resource: CIP Budget; Impact fees

Implementation Program CIR-1.7.b: Street Design

As part of the Design Guidelines, develop streetscape design standards consistent with General Plan design goals and planned Mixed-Use land use designations.

Responsibility: Planning/Bldg & Public Works Departments
 Timeframe: Three years
 Resource: General Plan Maintenance Fee.

Implementation Program CIR-1.7.c: Complete Streets

Develop streetscape design standards that support the concept of complete streets whereby all modes of transportation are accommodated.

Responsibility: Public Works Department
 Timeframe: Three years
 Resource: General Plan Maintenance Fee

Implementation Program CIR-1.7.d: Stormwater

As part of the Design Guidelines related to roadway improvements/modifications, create requirements for onsite stormwater retention and infiltration to minimize runoff by using non-traditional approaches to stormwater management such as bioretention, rain gardens, and pervious pavement.

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4.0 CIRCULATION

Responsibility: Public Works Department
 Timeframe: Three years
 Resource: General Plan Maintenance Fee

Implementation Program CIR-1.7.e: Energy Efficiency

Ensure that all current and planned traffic signals use the latest low energy technology (such as LED), and promote the use of renewable energy where appropriate (e.g. solar powered signals).

Responsibility: Public Works Department
 Timeframe: On-going
 Resource: CIP Budget

Implementation Program CIR-1.7.f: School Re-Use

Minimize traffic impacts upon residential neighborhoods from re-use of existing schools, consistent with public service facility policies in the Land Use Chapter of the General Plan.

Responsibility: Planning and Building Department
 Timeframe: On-going
 Resource: Application Fees

POLICY CIR-1.8

Support investment in local and regional transit and transportation plans that provide alternatives to automobile-intensive transportation programs through CIP actions.

Implementation Program CIR-1.8.a: Regional Transit

Partner with regional transportation agencies and transit providers to create programs aimed at reducing vehicle miles traveled (VMT) in the Town and region. These programs may include the provision of additional transit options, reviving fixed rail service within the County, carpooling programs, partnerships with employers to support variable work hours, transit passes, and programs aimed at altering travel behavior.

Responsibility: All Town Departments
 Timeframe: On-going
 Resource: CIP Budget

Implementation Program CIR-1.8.b: Reduce Vehicle Miles Traveled (VMT)

Facilitate employment opportunities that minimize the need for automobile trips, such as live/work, telecommuting, satellite work centers, home occupations and mixed use development strategies.

Responsibility: Planning & Building Department
 Timeframe: On-going
 Resource: Application fees

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4.0 CIRCULATION

Implementation Program CIR 1.8.c: Alternative Transit Vehicles

Support regional transportation agencies and transit providers in the acquisition and use of fuel efficient and non-fossil fuel based transit vehicles, such as hybrid electric or fuel cell buses.

Responsibility: All Town Departments
 Timeframe: On-going
 Resource: CIP Budget

POLICY CIR-1.10

Implement traffic enforcement actions as a means of improving traffic, bicycle and pedestrian safety.

Implementation Program CIR-1.10.a: Traffic Enforcement

Work with the Twin Cities Police Authority to ensure provision of effective traffic enforcement efforts in Corte Madera, particularly along streets and at intersections experiencing higher accident rates.

Responsibility: Twin Cities Police Authority
 Timeframe: On-going
 Resource: General Fund

POLICY CIR-1.11

Participate in regional transportation and land use planning efforts and programs to promote Town objectives and interests of Corte Madera residents and workers.

Implementation Program CIR-1.11.a: Transportation Agencies

Regularly attend and participate in meetings of the TAM, Caltrans and other transportation agencies to further long-term transportation and circulation goals of the Town, including construction upgrades to the Tamalpais/Paradise Drive - Highway 101 interchange.

Responsibility: Public Works Department
 Timeframe: On-going
 Resource: General Fund

Implementation Program CIR-1.11.b: Review of Agency Documents

Further the long-term transportation and circulation goals of the Town by reviewing and providing responses to environmental and planning documents distributed to the Town by surrounding jurisdictions and regional transportation agencies.

Responsibility: Planning/Bldg & Public Works Departments
 Timeframe: On-going
 Resource: General Fund

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4.0 CIRCULATION

POLICY CIR-1.12

Actively encourage public and private schools to implement trip reduction programs and reduce congestion caused by commuting students and staff.

Implementation Program CIR-1.12.a: Reduction of School Traffic

Actively support efforts to improve upon and expand transportation options for students and reduce school-related traffic congestion. Examples include supporting increased funding of school buses and crossing guards, construction of safe routes to schools, and staggering school hours.

Responsibility: Planning/Bldg & Public Works Departments
Timeframe: On-going
Resource: Application Fees

Implementation Program CIR-1.12.b: TDM for New Schools

Work with local school districts in establishing Travel Demand Management (TDM) programs for existing, new or expanded public schools. Private schools shall include TDM proposals with their development applications to the Town.

Responsibility: Planning/Bldg & Public Works Departments
Timeframe: On-going
Resource: General Fund; Application Fees

GOAL CIR-2

A circulation system that safely and effectively links the east and west sides of Corte Madera.

POLICY CIR-2.1

Prioritize options for improving bicycle and pedestrian access across Highway 101.

Implementation Program CIR-2.1.a: Priority Projects

Upgrades to the Tamalpais/Paradise Drive - Highway 101 interchange and completion of a Class I bicycle lane along Paradise Drive to the Tiburon City limit (consistent with planned improvements for the Bay Trail) are recognized as top priorities. This priority may also be implemented by construction of a free-standing pedestrian/bicycle bridge to the north or south of the existing interchange.

Responsibility: Planning/Bldg & Public Works Departments
Timeframe: On-going
Resource: General Fund; CIP Budget; Impact Fees

Implementation Program CIR-2.1.b: Impact Fees

Include bicycle and pedestrian improvements in the Town's updated Development Impact Fee program and within the Paradise/San Clemente Community Plan, prioritizing improved east/west connections in the Town.

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4.0 CIRCULATION

Responsibility: Planning/Bldg & Public Works Departments
 Timeframe: On-going
 Resource: General Fund; General Plan Maintenance Fee

POLICY CIR-2.2

Prioritize the reconstruction of the Tamalpais/Paradise Drive – Highway 101 interchange to improve use by vehicles, bicycles and pedestrians.

Implementation Program CIR-2.2.a: Improvements to Highway 101

Work with Caltrans and TAM on plans for improvement of Highway 101 interchanges in the Corte Madera and Larkspur areas. In particular, support those plans that include improvements to the Tamalpais Drive interchange on Highway 101.

Responsibility: Public Works Department
 Timeframe: On-going
 Resource: General Fund; CIP Budget

Implementation Program CIR-2.2.b: Tamalpais/Highway 101 Interchange

The Town designates upgrades to the Tamalpais/Paradise Drive–Highway 101 interchange as its top priority for major roadway improvements. Accordingly, the Town shall work with Caltrans, TAM, and related agencies to ensure the interchange improvements are recognized through regional transportation construction and funding programs. The improvements to the interchange shall address the following key issues:

- Improvement of existing limited vehicular sight distance on the bridge.
- Separation of on- and off-ramp traffic from surface street flow.
- Structural upgrades to the bridge to meet current state and federal standards.
- Upgrades to the existing pedestrian and bicycle paths and overcrossing, including improved access from intersections adjacent to the overcrossing. (Note: construction of a free-standing pedestrian/bicycle overcrossing north or south of the interchange remains an option.)
- Improved signal coordination and circulation plans that recognize the five signalized intersections in the immediate vicinity of the interchange on Tamalpais Drive and Paradise Drive/San Clemente Drive, as a means of improving traffic flow and public safety.
- Expansion of the right-of-way in the vicinity of the interchange, as necessary, to accommodate improvements.

Responsibility: Public Works Department

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4.0 CIRCULATION

Timeframe: Three to Seven years
Resource: General Fund; CIP Budget; Impact Fees

POLICY CIR-2.3

Work with CalTrans and Marin County to develop additional vehicular connections across Highway 101.

Implementation Program CIR-2.3.b: Southern Crossing

Study the feasibility of a new vehicular overcrossing and limited interchange south of the Tamalpais interchange.

Responsibility: Public Works Department
Timeframe: To be determined
Resource: CIP Budget

GOAL CIR-3

A Town-wide system of safe, efficient and attractive bicycle and pedestrian routes for commuter, school and recreational use.

POLICY CIR-3.1

Increase the Town's network of bicycle and pedestrian paths, especially Class I facilities, as viable alternatives to vehicular transportation, especially for access to neighborhoods, commercial centers, schools, parks and other key activity centers.

Implementation Program CIR-3.1.a: Bicycle Transportation Plan

Periodically update the Bicycle Transportation Plan. As part of the update process, expand the scope to the Plan to include pedestrian trails

Responsibility: Planning/Bldg & Public Works Departments
Timeframe: Five years
Resource: General Fund; General Plan Maintenance Fee

Implementation Program CIR-3.1.b: Bike Lane Improvements

The Town will prioritize improvements to existing bicycle lanes and construction of new lanes, based on the following criteria:

- Existing needs that are not adequately addressed.
- The number of potential users served.
- The potential for adverse impacts on surrounding areas.
- The need for supporting improvements.
- Costs for constructing and maintaining improvements.
- Environmental or related impacts associated with construction.

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4.0 CIRCULATION

As noted above, the Town's top priorities for construction of bicycle lane improvements are to the Tamalpais/Paradise Drive - Highway 101 interchange, and completion of a Class I facility (constructed in coordination with the Bay Trail) on Paradise Drive south to the Tiburon City limit. Additional priority improvements may include a Class I north/south bicycle lane extending from Town Park to Lucky Drive (achieved in part through paving and possible widening of existing gravel paths), and, as site conditions and right-of-way allow, along Meadowsweet Drive.

The Town shall include its prioritization of construction improvements in an updated Bicycle Transportation Plan.

Responsibility: Planning/Bldg & Public Works Departments
 Timeframe: Three years
 Resource: General Fund; General Plan Maintenance Fee

Implementation Program CIR-3.1.d: Development of Bicycle Paths

Where appropriate, require proposed development projects adjacent to existing or proposed bikeway routes to include bicycle paths or lanes in their street improvement plans and to construct the bicycle paths or lanes as a condition of project approval.

Responsibility: Planning/Bldg & Public Works Departments
 Timeframe: On-going
 Resource: Application Fees

Implementation Program CIR-3.1.e: Bike Paths

Revise the Municipal Code to provide flexibility in street standards for subdivisions that encourage construction of bicycle paths where they presently do not exist.

Responsibility: Public Works Department
 Timeframe: Three years
 Resource: General Plan Maintenance Fee

Implementation Program CIR-3.1.f: Bicycle Circulation Review

Require bicycle circulation to be considered in the review of development projects and include in the Design Guidelines.

Responsibility: Planning/Bldg & Public Works Departments
 Timeframe: On-going
 Resource: Application Fee; General Plan Maintenance Fee

POLICY CIR-3.2

Support the improvement of bicycle lanes and pedestrian paths as part of the Safe Routes to School program.

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4.0 CIRCULATION

Implementation Program CIR-3.2.a: Safe Routes to School

Work with local School Districts to identify those bicycle and pedestrian routes most critical for Safe Routes to School improvements.

Responsibility: Planning/Bldg & Public Works Departments
Timeframe: On-going
Resource: General Fund; CIP Budget

POLICY CIR-3.3

Explore opportunities to install bicycle and pedestrian paths that provide connections to surrounding communities and regional open spaces.

Implementation Program CIR-3.3.a: Pathway Connections

As part of the Town's CIP and Specific Plans, identify locations for provision of bicycle or pedestrian pathways through cul-de-sacs or dead-end streets where land may be available to do so.

Responsibility: Planning/Bldg & Public Works Departments
Timeframe: On-going
Resource: CIP Budget; General Plan Maintenance Fee

Implementation Program CIR-3.3.b: Access to Hiking Trails

Improve access to hiking trails by placing bicycle racks at selected locations where on-street parking is unavailable, such as at the southern terminus of Koch Road and at cul-de-sacs in the vicinity of Ring Mountain.

Responsibility: Planning/Bldg & Public Works Departments
Timeframe: On-going
Resource: CIP Budget

Implementation Program CIR-3.3.c: Alto Tunnel

Participate in multi-jurisdictional and inter-agency efforts (including local and regional bicycle organizations) to determine the feasibility of reopening and funding the reconstruction of the Alto Tunnel (or equivalent options) as a regional bicycle and pedestrian path connecting Corte Madera and Mill Valley. Coordinate any future reconstruction efforts with the Marin County Open Space District and Mill Valley.

Responsibility: Planning/Bldg & Public Works Departments
Timeframe: On-going
Resource: General Fund

Implementation Program CIR-3.3.d: Bike Rest Stop

Consider installation of a bicycle rest pullout on Corte Madera Avenue at the summit of Chapman Hill. If feasible, construct a pullout funded in cooperation with local and regional bicycle organizations and the Town CIP.

Responsibility: Planning/Bldg & Public Works Departments

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4.0 CIRCULATION

Timeframe: On-going
 Resource: General Fund; CIP Budget

POLICY CIR-3.4

Improve access for the physically disabled throughout the Town.

Implementation Program CIR-3.4.a: Funding in CIP

Provide annual funding in the CIP to implement pedestrian improvement projects identified in the Americans with Disabilities Act Transition Plan.

Responsibility: Public Works Department
 Timeframe: On-going
 Resource: CIP Budget

POLICY CIR-3.5

Emphasize use of pedestrian pathways and sidewalks as an integral part of the Town's circulation system.

Implementation Program CIR-3.5.a: Sidewalk Design

Design new and replacement sidewalks to increase pedestrian safety, use and aesthetics, including the following principles, to be included in the Design Guidelines:

- Sidewalks shall be designed to ADA standards.
- Maintain sidewalk clearances of at least four feet in residential areas and wider clearances in commercial areas.
- Consider use of decorative concrete, stamps and other aesthetic treatments for sidewalks in commercial locations or areas used for public gatherings.
- Include streetscape amenities with sidewalks, such as street trees and landscape planters.
- Provide adequate lighting of sidewalks to improve safety and encourage evening use by Town residents.

Responsibility: Planning/Bldg & Public Works Departments
 Timeframe: Three years
 Resource: Application Fee; General Plan Maintenance Fee

Implementation Program CIR-3.5.b: Sidewalk Improvements

Emphasize sidewalk improvements in the CIP. Where possible, pursue local, state and federal funding to assist in constructing sidewalk improvements.

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4.0 CIRCULATION

Responsibility: Public Works Departments
Timeframe: On-going
Resource: CIP Budget

Implementation Program CIR-3.5.c: Sidewalk Repairs

Require property owners to pay their fair share of costs for repairing existing sidewalks.

Responsibility: Public Works Departments
Timeframe: On-going
Resource: Property owners' funds

GOAL CIR-4

A public transportation system that improves the mobility of Town residents.

POLICY CIR-4.1

Expand the number of public transit locations within Corte Madera.

Implementation Program CIR-4.1.a: Additional Transit Locations

Identify appropriate locations for additional transit routes and bus shelters in Corte Madera. Potential shelter sites for consideration include the intersection of Koch Road and Paradise Drive; along Paradise Drive near the Aegis assisted living center; and in the vicinity of school uses on the east side of Town, including the Marin Montessori School, the Marin Country Day School and Granada School. Bus shelters should utilize advanced global positioning technologies to identify arrival of next scheduled bus.

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4.0 CIRCULATION

Responsibility: Planning/Bldg & Public Works Departments
 Timeframe: Four years
 Resource: CIP Budget

Implementation Program CIR-4.1.b: Regional Transit Plans

Support regional transit, particularly those plans and programs which improve transit services in the Corte Madera area and which may help reduce through-Town traffic, through CIP and other funding efforts and by offering support to such programs, such as Marin County Transit District's Twin Cities Shuttle.

Responsibility: Planning/Bldg & Public Works Departments
 Timeframe: On-going
 Resource: General Fund

Implementation Program CIR-4.1.c: Mall Shuttle System

Work with The Village and Town Center mall operators to reduce shopping traffic and parking congestion by establishing a shuttle system during peak shopping periods for use by local residents. Consider extending the shuttle service to other areas of the community. Alternatively, a pedestrian/bicycle bridge linking the two centers should be explored in conjunction with planned improvements to the Tamalpais/Paradise Drive - Highway 101 interchange. Such a structure could be an attractive and important visual landmark for the community.

Responsibility: Planning/Bldg & Public Works Departments
 Timeframe: On-going
 Resource: General Fund; CIP Budget

GOAL CIR-5

Well-designed roadways that respect the scenic character of Corte Madera.

POLICY CIR-5.1

Designate scenic corridors in Corte Madera along arterials that reflect the Town's unique visual qualities.

Implementation Program CIR-5.1.a: Scenic Corridors

Recognize Corte Madera Avenue, Paradise Drive, Redwood Highway and Tamalpais Drive as Scenic Corridors through an amendment to the Municipal Code.

Responsibility: Planning and Building Department
 Timeframe: Two years
 Resource: General Plan Maintenance Fee

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4.0 CIRCULATION

Implementation Program CIR-5.1.b: Corridor Design Guidelines

Adopt aesthetic protection and enhancement guidelines, in coordination with the Town Design Guidelines, for designated Scenic Corridors. The Guidelines shall include the following provisions:

- Protection of the quality of the views afforded to drivers, bicyclists and pedestrians using these streets and adjoining pathways or sidewalks.
- Installation of street furniture, lighting and landscaping to enhance the visual quality of these streets, as appropriate to the particular setting.
- Maintaining view corridors along the streets, where feasible, including views of Mount Tamalpais and the San Francisco Bay, by evaluation of development proposals, signage and related improvements that may substantially alter or detract from the quality of the views.

Responsibility: Planning and Building Department
Timeframe: Three years
Resource: General Plan Maintenance Fee

POLICY CIR-5.2

Complete reconstruction of San Clemente Drive as a boulevard, with improvements such as medians, streetscaping, pedestrian and bicycle paths and street crossings, while also preserving the functionality of the street as an arterial.

Implementation Program CIR-5.2.a: San Clemente Reconstruction

Place provisions for development of San Clemente Drive as a Boulevard in the San Clemente/Paradise Drive Community Plan.

Responsibility: Planning and Building Department
Timeframe: Three years
Resource: General Plan Maintenance Fee

Implementation Program CIR-5.2.b: Funding San Clemente

Recommend CIP and Impact Fee funding for completion of roadway and right-of-way improvements along San Clemente Drive.

Responsibility: Public Works Department
Timeframe: On-going
Resource: CIP Budget

GOAL CIR-6

Safe, convenient and adequate parking for uses throughout the Town.

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4.0 CIRCULATION

POLICY CIR-6.1

Require parking to meet the needs of existing and planned land uses.

Implementation Program CIR-6.1.a: Off-Street Parking

Through the design review process and appropriate update to the Zoning Ordinance, require all new development to provide sufficient off-street parking. The Zoning Ordinance parking standards shall recognize reduced on-site parking requirements when developments include mixed-uses with offset peak hour parking, and provisions for alternative transportation modes.

Responsibility: Planning and Building Department
 Timeframe: Two years
 Resource: Application Fee; General Plan Maintenance Fee

Implementation Program CIR-6.1.b: Preferential Employee Parking

The Zoning Ordinance shall require that all new office, commercial and light industrial development that includes 50 or more on-site employees provide preferential employee parking for carpools and vanpools.

Responsibility: Planning and Building Department
 Timeframe: Two years
 Resource: General Plan Maintenance Fee

Implementation Program CIR-6.1.c: Mall Parking Garages

Provide for the construction of structured parking at The Village shopping center in response to plans for expansion of the center, particularly in support of mixed-use developments and where expansion plans are consistent with General Plan objectives and the Design Guidelines.

Responsibility: Planning and Department
 Timeframe: On-going
 Resource: Application Fees

POLICY CIR-6.2

Explore ways to provide commuter parking convenient to bus stops.

Implementation Program CIR-6.2.a: Improve Transit Parking

Work with local and regional transit providers to identify needs and fund improvements for public parking and transit shelters.

Responsibility: Public Works Department
 Timeframe: On-going
 Resource: General Fund; CIP Budget

POLICY CIR-6.3

LA-4.2, Town of Corte Madera, page 49 of 49

4.0 CIRCULATION

Support Intelligent Transportation Systems (ITS) programs within the Town to reduce vehicle miles traveled (VMT) and associated emissions, and improve transit efficiency, reliability and user experience.

Implementation Program CIR-6.3.a: ITS Program

Determine appropriate ITS intelligent infrastructure strategies that can be implemented to promote efficient mobility and safety within the Town. ITS strategies should seek to monitor and manage traffic, reduce congestion, provide route guidance, among other goals. These strategies can include the following:

- Arterial management
- Freeway management
- Traffic management
- Traveler information
- Crash prevention and safety
- Bus schedule and route frequency information

Responsibility: Public Works Department
Timeframe: On-going
Resource: CIP Budget

Responses to Comments: Community Based Organizations

Comment CBO-1, Larkspur Corte Madera School District, page 1 of 1



**LARKSPUR-
CORTE MADERA
SCHOOL DISTRICT**

*Board of Trustees: Monica Cañas, Amir Movafaghi,
Sarah Mueller, Eric Schmautz, Annie Sherman
Superintendent: Brett Geithman, Ed.D.*

230 Doherty Drive, Larkspur, CA 94939
(415) 927-6960
www.lcmschools.org

August 8, 2022

Corte Madera Town Council
240 Tamal Vista Boulevard, Suite 110
Corte Madera, CA 94925

Dear Mayor Casissa and Esteemed Councilmembers:

The Larkspur-Corte Madera School District is most interested in the project being proposed by Caltrans, planning a major retrofit of the Tamalpais Drive / Highway 101 interchange in Corte Madera. Tamalpais Drive serves as the main connection between East Corte Madera and The Cove School on the east side of the highway, and West Corte Madera, Larkspur, Neil Cummins Elementary, and Hall Middle on the west side of the highway. The Cove School's students, approximately 325, matriculate to Hall Middle School once they graduate 5th grade.

CBO-1-1

As you know, Caltrans is currently considering six alternatives for the project. Four of these alternatives would construct a new 15-foot wide multi-use path parallel to the existing Tamalpais Drive interchange for use by both pedestrians and bicyclists, with 4B being the optimal alternative to provide pedestrian and bicycle use while also allowing for efficient car traffic. Unfortunately, the other two alternatives do not provide a path for use by bicyclists. The District thinks this is a major omission, and we urge Caltrans to choose one of the alternatives that would construct a multi-use path.

This matter is of the utmost importance to Larkspur-Corte Madera School District given the geographic location of the project. A new multi-use path over Highway 101 would be a valuable addition to the *Safe Routes to Schools* network in Larkspur and Corte Madera, whom the District works closely with to ensure the safety and convenience of students and parents walking and riding to and from school, it would also help the District meet its *Safe Routes to Schools* goals of less traffic congestion, pollution, etc., the benefits of which the entire community enjoys.

Thank you for your consideration in this matter.

Sincerely,

Brett Geithman, Ed.D.
Superintendent

Annie Sherman
President, Board of Trustees
Larkspur-Corte Madera School District

Comment CBO-2, Transportation Authority of Marin, page 1 of 1



Ms. Nagle and the Caltrans project team,

CBO-2-1

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

The Larkspur Corte Madera Safe Routes to Schools task force has identified this crossing as a priority issue. Students traveling to schools on either end of the crossing need a safe passage. Younger students especially need to not be in the road with traffic. People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

Wendi Kallins

Program Coordinator Marin Safe Routes to Schools.

Comment CBO-3, Marin County Bicycle Coalition, page 1 of 4



August 22, 2022

Ms. Liz Nagle
Environmental Scientist, Caltrans District 4
P.O. Box 23660, MS-8B
Oakland, CA 94623-0660

RE: US Highway 101 Tamalpais Drive Overcrossing Project — Preferred Alternative

Dear Ms. Nagle:

Thank you for this opportunity to share our comments and recommendations for the US Highway 101 Tamalpais Drive Overcrossing Project. Members of the Corte Madera community have been lobbying for improvements to mobility, multi-modal access, connectivity, and safety through the Tamalpais Drive/US 101 interchange for decades. This project is the best opportunity to implement the community's desired improvements and realize its long-awaited aspirations. All stakeholders must seize this moment.

CBO-3-1

US 101 cuts through the heart of Corte Madera, acting as both a psychological and physical barrier dividing the town into two halves. Tamalpais Drive is one of only two roadways that provide access across US 101, and is the most central and direct route between East Corte Madera and West Corte Madera schools, recreational facilities, businesses, and residential neighborhoods.

We stand with Corte Madera's elected officials, community members, mobility advocates, and parents desiring safe routes to school for their children. Together, we are united in our desire for a Tamalpais Drive interchange that bridges communities, connects people, acts as a safe route to schools, and supports local, regional, and statewide climate change and greenhouse gas emissions reduction goals. We recommend that Caltrans designate Alternative 4B as the Preferred Alternative as it is the only alternative that simultaneously satisfies the community's aspirations, improves safety for *all* modes, and maintains acceptable operational levels of service.

CBO-3-2

We understand that this project was triggered by specific ADA and seismic deficiencies, and that the official project Purpose and Need is to address those shortcomings. We hope that Caltrans will adhere to the recommendations and guidelines set out in its own plans and policies and realize that this is a once-in-a-generation chance to make the Tamalpais Drive US 101 interchange work for *all* modes. The current Caltrans programmed alternative (Alternative 2B) does not adequately meet the recommendations and guidelines as set out in Caltrans' policies and plans and is therefore insufficient.

CBO-3, Marin County Bicycle Coalition, page 2 of 4

CBO-3-2
cont. We take inspiration from Caltrans' own *Complete Streets Policy* (a.k.a. Director's Policy 37), which proclaims that "all transportation projects funded or overseen by Caltrans will provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail unless an exception is documented and approved."¹ It goes on to define a "Complete Street" as "a transportation facility that is planned, designed, constructed, operated, and maintained to provide comfortable and convenient mobility, and improve accessibility and connectivity to essential community destinations for all users, regardless of whether they are travelling as pedestrians, bicyclists, public transportation riders, or drivers."²

CBO-3-3 We understand that the Tamalpais Drive Interchange project was initiated prior to issuance of the *Complete Streets Policy* on December 7, 2021. However, we do not believe that this unfortunate timing is reason not to apply complete streets principles to this project. The Corte Madera community has been asking for Complete Streets improvements to the Tamalpais Drive interchange long before the current project was initiated in 2017. In addition to Caltrans statewide policy, we also looked to Caltrans' local guidelines to inform our evaluation of the project alternatives. We found that the *Caltrans District 4 Bike Plan for the San Francisco Bay Area* lists construction of a multi-use path through the Tamalpais Drive US 101 Interchange as a "Top Tier Project."³ Additional language in the *Caltrans District 4 Bike Plan* Appendix A provides the following guidance: "Reconfigure intersection to eliminate high-speed ramp entries. Provide Class I on north side of Tamalpais Drive to improve access across the highway."⁴

CBO-3-4 The alternative currently programmed in the SHOPP (Alternative 2B) does not adequately accommodate users of all ages and abilities as called for in Caltrans' *Complete Streets Policy* or *District 4 Bike Plan*. While it does an admirable job of providing comfortable, convenient, and connected facilities for pedestrians, public transportation riders, and persons with disabilities, it fails to provide comfortable, convenient, and connected facilities for bicyclists. To be clear, Alternative 2B *does* provide facilities for bicyclists in the form of Class II bike lanes on both sides of Tamalpais Drive. However, these facilities are neither comfortable nor low-stress since they require bicyclists to execute a weave with vehicles accessing either the northbound or southbound US 101 loop onramps. Although the posted speed limit on Tamalpais Drive through the interchange is 25 miles per hour, the design speed of 35 - 40 miles per hour tacitly encourages motorists to enter a "freeway mindset" before they actually enter the freeway. This is what users of the proposed Class II bike lanes must contend with as they attempt to safely travel from one side of Corte Madera to the other. This is why few Corte Madera parents dare allow their children to ride bikes through this interchange today, and why Alternative 2B is unlikely to do anything to change that.

The proposed bicycle facilities in Alternative 2B are outdated and dangerous. They will not improve bicyclist safety, nor will they convince anyone who is rightfully scared to ride a bicycle across the Tamalpais Drive interchange under existing conditions to change their mind. In practice,

¹ Caltrans. *Caltrans Complete Streets Policy*. Dec. 7, 2021.

² Ibid.

³ Caltrans. *Caltrans District 4 Bike Plan for the San Francisco Bay Area* (2018). Page 38.

⁴ Caltrans. *Caltrans District 4 Bike Plan for the San Francisco Bay Area* (2018). Appendix A, Page 14.

CBO-3, Marin County Bicycle Coalition, page 3 of 4

CBO-3-4 cont. the bicycle facilities as proposed in Alternative 2B would be used by only a small fraction of the population — those bicyclists who fall in the categories of “strong and fearless” and “enthused and confident.”⁵ The group with the greatest need for safer facilities to start riding are those who fall in the category of “interested and concerned” bicyclists, and compose a majority of the population.⁶ These are people who want to ride more, but who feel unsafe on unprotected, high-stress facilities such as the Class II bike lanes proposed in Alternative 2B.

Caltrans is not the only transportation agency according to whose guidelines the proposed Class II bike lanes in Alternative 2B are inadequate. Regional and national guidelines reinforce what Caltrans already determined in its *Complete Streets Policy*. At the regional level, the Metropolitan Transportation Commission’s April 2022 *Complete Streets Policy* states that, based on roadway vehicle speeds, volumes, and turning movements, the only acceptable bicycle facility on Tamalpais Drive through the US 101 interchange is either a separated (a.k.a. Class IV) bikeway or a multi-use path.⁷ At the national level, the Federal Highway Administration’s 2019 *Bikeway Selection Guide* affirms that on urban and suburban roadways with daily traffic volumes of greater than 10,000 vehicles, the only safe bicycle facility is a separated bikeway or multi-use path.⁸

CBO-3-5 Alternatives 3A, 3B, 4A, and 4B each would construct a separated multi-use path for shared use by pedestrians and bicyclists, thus satisfying the Complete Streets policy and design guidelines set out by Caltrans, MTC, and the FHWA. However, of these four alternatives, only Alternative 4B would maintain an acceptable Level of Service for buses, emergency vehicles, trucks, and automobiles. For these reasons, we stand with the Corte Madera Town Council and recommend that Caltrans designate Alternative 4B as the Preferred Alternative. Apart from safely and comfortably accommodating multi-modal users, Alternative 4B includes improvements to transit access, traffic calming, and road safety that are equally desirable to the community.

CBO-3-6 Firstly, the proposed closure of the existing northbound and southbound bus pads and construction of new bus stops adjacent to The Town Center and The Village shopping centers is a significant improvement to transit access and the safety of bus riders. It eliminates the existing unprotected crossings on freeway onramps, and shortens the first- and last-mile distance that bus riders must travel between the bus stops and their origins or destinations. Many users of these bus stops are employees at the two shopping centers, and this improvement would make their commute by transit safer and more convenient.

CBO-3-7 Secondly, Alternative 4B would square off the right turns onto the US 101 onramps on all four corners of the Tamalpais Drive interchange. These modifications would help to calm traffic at the most dangerous locations within the interchange (the onramp entrances), thereby improving roadway safety for all users without negatively affecting Level of Service. Finally, Alternative 4B provides a Class II bike lane in the eastbound direction for bicyclists who don’t want to cross

⁵ Dill J, McNeil N. “Revisiting the Four Types of Cyclists: Findings from a National Survey.” *Transportation Research Record* (2016). Issue 2587. Pages 90-99.

⁶ Ibid.

⁷ MTC. *Implementation of MTC’s Complete Streets Policy, Resolution 4493* (Mar. 25, 2022). Page 7.

⁸ USDOT Federal Highway Administration. *Bikeway Selection Guide* (February 2019). Page 23.

CBO-3, Marin County Bicycle Coalition, page 4 of 4

CBO-3-7 Tamalpais Drive twice to use the multi-use path on the north side. Since this alternative would square off all the entrances to the US 101 onramps, this facility would not suffer the same hazardous weave that the bike lanes in Alternatives 2A and 2B suffer.

CBO-3-8 If California wants to reduce greenhouse gas emissions and meet its stated climate change goals, it is essential that all current and future roadway projects incorporate Complete Streets principles and safe multi-modal access into their designs. This is a crucial part of shifting the share of trips made by motor vehicles to greener modes. We urge Caltrans to advance Alternative 4B as the Preferred Alternative and make the best choice for our community, region, state, and future generations.

Thank you for your consideration.

Sincerely,



Tarrell Kullaway
Executive Director, MCBC



Warren Wells
Director of Policy & Planning, MCBC



Patrick Seidler
President, WTB-TAM



Matthew Hartzell
Director of Planning & Research, WTB-TAM

Comment CBO-4, The Village at Corte Madera, page 1 of 1

From: [Stoeckly, Jon](#)
To: [Nagle, Elizabeth@DOT](mailto:Nagle.Elizabeth@DOT)
Cc: [Hoffman, Stan](#); [Johnson, Michael](#)
Subject: Proposed Highway 101 Tamalpais Drive Overcrossing Project - The Village at Corte Madera Comments re Alternative Options
Date: Friday, August 19, 2022 12:16:10 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Elizabeth,

I am writing to you on behalf of the owners of The Village at Corte Madera regarding the proposed Highway 101 Tamalpais Drive Overcrossing Project and the draft initial study project options.

We are supportive of Caltrans pursuing Alternative Option "4b". We believe this option and the inclusion of a multi-use path separated from traffic encourages safe pedestrian and bicycle connectivity to The Village from across the 101.

CBO-4-1

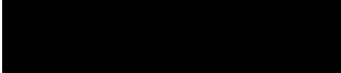
In light of the increased vehicular traffic The Village experiences during the holiday shopping period, special care should also be given to traffic patterns and signalized stops adjacent to The Village including the 101 onramps/offramps.

Additionally, we ask that Caltrans thoroughly consider the impacts of relocating/removing bus stops regardless of the final agreed upon option. A considerable amount of Village employees rely on public transportation to work at The Village and we are strongly opposed to any final option that would limit employees ability to access The Village by public transportation.

Thank you,
Jon Stoeckly

Jon Stoeckly | Assistant Vice President, Development

.....
Macerich



Responses to Comments: Individuals

Comment IND-1, Hannah Ake, page 1 of 1

From: [Hannah Ake](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Wednesday, August 10, 2022 6:05:11 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

IND-1-1

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

Comment IND-2, Hafeez Alavi, page 1 of 1

From: [Hafeez Alavi](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Wednesday, August 17, 2022 4:17:27 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

IND-2-1

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

Sent from my iPhone

Comment IND-3, Brian Allen, page 1 of 1

From: [Brian Allen](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Wednesday, August 10, 2022 8:02:15 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

IND-3-1

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

Sincerely,
Brian F. Allen

Comment IND-4, Tyson Appel, page 1 of 1

From: [Lammert, Maxwell@DOT](mailto:Lammert_Maxwell@DOT) on behalf of [D4 VPM@DOT](mailto:D4_VPM@DOT)
To: [Nagle, Elizabeth@DOT](mailto:Nagle_Elizabeth@DOT)
Cc: [Lammert, Maxwell@DOT](mailto:Lammert_Maxwell@DOT)
Subject: Fw: [US 101 Tamalpais Dr.] Comment Card - new submission
Date: Wednesday, July 20, 2022 4:04:17 PM

FYI

From: Tyson Appel <reply-to+360c9825ddcb@crm.wix.com>
Sent: Monday, July 18, 2022 6:36 PM
To: D4 VPM@DOT <d4.vpm@dot.ca.gov>
Subject: [US 101 Tamalpais Dr.] Comment Card - new submission

EXTERNAL EMAIL. Links/attachments may not be safe.

Tyson Appel just submitted your form: Comment Card
on [US 101 Tamalpais Dr.](#)

Message Details:

First Name: Tyson

Last Name: Appel

Email: [REDACTED]

Phone: [REDACTED]

IND-4-1

Message: As a resident of Corte Madera I am excited to see this project moving forward. As a daily user of this facility it is in desperate need of upgrades. I feel we would be remis to pass up this opportunity to ensure that pedestrian can safely pass this facility in a manor where they are separated from vehicles. It also seems there is an opportunity to install some wet lands in the area just to the south of the overpass on either side of 101 as there is already water in an established channel with wetland plants present.

Reply directly or go to your site's Inbox:

Comment IND-5, Jim Ausman, page 1 of 1

From: [Jim Ausman](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Tuesday, August 16, 2022 11:51:49 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

IND-5-1

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

Sent from my iPhone

Comment IND-6, Heather Bradley, page 1 of 1

From: [Heather Bradley](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Tuesday, August 16, 2022 9:17:42 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

IND-6-1

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

Heather Ball

Sent from my iPhone

Comment IND-7, Josh Baumsteiger, page 1 of 1

From: [REDACTED]
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Thursday, August 11, 2022 7:28:39 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

I frequently ride my bicycle on this overpass and have had a couple close calls with cars passing either in front or behind me to get onto the highway. I believe that we need to be doing everything possible to encourage people to walk and bike and this project can be a keystone in our community.

Thank you for your consideration,
Josh Baumsteiger

IND-7-1

Comment IND-8, Matthew Beckwith, page 1 of 1

From: [Matthew Beckwith](#)
To: tamalpaisOC@DOT
Subject: Public Comment on Tamalpais Overcrossing IS/ND Comment
Date: Thursday, August 11, 2022 9:47:32 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

IND-8-1

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic. Having ridden over this over pass innumerable times in the 10+ years I've lived in San Francisco, cars do not look out for bicyclists, and over take dangerously to get onto US 101. I strongly encourage Caltrans to select an alternative that provides physical protection for biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

Matthew

San Francisco, CA 94112

Comment IND-9, Dan Bell, page 1 of 2

From: [Lammert, Maxwell@DOT](mailto:Lammert_Maxwell@DOT) on behalf of [D4 VPM@DOT](mailto:D4_VPM@DOT)
To: [Nagle, Elizabeth@DOT](mailto:Nagle_Elizabeth@DOT)
Cc: [Lammert, Maxwell@DOT](mailto:Lammert_Maxwell@DOT)
Subject: Fw: [US 101 Tamalpais Dr.] Comment Card - new submission
Date: Friday, August 12, 2022 12:08:37 PM

FYI

From: Dan Bell <reply-to+f4e871ff2e16@crm.wix.com>
Sent: Thursday, August 11, 2022 11:04 PM
To: [D4 VPM@DOT](mailto:D4_VPM@DOT) <d4.vpm@dot.ca.gov>
Subject: [US 101 Tamalpais Dr.] Comment Card - new submission

EXTERNAL EMAIL. Links/attachments may not be safe.

Dan Bell just submitted your form: Comment Card
on [US 101 Tamalpais Dr.](#)

Message Details:

First Name: Dan

Last Name: Bell

[REDACTED]
[REDACTED]

IND-9-1

Message: Alternative 3A is best. It provides a safe, separated multiuse pathway that has fewest conflicts with crossing automobiles. The relocated Bus Stops are improvements, but a direct ped connection from the Bus Stops to the shopping center parking lots is necessary to minimize walking distances.

Reply directly or go to your site's Inbox:

[Respond Now](#)

If you think this submission is spam, [report it as spam](#).

IND-9, Dan Bell, page 2 of 2

From: [Dan Bell](#)
To: [Nagle, Elizabeth@DOT](mailto:Nagle.Elizabeth@DOT)
Subject: Paradise Drive Overpass design Alternatives
Date: Thursday, August 18, 2022 11:49:58 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

Here are my observations as an active pedestrian, cyclist and bus rider in this area. With all the Alternatives, I have the same comment about the relocated freeway Bus Stops; please have a shorter and more direct connection to the shopping center parking lots to avoid a very long walk by bus users.

2A/2B - Not acceptable because of the on-going dangerous conflicts for pedestrians and cyclists with vehicles using the Northbound and Southbound loop on-ramps.

3A - Is acceptable with the much safer multi-use path on the northerly side of the overpass, but the Marin Transit #22 northbound Bus Stop at the overpass has been removed! Maintaining the EB Paradise Drive to NB loop on-ramp is good to lessen traffic at the immediate signaled intersection.

3B - Is acceptable with the much safer multi-use path on the northerly side of the overpass, but the single ADA ramp connecting both sides of the overpass seem unnecessarily too long. Maintaining the EB Paradise Drive to NB loop on-ramp is good to lessen traffic at the immediate signaled intersection.

4A - Is acceptable with the much safer multi-use path on the northerly side of the overpass, but the Marin Transit #22 northbound Bus Stop at the overpass has been removed!

4B - Not acceptable because of the on-going dangerous conflicts for pedestrians and cyclists with vehicles using the Southbound loop on-ramp. Also, the Marin Transit #22 northbound Bus Stop at the overpass has been removed!

Regards, Dan Bell

IND-9-2

Comment IND-10, Liz Bernstein, page 1 of 1

From: [liz.bernstein](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Thursday, August 11, 2022 4:26:40 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

IND-10-1

Ms. Nagle and the Caltrans project team, I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough. People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic. I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

Liz Bernstein, avid cyclist

Comment IND-11, Richard Bernstein, page 1 of 1

From: [RICHARD BERNSTEIN](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Thursday, August 11, 2022 3:40:14 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

IND-11-1

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

Sent from my iPhone
Richard I Bernstein

Comment IND-12, Mark Birnbaum, page 1 of 1

From: [Mark Birnbaum](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Saturday, August 13, 2022 9:49:13 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

IND-12-1

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

Comment IND-13, Mark Birnbaum, page 1 of 1

From: [Mark Birnbaum](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Saturday, August 13, 2022 9:49:13 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

IND-12-1

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

Comment IND-14, James Bogin, page 1 of 1

From: [REDACTED]
To: tamalpaisOC@DOI
Subject: Tamalpais Overcrossing
Date: Friday, August 12, 2022 12:42:19 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

IND-14-1 | I am writing to provide a comment on the Marin County U.S. Highway
101 Tamalpais Drive
Overcrossing Project. Bicycle traffic is growing rapidly, and there will
especially be more and more e-bikes ridden by people of all ages---The
numbers could double or triple over time. So this is not just for cyclists,
but for all Californians and visitors.

Thanks for listening,

James Bogin

Comment IND-15, Rafal Boguszewski, page 1 of 1

From: [Rafal Boguszewski](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Wednesday, August 10, 2022 6:44:18 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

IND-15-1

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

Comment IND-16, Luke Bornheimer, page 1 of 1

From: [Luke Bornheimer](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Monday, August 8, 2022 7:52:46 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

IND-16-1

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

Luke [REDACTED]

Comment IND-17, Sarah Boudreau, page 1 of 1

From: [Sarah Boudreau](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Tuesday, August 9, 2022 9:27:55 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

IND-17-1

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.
Sarah Boudreau

Comment IND-18, Peter Bowman, page 1 of 1

From: [Peter Bowman](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Thursday, August 11, 2022 2:00:37 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

IND-18-1

Ms. Nagle and the Caltrans project team, I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough. People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic. I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking. Thank you for your consideration.

Sincerely,
Peter Bowman

Comment IND-19, Niki Brown, page 1 of 1

From: [Niki Brown](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Tuesday, August 9, 2022 11:33:41 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

IND-19-1

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

Niki Brown

Comment IND-20, Linda Brune, page 1 of 3

From: [Lammert, Maxwell@DOT](mailto:Lammert_Maxwell@DOT) on behalf of D4_VPM@DOT
To: [Nagle, Elizabeth@DOT](mailto:Nagle_Elizabeth@DOT)
Cc: [Lammert, Maxwell@DOT](mailto:Lammert_Maxwell@DOT)
Subject: Fw: [US 101 Tamalpais Dr.] Comment Card - new submission
Date: Monday, August 15, 2022 10:08:17 AM

FYI

From: Linda Brune <reply-to+1ee70c03f16f@crm.wix.com>
Sent: Monday, August 15, 2022 12:17 AM
To: D4 VPM@DOT <d4.vpm@dot.ca.gov>
Subject: [US 101 Tamalpais Dr.] Comment Card - new submission

EXTERNAL EMAIL. Links/attachments may not be safe.

Linda Brune just submitted your form: Comment Card
on [US 101 Tamalpais Dr.](#)

Message Details:

First Name: Linda

Last Name: Brune

[REDACTED]
[REDACTED]

IND-20-1

Message: Only options 2A and 2B would work. The other options would create significant backups on our city streets. Having all traffic waiting at signals to enter the freeway is a DISASTER ! NONE of these plans are really addressing today's traffic problems...there needs to be 2 lanes crossing the freeway (eastbound) and a separate 3rd lane to get traffic onto the freeway on the loop. Where are people riding the bus going northbound supposed to get off if the bus pad is removed? Do you think everyone who lives and works in Corte Madera has a car? Eliminating this bus stop and sending the bus onto city streets is another cause for traffic congestion. I live in CM and enter and exit the freeway every day and I am not impressed by any of these plans. However, once again,

IND-20, Linda Brune, page 2 of 3

IND-20-1 | any option but 2A and 2B will create an absolute traffic nightmare on
cont. | our city streets!!!!

Reply directly or go to your site's Inbox:

Respond Now

If you think this submission is spam, [report it as spam](#).

To edit your email settings, go to your Inbox on desktop.



IND-20, Linda Brune, page 3 of 3

From: [Lammert, Maxwell@DOT](mailto:Lammert_Maxwell@DOT) on behalf of D4_VPM@DOT
To: [Nagle, Elizabeth@DOT](mailto:Nagle_Elizabeth@DOT)
Cc: [Lammert, Maxwell@DOT](mailto:Lammert_Maxwell@DOT)
Subject: Fw: [US 101 Tamalpais Dr.] Comment Card - new submission
Date: Monday, August 15, 2022 10:08:42 AM

FYI

From: Linda Brune <reply-to+1435007d285b@crm.wix.com>
Sent: Monday, August 15, 2022 12:23 AM
To: D4_VPM@DOT <d4.vpm@dot.ca.gov>
Subject: [US 101 Tamalpais Dr.] Comment Card - new submission

EXTERNAL EMAIL. Links/attachments may not be safe.

Linda Brune just submitted your form: Comment Card
on [US 101 Tamalpais Dr.](#)

Message Details:

First Name: Linda

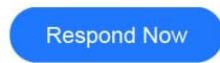
Last Name: Brune



Message: The photo you have on the 3D page lists "existing"...however, this is NOT a photo of the existing northbound offramp...the bus bypass and bus stop are NOT in the photo. Please correct this significant error!!!!!!

IND-20-2

Reply directly or go to your site's Inbox:



If you think this submission is spam, [report it as spam](#).

To edit your email settings, go to your Inbox on desktop.

Comment IND-21, Sarah Bruni, page 1 of 1

From: [Lammert, Maxwell@DOT](mailto:Lammert_Maxwell@DOT) on behalf of D4_VPM@DOT
To: [Nagle, Elizabeth@DOT](mailto:Nagle_Elizabeth@DOT)
Cc: [Lammert, Maxwell@DOT](mailto:Lammert_Maxwell@DOT)
Subject: Fw: [US 101 Tamalpais Dr.] Comment Card - new submission
Date: Thursday, August 18, 2022 11:30:48 AM

FYI

From: Sarah Bruni <reply-to+cd271b48fd6c@crm.wix.com>
Sent: Wednesday, August 17, 2022 7:16 PM
To: D4_VPM@DOT <d4.vpm@dot.ca.gov>
Subject: [US 101 Tamalpais Dr.] Comment Card - new submission

EXTERNAL EMAIL. Links/attachments may not be safe.

Sarah Bruni just submitted your form: Comment Card
on [US 101 Tamalpais Dr.](#)

Message Details:

First Name: Sarah

Last Name: Bruni

[REDACTED]
[REDACTED]

IND-21-1

Message: I believe it's important to make this project full scale providing easy and safe pedestrian and bike access. I think this is necessary for safety and traffic relief and will only become more important as the City continues to build housing. Particularly if the Macys is developed into apartments.

Reply directly or go to your site's Inbox:

[Respond Now](#)

If you think this submission is spam, [report it as spam](#).

Comment IND-22, Cheryl, page 1 of 1

From: [Cheryl](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Wednesday, August 10, 2022 9:29:15 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

IND-22-1

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

Comment IND-23, William Cline, page 1 of 1

From: [William Cline](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Tuesday, August 9, 2022 9:50:26 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

IND-23-1

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, preferably 4B, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

Sincerely,
William Cline

Comment IND-24, Terri and Thomas Coleman, page 1 of 1

From: [Terri & Tom Coleman](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment from Thomas Coleman
Date: Thursday, August 11, 2022 8:59:47 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

IND-24-1

Ms. Nagle and the Caltrans project team,

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B.

Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thomas Coleman,

Thank you for your consideration.

Sent from [Mail](#) for Windows

Comment IND-25, Jon Marc Curtis, page 1 of 1

From: [REDACTED]
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Thursday, August 11, 2022 11:58:32 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

- IND-25-1 I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.
- IND-25-1 People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.
- I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B.
- IND-25-2 A common route I cycle is from the bike path on the east side of Redwood Hwy, across the Tamalpais Dr freeway bridge to Casa Buena Dr - going south, and the reverse going north.
- From what I can see, alternatives 3A and 4A would be fine for southbound bicycles. (I don't like the additional "Free right turn" onto the southbound entrance ramp for 101 in 4B. That is too similar to the 2A/2B options.)
- None of the alternatives provide a reasonable route for northbound bicycles:**
In 3A/3B or 4A/4B, a northbound bicyclist coming up Casa Buena Dr would need to cross over Tamalpais and the freeway exit in two pedestrian crosswalks on the west side of 101, then cross back over Tamalpais Dr and another freeway exit on two more crosswalks on the east side of 101. Then would still have to navigate the unprotected eastbound Tamalpais Dr exit onto San Clemente.
- IND-25-3 None of the alternatives address this additional dangerous unprotected exit at San Clemente. Perhaps this is outside of the construction proposal? But it should be considered if you really want to provide a safe route for cyclists. In fact, with either 3A/3B or 4A/4B, I would probably choose to take a full lane on Tamalpais Dr, rather than do four crossings and still have to ride across the exit to San Clemente.
- What would entice me to do the crossings and use the path, would be if the north-side path extended east, the rest of the way to the intersection of Tamalpais Dr, San Clemente, and Redwood Hwy. In fact, if it was not extended, I'd also consider riding on the north side sidewalk there instead of taking a lane.
- So I highly recommend that you do 3A or 4A and extend the north-side path to the 3 way intersection of Tamalpais, San Clemente, and Redwood Hwy.
- Thank you for your consideration.

Jon Marc Curtis

④ — ○
④ — (*) / (+) — ○
④ — (*) / (+)

Comment IND-26, Paul Daro, page 1 of 1

From: paul.daro
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Thursday, August 11, 2022 9:21:14 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

IND-26-1

Ms. Nagle and the Caltrans project team, I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough. People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic. I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking. Thank you for your consideration.

Paul Daro

Comment IND-27, Rebecca Dauer, page 1 of 1

From: [Rebecca Dauer](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Wednesday, August 10, 2022 12:50:02 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

IND-27-1

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B.

Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

--

Rebecca Dauer


Comment IND-28, Mike Deady, page 1 of 1

From: [Mike Deady](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Friday, August 12, 2022 12:52:29 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

IND-28-1

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

Best,

Mike Deady

Comment IND-29, Vicky Dehnert, page 1 of 1

From: [Vicky Dehnert](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Saturday, August 13, 2022 8:24:37 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

I am a female 72 year old cyclist who frequently rides the area of Tamalpais Drive. This area is downright scary for most riders, so I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

IND-29-1

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

Vicky Dehnert
Strawberry Resident

Comment IND-30, Gil Dowd, page 1 of 1

From: [Gil Dowd](#)
To: [Frank J Rollo](#)
Cc: tamalpaisOC@DOT
Subject: Re: Tamalpais Overcrossing IS/ND Comment
Date: Thursday, August 11, 2022 7:51:25 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

All,
I agree with Frank Rollo's concerns below.

Thanks,
Gil Dowd

Sent from my iPhone

On Aug 11, 2022, at 6:20 PM, Frank J Rollo [REDACTED] wrote:

Ms. Nagle and the Caltrans project team,

Protect our kids Caltrans!

IND-30-1

My comment is specific to the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

People (kids) trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

Frank Rollo
[REDACTED]

Comment IND-31, Aaron Dropp, page 1 of 1

From: [Aaron Dropp](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Tuesday, August 9, 2022 1:29:17 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

IND-31-1

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

Best,

Aaron Dropp

[REDACTED]

Comment IND-32, John Ewing, page 1 of 1

From: [John Ewing](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Tuesday, August 16, 2022 9:32:07 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

The Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project must reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

IND-32-1

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

—
John Ewing, DPE CIRE FIEI
Flight Instructor ASEL/AMEL



Comment IND-33, Matt Farber, page 1 of 1

From: [Matt Farber](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Thursday, August 11, 2022 1:48:18 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

IND-33-1

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

Matt Farber

Comment IND-34, Ted Fehlhaber, page 1 of 1

From: [Ted Fehlhaber](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Tuesday, August 16, 2022 2:42:37 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

IND-34-1

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

Ted Fehlhaber
MMC Software, LLC
[REDACTED]

Comment IND-35, Sharon B. Fogel, page 1 of 1

From: [Sharon B. Fogel](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Thursday, August 11, 2022 7:40:52 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

IND-35-1

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

NOTICE TO RECIPIENT: If you are not the intended recipient of this e-mail, you are prohibited from sharing, copying, or otherwise using or disclosing its contents. If you have received this e-mail in error, please notify the sender immediately by reply e-mail and permanently delete this e-mail and any attachments without reading, forwarding or saving them. v.173.295
Thank you.

Comment IND-36, Jason Ford, page 1 of 1

From: [Jason Ford](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Tuesday, August 16, 2022 11:11:00 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

IND-36-1 People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for the time.

Regards,
Jason

Comment IND-37, Sylvain Frayer, page 1 of 1

From: [Sylvain Frayer](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Thursday, August 11, 2022 11:42:24 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

IND-37-1

As community leaders and as a county and a State, we cannot keep pretending we care about climate change, quality of life and alternative mobility without systematically providing safe infrastructure for bikes and electric bicycles, which at a local level is our best shot at reducing carbon emissions.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

Sylvain Frayer, Esq.
Resident of Marin County

Comment IND-38, Bob Freitas, page 1 of 1

From: [Bob Freitas](#)
To: [Nagle, Elizabeth@DOT](mailto:Nagle.Elizabeth@DOT)
Subject: Corte Madera OC
Date: Thursday, August 4, 2022 7:59:32 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

IND-38-1

I was expecting a plan with a Bike/Walking path that did not have to cross on and off ramps. I question if a 15 foot wide path will be sufficient for 2 way bike and pedestrian traffic.

Convenient Bus pads are a must, no one wants to walk way out of their way to change buses. The over head images showed just how much green space this interchange took.

This whole section of 101 is problematic with Lucky Drive exit/entrance being particularly dangerous. The traffic to the Richmond San Rafael is insane .My Daughter and her family live in Kentfield and to drive from CM to SFD exit is a real heart stopper with everyone trying to squeeze off to the bridge.

I will follow this plan closely as this is the least bike friendly place I have lived

Bob Freitas

██████████

Comment IND-39, Holly French, page 1 of 1

From: [Holly French](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Thursday, August 11, 2022 6:02:07 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

IND-39-1

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

Best,
Holly French
[REDACTED]

Comment IND-40, Janet Furman, page 1 of 2

From: [Janet Furman](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Wednesday, August 10, 2022 6:35:47 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

To Caltrans,

I am a 75 year old woman who is trying to stay fit and help the environment, by riding a bike rather than driving a car, as much as possible. I live in Corte Madera and ride my bike all over Marin, but especially in my home town. I hate riding over the Tamalpais Drive interchange as it is now. It's too dangerous! I would love to see it made safer for cyclists.

IND-40-1

Encourage you to go with an alternative that provides physical protection for cyclists, rather than paint-only bike lanes.

Let's make this project lead the way in showing how every Hwy 101 interchange in Marin can be as bike-friendly as possible.

Thank you,

Janet Furman
Corte Madera

IND-40, Janet Furman, page 2 of 2



Comment Card

FIRST NAME

Janet

LAST NAME

Furman



MESSAGE

IND-40-2

Please select the alternative that provides a safe, separated bike route. This route must be paved with either asphalt (preferred) or concrete. Wood planks do not make a satisfactory surface for bicycles!

 Form Submission

Comment IND-41, Andreani Giancarlo, page 1 of 1

From: [Giancarlo Andreani](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Tuesday, August 9, 2022 6:10:56 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

IND-41-1

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

Comment IND-42, Steve Giandomenica, page 1 of 1

From: [Steve Giandomenica](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Sunday, August 14, 2022 11:32:31 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

IND-42-1

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration in something so important to the community.

Steve Giandomenica


Comment IND-43, Lisa Glaser, page 1 of 1

From: [Lisa Glaser](#)
To: tamalpaisOC@DOT
Subject: Equipment/traffic detours
Date: Thursday, July 14, 2022 3:56:33 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

IND-43-1

Please do not exploit the Madera Gardens streets to detour commute traffic and has been the case before do not park construction equipment in Madera Gardens. We already endure unwelcome overflow of the Town Center and commuters who leave their cars all day because Corte Madera refuses to issue residential parking stickers and post 4 hour parking limit signs.

Plan wisely so residents safety is protected day and night. Remember too we might have to evacuate not only for fire but floods. Be respectful of the community and issue maps so we can warn you where we see issues.

Lisa Glaser


Sent from my iPhone

Comment IND-44, Warren Gold, page 1 of 1

From: [Gold, Warren](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Wednesday, August 10, 2022 6:12:14 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

IND-44-1

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

Comment IND-45, Evan Goldin, page 1 of 1

From: [Evan Goldin](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Monday, August 8, 2022 9:14:21 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

IND-45-1

Ms. Nagle and the Caltrans project team,

I'm a Bay Area resident and regular crosser of the 101 Tam Dr overcrossing. You have a major opportunity to potentially save my life, if you can make the right design decision on this project. People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B.

Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

Comment IND-46, Conor Granahan, page 1 of 1

From: [Conor Granahan](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Monday, August 8, 2022 5:02:59 PM
Attachments: [smaller logo.png](#)

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

I am echoing the concerns below and adding my own: I am an avid bike rider and walker in Corte Madera. I live at 170 Summit and work at 201 Corte Madera Avenue. I enjoy walking and biking around town, but the overpass is very dangerous for bikers and not ideal for walkers. It is made for cars only.

IND-46-1

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

-conor (Avid bike rider and walker, Corte Madera resident at 170 Summit Drive as well as small business owner with offices in San Francisco and in Corte Madera, 201 Corte Madera Avenue.)



CONOR GRANAHAN



Comment IND-47, Jared Grieser, page 1 of 1

From: [Jared Grieser](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Wednesday, August 10, 2022 6:59:00 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

IND-47-1

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

Sent from my iPhone

Comment IND-48, Ben Hale, page 1 of 1

From: [Ben Hale](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Tuesday, August 9, 2022 5:59:55 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

IND-48-1

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

-Ben

Comment IND-49, Michael Harlock, page 1 of 3

From: [Lammert, Maxwell@DOT](mailto:Lammert_Maxwell@DOT) on behalf of D4_VPM@DOT
To: [Nagle, Elizabeth@DOT](mailto:Nagle_Elizabeth@DOT)
Cc: [Lammert, Maxwell@DOT](mailto:Lammert_Maxwell@DOT)
Subject: Fw: [US 101 Tamalpais Dr.] Comment Card - new submission
Date: Thursday, August 11, 2022 11:35:17 AM

FYI

From: michael harlock <reply-to+d94296747449@crm.wix.com>
Sent: Monday, August 8, 2022 9:38 PM
To: D4_VPM@DOT <d4.vpm@dot.ca.gov>
Subject: [US 101 Tamalpais Dr.] Comment Card - new submission

EXTERNAL EMAIL. Links/attachments may not be safe.

michael harlock just submitted your form: Comment Card
on [US 101 Tamalpais Dr.](#)

Message Details:

First Name: michael

Last Name: harlock

[REDACTED]
[REDACTED]

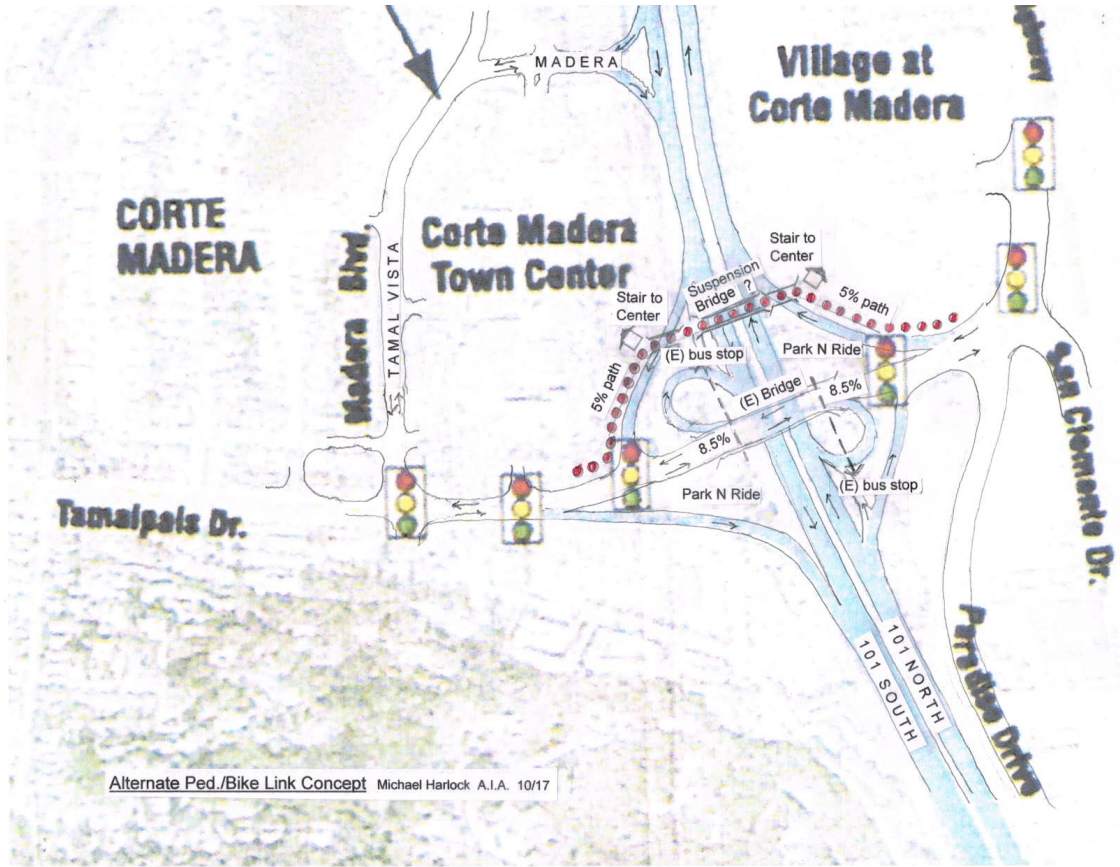
Message: I appreciated your presentation on August 4th. When this project was last discussed at Corte Madera Town Council, we diagrammed a solution quite like Caltrans Alternative 3B. This separation of vehicle and pedestrian/ bike modes could create an elegant bridge with potential to link our two malls. It would be completely ADA compliant (5% max) and minimize pedestrian signal crossings. I will attach the diagram our firm prepared by email. Michael Harlock A.I.A.

IND-49-1

Reply directly or go to your site's Inbox:

[Respond Now](#)

IND-49, Michael Harlock, page 2 of 3



IND-49, Michael Harlock, page 3 of 3

From: [michael Harlock](#)
To: [Nagle, Elizabeth@DOT](mailto:Nagle.Elizabeth@DOT)
Cc: [Adam Wolff](#)
Subject: Tamalpais Overcrossing Renovation
Date: Monday, August 8, 2022 2:53:38 PM
Attachments: [Tam Crossing Alternative 10-17.pdf](#)

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Elizabeth,

IND-49-2

As I mentioned on our comment card, our firm prepared a concept solution very close to Caltrans Alternative 3B which I have attached. It creates the opportunity to provide a completely separate, ADA compliant pedestrian/bike path that has the potential of creating a graceful bridge that could potentially link our two shopping malls and minimize pedestrian/vehicular crossings while maintaining access to all bus stops. It also would allow the current overpass vehicular circulation and on/off ramps to remain in their approximate configurations, requiring only structural mitigations.

Please contact me if you have further questions.

I look forward to being involved with the evolution of this crucial civic improvement.

Michael Harlock A.I.C.P. A.I.A.

Comment IND-50, Craig Hartman, page 1 of 2

From: [Lammert, Maxwell@DOT](mailto:Lammert_Maxwell@DOT) on behalf of D4.VPM@DOT
To: [Nagle, Elizabeth@DOT](mailto:Nagle,Elizabeth@DOT)
Cc: [Lammert, Maxwell@DOT](mailto:Lammert_Maxwell@DOT)
Subject: Fw: [US 101 Tamalpais Dr.] Comment Card - new submission
Date: Friday, August 19, 2022 9:00:25 AM

FYI

From: Craig Hartman <reply-to+11b7fb557ca0@crm.wix.com>
Sent: Thursday, August 18, 2022 6:58 PM
To: D4 VPM@DOT <d4.vpm@dot.ca.gov>
Subject: [US 101 Tamalpais Dr.] Comment Card - new submission

EXTERNAL EMAIL. Links/attachments may not be safe.

Craig Hartman just submitted your form: Comment Card
on [US 101 Tamalpais Dr.](#)

Message Details:

First Name: Craig

Last Name: Hartman

[REDACTED]
[REDACTED]

IND-50-1

Message: Could there be a synthesis scheme 4C, combining the attributes of 4A & B. I.e: 4A is said to cause too much commuter traffic congestion, unless it includes 2 left turn lanes for the signalized N & S access ramps. 4B adds rebuilt, curved loop access ramps to overcome this, but these additional ramps make safe and direct rapid bus transit (RBT) off 101 impossible. A synthesis scheme would extend the bridge cantilever to the south, per the currently proposed extension to the north, to accommodate an additional left turn lane and a Class 2 bike lane. The additional curved loop access ramps would be removed permanently. The N and S RBT pads could then be easily accommodated with direct and unencumbered access off 101 and could

IND-50, Craig Hartman, page 1 of 2

IND-50-1
cont.

easily connect with a short, ADA compliant, walk connecting the RBT
pads with local bus stops and the new Pedestrian and Family Bike path.

Reply directly or go to your site's Inbox:

Respond Now

If you think this submission is spam, [report it as spam](#).

To edit your email settings, go to your Inbox on desktop.



Comment IND-51, J.D. Hartnagle, page 1 of 1

From: [JD Hartnagle](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Tuesday, August 9, 2022 10:47:58 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

IND-51-1

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

J.D. Hartnagle

Comment IND-52, Joe Harvey, page 1 of 1

From: [Joe Harvey](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overpass Project Comment
Date: Friday, August 12, 2022 12:59:08 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Ms. Nagle and the Caltrans project team,

I am writing with a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overpass Project. I commute at least 4 of 5 days/week to work on my bicycle.

IND-52-1

This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough. People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

Sincerely,

Joe Harvey

Comment IND-53, Jefferson Heidelberg, page 1 of 1

From: [Jefferson Heidelberg](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Monday, August 15, 2022 3:54:20 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

IND-53-1

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

Jefferson Heidelberg
Marin County Resident

Comment IND-54, Peter Heinlein, page 1 of 1

From: [Peter Heinlein](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Saturday, August 13, 2022 7:12:01 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

IND-54-1

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

Comment IND-55, Herbert Donald Herzog, page 1 of 1

From: [Donald Herzog](#)
To: tamalpaisOC@DOT
Subject: Corte Madera Overpass Improvements
Date: Thursday, August 11, 2022 10:28:36 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

IND-55-1

The Tamalpais Ave overcrossing is presently a death trap for bicyclists. and most bicyclists are forced to choose the lengthy detour to Wornum Drive. It is critical that the planned improvements provide a physically separated path for bicyclists and pedestrians. Please use Alternate 2-A or 2-B. Anything less is a waste of public funds for a project that we will be stuck with for the next 50 years.

Thanks,

Herbert Donald Herzog



Comment IND-56, Ron Hirsch, page 1 of 1

From: [Ron Hirsch](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Tuesday, August 16, 2022 9:24:40 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

IND-56-1

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that **provides physical protection for people walking and biking**, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

Ron Hirsch
Training Ride Leader for AIDS/Lifecycle

Comment IND-57, Amanda Hoehler, page 1 of 1

From: [Amanda Hoehler](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Wednesday, August 10, 2022 10:46:29 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

IND-57-1

I am writing as a pediatric emergency physician and an avid road cyclist and to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic. This is a route I ride regularly to get to work or visit family on Paradise Drive and it always makes me nervous.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

Dr. Amanda Hoehler

Comment IND-58, Lynne Howe, page 1 of 1

From: [Lynne Howe](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Wednesday, August 10, 2022 6:10:40 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

IND-58-1

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

Regards,
Lynne Howe
Weekly Paradise Loop Bike Rider

Comment IND-59, Ronald Hsu, page 1 of 1

From: [Roland Hsu](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Saturday, August 13, 2022 5:29:21 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

IND-59-1

Ms. Nagle and the Caltrans project team,

As a local resident who depends on bicycle riding for work and errands, I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. It is clear and I have long felt that this highway crossing, and now this proposed project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

For people trying to ride bicycles on Tamalpais Drive over US 101, it is a harrowing experience -- even for experienced riders -- and we have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate us from automotive traffic that is intent on reaching highway speeds.

I strongly encourage Caltrans to select a proposal that provides actual physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.
Roland Hsu, Mill Valley, CA.

Comment IND-60, Hilary F. Hyde, page 1 of 1

From: [Hilary Hyde](#)
To: [Nagle, Elizabeth@DOT](mailto:Nagle.Elizabeth@DOT)
Subject: Tamalpais Ave Bridge-Corte Madera
Date: Monday, July 18, 2022 8:11:44 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

IND-60-1

Please consider bikes in this plan as it is a piece of the bigger plan, including Richmond Bridge and Sir Francis Drake overpass/bridge, that will encourage less cars and more bikes.
This bridge needs to be safer for bicyclists with clearly marked bike lanes.
For years, EBlithedale in Mill Valley was determined to be unsafe for bike, and now that has changed.
Do the same for the Tamalpais Ave Bridge!
Thank you.

--
Hilary F. Hyde
[REDACTED]

Comment IND-61, Mark Inbody, page 1 of 1

From: [MARK INBODY](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Sunday, August 14, 2022 2:33:02 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

IND-61-1

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

Comment IND-62, Barbara Janis, page 1 of 1

From: [Lammert, Maxwell@DOT](mailto:Lammert_Maxwell@DOT) on behalf of D4_VPM@DOT
To: [Nagle, Elizabeth@DOT](mailto:Nagle_Elizabeth@DOT)
Cc: [Lammert, Maxwell@DOT](mailto:Lammert_Maxwell@DOT)
Subject: Fw: [US 101 Tamalpais Dr.] Comment Card - new submission
Date: Monday, August 8, 2022 9:57:19 AM

FYI

From: Barbara Janis <reply-to+281b889a23ff@crm.wix.com>
Sent: Saturday, August 6, 2022 9:27 PM
To: D4_VPM@DOT <d4.vpm@dot.ca.gov>
Subject: [US 101 Tamalpais Dr.] Comment Card - new submission

EXTERNAL EMAIL. Links/attachments may not be safe.

Barbara Janis just submitted your form: Comment Card
on [US 101 Tamalpais Dr.](#)

Message Details:

First Name: Barbara

Last Name: Janis

[REDACTED]
[REDACTED]

IND-62-1

Message: As a senior who lives near this crossover, I would like to see
a very pedestrian friendly path that is safe to walk from Koch
Road/Paradise to the malls and to the public library. Thank you.

Reply directly or go to your site's Inbox:

[Respond Now](#)

If you think this submission is spam, [report it as spam](#).

To edit your email settings, go to your Inbox on desktop.

Comment IND-63, Cliff and Jan Janson, page 1 of 1

From: [Cliff Janson](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Dr Overcrossing Changes
Date: Friday, July 15, 2022 2:42:36 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

IND-63-1

I vote for the lowest amount of change for the Tamalpais Dr overcrossing, that keeps a northbound bus pad somewhere, which appears to be plan 2b. But I don't see why the whole thing is necessary. Modern wheelchairs can handle quite a grade. The battery consumption will be about the same going upward, due to the height gain being the same.

--- Cliff and Jan Janson

[REDACTED]



This email has been checked for viruses by AVG antivirus software.

www.avg.com

Comment IND-64, Jacobey Johnson, page 1 of 1

From: [Jacobey Johnson](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Thursday, August 11, 2022 9:05:05 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

IND-64-1

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

Comment IND-65, Barbara J.R. Jones, page 1 of 1

From: [Barbara Jones](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Wednesday, August 10, 2022 8:39:35 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. I drive a car, often loaded with a bicycle (which I ride in Central or Western Marin) over Tamalpais in both directions. I have crossed this 101 interchange on Tamalpais on a bicycle countless times, until finally concluding it is too dangerous.

While the upgrades to ADA compliance in all alternatives are important, they are not enough. Walkers and cyclists sharing a multi-use path on a slope create major hazards to each other, unless the path is at least 15' wide, and preferably 18' wide.

IND-65-1

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic. A hard or squared right turn for cars from EB Tamalpais to SB 101 is feasible and reasonable for drivers like myself.

I strongly encourage Caltrans to select an alternative that provides separated physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B, so long as the paths are wide enough to accommodate riders on a slope and walkers. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking. I strongly urge adoption of alternatives 4A or 4B.

Thank you for your consideration.

Barbara J. R. Jones

Sent from my iPad

Comment IND-66, Theresa Kamler, page 1 of 1

From: [Theresa Kamler](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Saturday, August 13, 2022 8:47:33 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

IND-66-1

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic. It truly feels like you risk your life in this situation as it stands.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

Theresa Kamler, C.M.T.

[REDACTED]

Comment IND-67, Jeff Klompus, page 1 of 1

From: [Jeff K](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Wednesday, August 10, 2022 7:34:24 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

IND-67-1

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough. I write as a parent, community member, and cyclist for your consideration.

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

Comment IND-68, K. Benjamin Knipe, page 1 of 1

From: [Ben Knipe](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Wednesday, August 10, 2022 9:13:17 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

IND-68-1

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

K. Benjamin Knipe
Mill Valley Cyclist
Sent from my mobile communication device

Comment IND-69, Kristina Koepke, page 1 of 1

From: [Kristina Koepke](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Tuesday, August 9, 2022 9:06:39 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

IND-69-1

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.
Kristina Koepke

Sent from my iPhone

Comment IND-70, Nancy Kuhn, page 1 of 1

From: [Nancy](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Wednesday, August 10, 2022 9:34:32 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

IND-70-1

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

Nancy Kuhn


Comment IND-71, Edward J. LaBarre, page 1 of 2

Edward J. LaBarre



July 20, 2022

Caltrans District 4
Attention Liz Nagel
P.O. Box 23660, MS-8B
Oakland, CA 94623-0660
Via email to email@dot.ca.gov

Re: Comment and suggestion on U.S. Highway 101 Tamalpais Drive
Overcrossing in Corte Madera, Marin County

Dear Ms. Nagel,

I am presenting my concerns and suggestions regarding the planned upgrade to the structure over U.S. 101 at Tamalpais Drive. Will you please consider my concerns and forward them to decision makers. I am very familiar with that highway overcrossing. I lived in Corte Madera on Mariner Green Dr. for a few years, and I still use that overcrossing at least twice a week.

My concern is that the project overlooks a far more economical and practical solution to the need to accommodate people with disabilities who need to cross U.S. 101 at Tamalpais Dr., and the upgrade is not needed for any other reason. The traffic flow across the overpass is moderate, and traffic flows nicely. There cannot be many traffic accidents there. I have never seen one. The planned project will take a long time to complete and be very expensive. It must be recognized that, during the upgrade demolition and construction, everyone using the overcrossing including people with disabilities will be severely inconvenienced.

IND-71-1

For a fraction of the cost of the project, every disabled person desiring to cross Highway 101 at that point, including people who need to get to a bus stop or who desire to get to either of the shopping centers or to the library, could be provided a ride in a van. It should be obvious that the cost of providing the van rides for 20 years would be a fraction of the cost of the project. In comparison to the number of people who would be working on the project every day during the planned project, very few disabled people have a need to cross 101 at Tamalpais.

Even if the planned multi-housing project on the east side of 101 is completed, it would still be far more economical to transport disabled people than to redo the overpass. The people who would be working on the project would be paid an hourly rate that is at least what it would cost to transport one person across the highway in a van. And, that does not take into consideration all the

IND-71, Edward J. LaBarre, page 2 of 2

IND-71-1
cont.

other costs of the planned construction including workers compensation, unemployment taxes, employee benefits, material, equipment, management and supervision of the project. The smart thing to do would be to do as healthcare insurance companies do. Contract with providers. Contract with a small group of Uber drivers or with a taxi company to provide rides as needed for a set amount.

Every day of the planned upgrade there will be many vehicles involved in the construction of the upgrade, whereas only one vehicle is needed to transport disabled people. The cost of four van rides per day would be less than what one construction worker would be paid for four hours of work, and that does not include all the other costs for that employee's time on the job. If ten disabled people per day are provided rides at \$20 per ride, that \$200 per day will amount to only \$73,000 per year. Divide the cost of the project by that \$73,000 and you will find how uneconomical the upgrade is.

The cost of providing transportation to disabled people will be spread over many years, whereas the many millions of dollars for the completion of the project will be spent in a few years.

In 20 years we will have many more autonomous vehicles in use, and thus the cost of accommodating the people with disabilities will eventually be less as there will eventually be no need to pay drivers.

You know more about the probable cost of the planned project than I do. So, please take the cost of the project, and divide it by the probable cost of providing transportation over the highway for disabled people for one year, and then multiply that by 20 or 30 years. I am certain that you will find that the project does not make economic sense. Let's not have another project that proves how foolish northern California is with its financial resources.

Respectfully yours,



Edward J. LaBarre

Comment IND-72, Stephen Lambe, page 1 of 1

From: [Stephen P. Lambe](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Wednesday, August 10, 2022 6:02:26 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

IND-72-1

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

Stephen Lambe

Comment IND-73, Brian Lamoreaux, page 1 of 1

From: [Brian Lamoreaux](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Thursday, August 11, 2022 11:28:13 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

IND-73-1

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

Brian Lamoreaux



Comment IND-74, Mark Larus, page 1 of 1

From: [Mark Larus](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Wednesday, August 17, 2022 5:43:53 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

IND-74-1

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

Comment IND-75, Carter Lavin, page 1 of 1

From: [Carter Lavin](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Tuesday, August 16, 2022 10:48:30 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

IND-75-1

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

Comment IND-76, Andrew Levine, page 1 of 1

From: [Andrew Levine](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing Comment
Date: Monday, August 15, 2022 9:42:59 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

IND-76-1

I am writing to provide a comment on the Highway 101 Tamalpais Drive Overcrossing Project. This interchange stands out as one of the most dangerous areas in southern Marin County for pedestrians and cyclists. It would be tragic to fail to take advantage of the work being done to enhance the safety and connectivity of the interchange.

Providing only painted bike lines and minor ADA compliance improvements would be a missed opportunity. With large shopping malls and other destinations on both sides of the freeway, the only safe way to currently cross is by car. Pedestrians and cyclists have to navigate hazardous uncontrolled ramps and other obstacles, with only paint to separate them from automotive traffic.

Caltrans must implement an alternative that provides physical protection for people walking and biking. The painted bike lanes described in Alternatives 2A/2B are inadequate. Closing uncontrolled ramps, such as in Alternatives 4A/B would further reduce conflict between vehicles and people walking or biking.

I appreciate the opportunity to comment, and hope Caltrans can help improve the safety of people in our community with this project.

Thanks,

Andrew Levine



Comment IND-77, Thomas Likar, page 1 of 1

From: [Tomas Likar](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Tuesday, August 9, 2022 11:04:47 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

IND-77-1

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

Comment IND-78, Jon Lin, page 1 of 1

From: [John Lin](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Wednesday, August 17, 2022 7:54:34 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

IND-78-1

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

Comment IND-79, John Lister, page 1 of 1

From: [John Lister](#)
To: tamalpaisOC@DOT
Subject: Overcrossing design
Date: Saturday, July 23, 2022 8:00:16 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

Designers,

IND-79-1

As I go over the bridge East bound and enter 101 North bound I find cars (especially in the morning) zipping along the far right lane at 70 mph heading to the Richmond Bridge. After trying to merge with this fast moving traffic I immediately need to merge with the second North bound entrance coming from East Corte Madera. I feel it would be safer if these two entrances could have their own lane and then that lane could merge with the 101 north bound traffic.

John "Lucky" Lister

Comment IND-80, Ashley Litzenberger, page 1 of 1

From: [Ashley Litzenberger](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Tuesday, August 9, 2022 12:05:28 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

IND-80-1

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic. It's nerve wracking for both drivers and bikers!

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.
Ashley

Sent from my iPhone

Comment IND-81, Cheryl Longinotti, page 1 of 1

From: [Cheryl Longinotti](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Sunday, August 14, 2022 12:14:51 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

IND-81-1

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

Cheryl Longinotti

Comment IND-82, Kia Macpherson, page 1 of 1

From: [Kia Macpherson](#)
To: [tamalpaisOC@DOT](#); [Nagle, Elizabeth@DOT](#); [publiccomment@tcmail.org](#)
Subject: TAMALPAIS DRIVE OVERCROSSING PROJECT - Comment
Date: Monday, August 8, 2022 8:44:57 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Liz Nagle and Corte Madera Town Council Members:

IND-82-1

My name is Kia Macpherson and I am a 25 year resident of Corte Madera. My family uses the Tamalpais Drive Overcrossing almost everyday and when Caltrans makes it safer for pedestrians and people on bicycles, we will definitely use the community connection more often both on foot and bicycle. We also note that many, many people use the Tamalpais Drive Overcrossing to access bus transit. Alternative 4a will significantly improve safety and access for transit users. We encourage Caltrans to build Alternative 4b.

Sincerely,

Kia

Comment IND-83, Lucy Macpherson, page 1 of 1

From: [Lammert, Maxwell@DOT](mailto:Lammert.Maxwell@DOT) on behalf of D4.VPM@DOT
To: [Nagle, Elizabeth@DOT](mailto:Nagle.Elizabeth@DOT)
Cc: [Lammert, Maxwell@DOT](mailto:Lammert.Maxwell@DOT)
Subject: Fw: [US 101 Tamalpais Dr.] Comment Card - new submission
Date: Thursday, August 11, 2022 11:35:43 AM

FYI

From: Lucy Macpherson <reply-to+d2b241a36f46@crm.wix.com>
Sent: Tuesday, August 9, 2022 6:59 PM
To: D4.VPM@DOT <d4.vpm@dot.ca.gov>
Subject: [US 101 Tamalpais Dr.] Comment Card - new submission

EXTERNAL EMAIL. Links/attachments may not be safe.

Lucy Macpherson just submitted your form: Comment Card
on [US 101 Tamalpais Dr.](#)

Message Details:

First Name: Lucy

Last Name: Macpherson

[REDACTED]
[REDACTED]

IND-83-1

Message: I believe that Alternative 4B is the best option to provide a safe and separated bike and pedestrian path without delaying motor vehicles. Alternative 4B is also better for bus riders.

Reply directly or go to your site's Inbox:

[Respond Now](#)

If you think this submission is spam, [report it as spam](#).

To edit your email settings, go to your Inbox on desktop.

Comment IND-84, Chetan Maha, page 1 of 1

From: [Chetan](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Thursday, August 11, 2022 5:30:13 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

IND-84-1

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

Chetan Maha

Comment IND-85, Linda Malatesta, page 1 of 1

From: [Linda Malatesta](#)
To: tamalpaisOC@DOT; Nagle.Elizabeth@DOT
Subject: Caltrans-Tamalpais Overcrossing Project
Date: Wednesday, August 3, 2022 3:03:44 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

IND-85-1

Hi, I have lived in Corte Madera for 40 years and Marin County for over 60 years. I support plan 4a for the overcrossing improvement for a number of reasons:

1. The main reason is that it eliminates one northbound US 101 on-ramp. The two northbound on-ramps are too close together and create a traffic back-up all the way down to Tiburon and beyond. Those two on-ramps plus the narrow Richmond Bridge/Sir Francis Drake merge is horrible.
2. It moves the west side southbound exit to an intersection and creates a safe pedestrian crossing. Now you have to run across the freeway onramp to cross from Casa Buena Drive to the Tamalpais overpass. There is a crosswalk there but the cars never stop.
3. It moves the east side bus stop off the overcrossing and to a safer location next to The Village.
4. It provides a walk/bike path separated by a fence from on coming cars.

Thank you for reading my comments. The 4a plan will be a huge improvement and make it easier to walk, drive, and bike between east and west Corte Madera.

Sincerely,

Linda Malatesta

Comment IND-86, Helen Maniates, page 1 of 1

From: [Lammert, Maxwell@DOT](mailto:Lammert_Maxwell@DOT) on behalf of D4_VPM@DOT
To: [Nagle, Elizabeth@DOT](mailto:Nagle_Elizabeth@DOT)
Cc: [Lammert, Maxwell@DOT](mailto:Lammert_Maxwell@DOT)
Subject: Fw: [US 101 Tamalpais Dr.] Comment Card - new submission
Date: Monday, August 8, 2022 9:56:44 AM

FYI

From: Helen Maniates Maniates <reply-to+9003259876e4@crm.wix.com>
Sent: Saturday, August 6, 2022 2:31 AM
To: D4 VPM@DOT <d4.vpm@dot.ca.gov>
Subject: [US 101 Tamalpais Dr.] Comment Card - new submission

EXTERNAL EMAIL. Links/attachments may not be safe.

Helen Maniates Maniates just submitted your form: Comment Card
on [US 101 Tamalpais Dr.](#)

Message Details:

First Name: Helen Maniates

Last Name: Maniates

[REDACTED]

[REDACTED]

IND-86-1

Message: I am in favor of the "Highline" style proposal with wider cantilevered platform. This is an opportunity to build something extraordinary & we should go for it. Don't settle for minimal cheapest option

Reply directly or go to your site's Inbox:

[Respond Now](#)

If you think this submission is spam, [report it as spam](#).

To edit your email settings, go to your Inbox on desktop.

Comment IND-87, Caroline Meek, page 1 of 1

From: [Caroline Meek](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Saturday, August 13, 2022 7:24:40 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

IND-87-1

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.
Caroline Meek (Sausalito)

Comment IND-88, Greg Merritt, page 1 of 1

From: [Greg Merritt](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Wednesday, August 10, 2022 6:28:50 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

IND-88-1

Comment IND-89, Sally Middleton, page 1 of 1

From: [Lammert, Maxwell@DOT](mailto:Lammert_Maxwell@DOT) on behalf of D4_VPM@DOT
To: [Nagle, Elizabeth@DOT](mailto:Nagle_Elizabeth@DOT)
Cc: [Lammert, Maxwell@DOT](mailto:Lammert_Maxwell@DOT)
Subject: Fw: [US 101 Tamalpais Dr.] Comment Card - new submission
Date: Monday, August 8, 2022 9:56:57 AM

FYI

From: Sally Middleton <reply-to+bef6fefcd42a@crm.wix.com>
Sent: Saturday, August 6, 2022 7:01 PM
To: D4_VPM@DOT <d4.vpm@dot.ca.gov>
Subject: [US 101 Tamalpais Dr.] Comment Card - new submission

EXTERNAL EMAIL. Links/attachments may not be safe.

Sally Middleton just submitted your form: Comment Card on [US 101 Tamalpais Dr.](#)

Message Details:

First Name: Sally

Last Name: Middleton

Message: I like the overpass crosswalk design that doesn't have pedestrians walking down under the overpass. It doesn't feel safe now and don't think that design will feel safe also. I like the design that builds a separate walkway over the freeway (4A?B?). It could eliminate the need for the other 101 crosswalk bridge farther north near lucky Dr. And that design looks nice. Not sure if taking out loop on-ramps is good idea in any design. Intersection lights would back up traffic on streets.

Thanks!

Reply directly or go to your site's Inbox:

[Respond Now](#)

IND-89-1

Comment IND-90, Amy Miller, page 1 of 1

From: [Lammert, Maxwell@DOT](mailto:Lammert_Maxwell@DOT) on behalf of D4_VPM@DOT
To: [Nagle, Elizabeth@DOT](mailto:Nagle_Elizabeth@DOT)
Cc: [Lammert, Maxwell@DOT](mailto:Lammert_Maxwell@DOT)
Subject: Fw: [US 101 Tamalpais Dr.] Comment Card - new submission
Date: Monday, August 22, 2022 1:32:12 PM

FYI

From: Amy Miller <reply-to+b24f1c08099e@crm.wix.com>
Sent: Saturday, August 20, 2022 9:28 PM
To: D4_VPM@DOT <d4.vpm@dot.ca.gov>
Subject: [US 101 Tamalpais Dr.] Comment Card - new submission

EXTERNAL EMAIL. Links/attachments may not be safe.

Amy Miller just submitted your form: Comment Card
on [US 101 Tamalpais Dr.](#)

Message Details:

First Name: Amy

Last Name: Miller

[REDACTED]
[REDACTED]

IND-90-1

Message: I prefer Tamalpais Dr OP option 4B. However, it seems insane the project might require the removal of 88 healthy, mature trees which are essential to reducing urban heat and the overheating of our planet. Even replanting with less mature trees will take years for them to be the slightest bit beneficial to our environment.

Reply directly or go to your site's Inbox:

[Respond Now](#)

If you think this submission is spam, [report it as spam](#).

Comment IND-91, Geoff Mohr, page 1 of 1

From: [Geoff Mohr](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Wednesday, August 10, 2022 9:35:12 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

IND-91-1

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

Geoff Mohr

Comment IND-92, Philip Mooney, page 1 of 1

From: [Philip Mooney](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Wednesday, August 10, 2022 7:40:30 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

IND-92-1 People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.
Philip Mooney
San Rafael, CA

Comment IND-93, Susan Nawbary, page 1 of 1

From: [Susan Nawbary](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Wednesday, August 10, 2022 7:01:29 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project.

One thing that makes Marin so attractive to its residents and visitors is the utopian-like walkability of many of its neighborhoods. It's obvious that Marin residents value walkable, bikeable neighborhoods for all ages and abilities.

Studies show that people who walk and bike in shopping districts take more trips and spend more money than people who drive to the same destinations. The study was done in Oakland when they put in the Telegraph bike lanes, and rings true to this day, 10 years later.

IND-93-1

This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

Sent from my iPhone

Comment IND-94, Nicholas, page 1 of 1

From: [Nicholas](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Saturday, August 13, 2022 8:16:28 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

IND-94-1

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

It would also be great to have a safe and separated crossing as it's unhealthy and stressful to walk and cycle near traffic.

Thank you for your consideration.

Comment IND-95, Catherine Nicole, page 1 of 1

From: [Catherine](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Saturday, August 13, 2022 9:02:38 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

IND-95-1

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

Comment IND-95, Catherine Nicole, page 1 of 1

From: [Catherine](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Saturday, August 13, 2022 9:02:38 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

IND-95-1

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

Comment IND-96, Vincent O'Brien, page 1 of 2

From: [Lammert, Maxwell@DOT](mailto:Lammert_Maxwell@DOT) on behalf of D4.VPM@DOT
To: [Nagle, Elizabeth@DOT](mailto:Nagle,Elizabeth@DOT)
Cc: [Lammert, Maxwell@DOT](mailto:Lammert_Maxwell@DOT)
Subject: Fw: [US 101 Tamalpais Dr.] Comment Card - new submission
Date: Thursday, August 11, 2022 11:36:29 AM

FYI

From: Vincent O'Brien <reply-to+0dd7fab1268c@crm.wix.com>
Sent: Wednesday, August 10, 2022 12:40 AM
To: D4 VPM@DOT <d4.vpm@dot.ca.gov>
Subject: [US 101 Tamalpais Dr.] Comment Card - new submission

EXTERNAL EMAIL. Links/attachments may not be safe.

Vincent O'Brien just submitted your form: Comment Card
on [US 101 Tamalpais Dr.](#)

Message Details:

First Name: Vincent

Last Name: O'Brien

[REDACTED]
[REDACTED]

IND-96-1

Message: Congratulations on a nice job of addressing a bad bicycling situation. Eliminating the corkscrews will encourage cyclist to take the protected path. They are a pain to ride and usually too narrow. And too steep for most riders. (Note: I didn't even know the corkscrews where there!) From my experience of riding that interchange, option 4B would be the safest. No slip lanes, no cloverleafs to deal with. However, I don't see the need for the bike cloverleafs. Instead, a widened and protected path on BOTH sides would be sufficient and easier to ride, i.e. more likely to be used. As in 4B, cyclists only cross traffic at controlled intersections. If both sides are widened, two crossing of the roadway would be eliminated. That's definitely an invitation to used the

IND-96, Vincent O'Brien, page 2 of 2

IND-96-1
cont.

designated path. I also don't understand why the bike lane marking in the roadway were eliminated. There will be some cyclists who stay on the roadway even if it isn't safe. Finally, if drains need to be placed in the pathways, please make the bars perpendicular to the flow of traffic.

Reply directly or go to your site's Inbox:

[Respond Now](#)

If you think this submission is spam, [report it as spam](#).

To edit your email settings, go to your Inbox on desktop.



Comment IND-97, Marilyn Price, page 1 of 1

From: [REDACTED]
To: tamalpaisOC@DOI
Subject: RE US 101 Crossing in Corte Madera
Date: Wednesday, August 10, 2022 6:57:09 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

IND-97-1

It has come to my attention from Marin County Bicycle Coalition that plans are being drawn up to upgrade the US-101/Tamalpais Drive freeway ramps in Corte Madera to make it ADA compliant. As an 82-year-old bicyclist who for environmental reasons no longer has a car and gets around by bike, I hope that whatever plan you choose will be the safest possible for all the bicyclists and pedestrians.

Thank you for considering my request

Marilyn Price
Mill Valley, CA

Comment IND-98, Mike Pritts, page 1 of 1

From: [Mike Pritts](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Wednesday, August 10, 2022 7:48:33 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

IND-98-1

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

Mike Pritts and Pritts family
Fairfax cyclist

--


Comment IND-99, Patricia Ravasio, page 1 of 2

From: [Lammert, Maxwell@DOT](mailto:Lammert_Maxwell@DOT) on behalf of D4.VPM@DOT
To: [Nagle, Elizabeth@DOT](mailto:Nagle_Elizabeth@DOT)
Cc: [Lammert, Maxwell@DOT](mailto:Lammert_Maxwell@DOT)
Subject: Fw: [US 101 Tamalpais Dr.] Comment Card - new submission
Date: Tuesday, July 26, 2022 11:07:04 AM

FYI

From: Patricia Ravasio <reply-to+b1dd3072adbc@crm.wix.com>
Sent: Tuesday, July 26, 2022 1:03 AM
To: D4 VPM@DOT <d4.vpm@dot.ca.gov>
Subject: [US 101 Tamalpais Dr.] Comment Card - new submission

EXTERNAL EMAIL. Links/attachments may not be safe.

Patricia Ravasio just submitted your form: Comment Card
on [US 101 Tamalpais Dr.](#)

Message Details:

First Name: Patricia

Last Name: Ravasio

[REDACTED]

[REDACTED]

IND-99-1

Message: Dear Cal Trans, The people of Corte Madera were very excited a few years back when you worked with architects Skidmore Owings and Merrill and the Town of Corte Madera on plans for a COMMUNITY CONNECTOR between the two sides of our town, along the Tamalpais Drive Overcrossing. We are excited you are coming back to us with plans, and we look forward to hearing more, but we are very much hoping for a top class structure and functionality for CLASS ONE BIKE AND PEDESTRIAN PATHWAY across this very important connecting point for our community. There are grant monies available to support this kind of infrastructure and we are hoping to convince the town to pursue these funds so that we can partner with you to build a

IND-99, Patricia Ravasio, page 2 of 2

IND-99-1
cont.

truly exemplary, award winning, example setting highway over-crossing.
Thank you Pat Ravasio Community Organizer

Reply directly or go to your site's Inbox:

Respond Now

If you think this submission is spam, [report it as spam](#).

To edit your email settings, go to your Inbox on desktop.



Comment IND-100, Pat Ravasio, page 1 of 1

From: [PatRavasio](#)
To: tamalpaisOC@DOT
Subject: Option 4B
Date: Sunday, August 21, 2022 10:50:27 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Caltrans,

IND-100-1

I'm very excited that you have included the 15' wide cantilevered multi purpose path in your options for the Tamalpais overcrossing.

I join dozens, maybe even hundreds of other Corte Maderans in encouraging you to select this option. Work is still needed as to how best to handle the bus stops to make them safe and accessible. Skidmore Owning and Merrill designer Craig Hartman is available to continue work on the details, to make this pedestrian overcrossing and interchange upgrade something that both Corte Madera and Caltrans will be proud of for decades.

Thank you
Pat Ravasio

Sent from my iPhone

Comment IND-101, Josh Rayes, page 1 of 1

From: [Josh Rayes](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Tuesday, August 9, 2022 12:01:36 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

IND-101-1

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

Josh Rayes

Comment IND-102, Russell Reagan, page 1 of 1

From: [Russell Reagan](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Monday, August 22, 2022 9:05:24 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project.

I have ridden a bicycle on Tamalpais Drive over US 101, and I do not find the interchange to be a safe place to ride a bike. The direct merge ramps with motorists making high-speed weaves means all but the most experienced, fearless bicyclists are willing to use this route to get across the freeway. Painted lines are simply inadequate to separate bicycle from vehicular traffic.

Please select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes as specified in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further enhance safety for people walking or biking.

Thank you for your consideration.

IND-102-1

Comment IND-103, Max Rico, page 1 of 1

From: [Max Rico](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Wednesday, August 17, 2022 1:03:28 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

IND-103-1

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

Comment IND-104, Aaron Roller, page 1 of 1

From: [Aaron Roller](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Friday, August 12, 2022 1:32:38 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

IND-104-1

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

Aaron Roller
Sausalito Pedestrian and Bicycle Advisory Committee - Chair

--

Let's work together to make a beautiful, sustainable and healthier future for our community.

At your service,

Aaron Roller
[Sausalito Ped & Bike Advisory Committee - Chair](#)
[Safe Routes to School - SMCS D Task Force](#)
[Sausalito Beautiful](#)
[Sausalito Woman's Club](#)
[Sausalito Sustainability Commission](#)
[Golden Gate Mobility](#)
[Sausalito/Marin City Bike Advocates](#)
[Age Friendly Sausalito](#)
[Friends of Willow Creek](#)

Comment IND-105, Frank Rollo, page 1 of 1

From: [Frank J Rollo](#)
To: tamalpaisOC@DOT
Cc: [Gil Dowd](#)
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Thursday, August 11, 2022 6:20:44 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

Protect our kids Caltrans!

My comment is specific to the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

IND-105-1

People (kids) trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

Frank Rollo
[REDACTED]

Comment IND-106, Roryinsf, page 1 of 1

From: [REDACTED]
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Sunday, August 14, 2022 6:23:14 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

IND-106-1

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

Comment IND-107, Scott Samet, page 1 of 1

From: [Samet, Scott](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Thursday, August 11, 2022 2:57:21 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Ms. Nagle and the Caltrans project team:

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

IND-107-1

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

Scott Samet

Comment IND-108, Mike Samuels, page 1 of 1

From: [Mike Samuels](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Thursday, August 11, 2022 6:23:53 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

IND-108-1

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

Comment IND-109, Erik Schmidt, page 1 of 1

From: [Erik Schmidt](#)
To: tamalpaisOC@DOT
Subject: Caltrans Highway 101 Corte Madera Interchange - Public Comment
Date: Wednesday, August 17, 2022 9:34:17 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Caltrans — I have reviewed the alternative designs proposed for the Highway 101 interchange at Tamalpais Drive project. As a longtime Marin County resident and cyclist, I have used this interchange by bike and foot for many years. It is one of the most dangerous and terrifying locations in the entire county to traverse by any mode except in a motor vehicle. Making this a safe facility for all modes of transportation, and particularly encouraging alternatives that reduce traffic and congestion in this very busy area, should be a critical priority for Caltrans. The current crossing is far too intimidating and dangerous for any but the most skilled and confident cyclists — meaning that it is a barrier for kids, students traveling to school on the west or east sides of Corte Madera/Larkspur, families, and older folks. This is unacceptable. On foot, very few people make the crossing due to the scary walks across high speed or busy traffic lanes on both sides. With so many commercial, recreational and other amenities available in the area surrounding this bridge, walking should be encouraged, not discouraged.

IND-109-1

A design that maximizes the safety and appeal of traveling across Highway 101 by bike and foot — for all, not just a few — should be the preferred alternative. Once this project is completed, the opportunity to make improvements to this interchange will not come again for decades. I urge Caltrans to select alternative 4B, but applaud the vision of alternatives 3A, 3B, 4A and 4B, all of which would provide acceptable conditions for cyclists and pedestrians. Please, reject alternatives 2A and 2B, as these designs will not significantly improve the situation for people on bikes or foot at this critical location.

With this project, Caltrans has the opportunity to be the 21st Century transportation agency Californians need it to be. The 1950s design Marin residents and visitors have been surviving with for so long can and must be transformed into an attractive and safe crossing for everyone. This can be done. Please maximize the opportunity you have to design a crossing we can all be proud of for generations to come. Thank you for considering my thoughts and input.

Erik Schmidt
Fairfax, California
[REDACTED]

Comment IND-110, Fritz Scholten, page 1 of 1

From: [Fritz Scholten](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Wednesday, August 10, 2022 7:49:19 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello Ms. Nagle and the Caltrans project team,

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

Sincerely
Fritz Scholten

IND-110-1

Comment IND-111, David Seltzer, page 1 of 1

From: [David Seltzer](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Monday, August 15, 2022 2:59:31 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

IND-111-1

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

Comment IND-112, Jean Severinghaus, page 1 of 1

From: [J Sever](#)
To: tamalpaisOC@DOT
Cc: [Katie Rice](#); [Moulton-Peters, Stephanie](#); [Bert Hill](#); [Rodoni D](#); [El-Tawansy, Dina@DOT](#); [Tavares, Tony F@DOT](#); [Ray Santiago](#); [Robert Betts](#)
Subject: ATTN Elizabeth Nagle, Re IS-ND for MARIN COUNTY, CALIFORNIA DISTRICT 4 – MRN – 101 PM 7.37 04-43860/0416000042
Date: Monday, August 22, 2022 5:23:07 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Liz Nagle,

Thank you for taking my comments on the IS-ND for the Marin County Tamalpais Overcrossing.

I appreciate prospective alternative 4A which is the safest for pedestrians and bicyclists of All Ages and Abilities, however, I am highly concerned that Caltrans District 4 neglects to prioritize public transit in these designs and fails on its Complete Streets mandates. It is extremely disturbing to see Caltrans D4 removing bus pads from the state ROW by fiat; the bus pads and stops are part of a highly complex intricate system of moving people along freeways that comprise the Golden Gate Transit public system of buses, as well as the Marin Transit buses. The freeway bus pads MUST be kept. Please consider building the buses a new fly-through lane with safe level sidewalks inside the diamond. This could easily fit with 4A, and 4B southbound, and could potentially fit with more tweaks to northbound 4B.

IND-112-1

As a long-time bus rider as well as bicyclist and pedestrian, I attest that the 101 freeway bus pads are golden--they allow the closest version we have in our area to Bus Rapid Transit. They save a great deal of time to the riders and make it worth talking the bus. Please preserve the freeway bus pads no matter what alternative Caltrans chooses to pursue. We will suffer greatly by the repeated delays of buses getting off the freeway, going in traffic to signals, then fighting to get around free right turning private cars to get out into the lane again. It is inappropriate for a modern freeway to exclude bus priority. It damages the service by slowing it and reducing ridership. Try taking as a key example a bus south from Novato thru the Rowland Blvd stop, a very similar diamond to the 4A and 4B designs, and a nightmare for delays of up to 5 minutes to the ride instead of 30 seconds on the bus pads.

Please include me and inform me of any TAC or membership opportunities for input into D4's new Transit Plan named in the CSAP.

Thank you.

Best wishes,
Jean Severinghaus



Caltrans District 4 BAC, Marin Member at Large, 2014-2021

Comment IND-113, Emily Shaw, page 1 of 1

From: [Emily Shaw](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Tuesday, August 9, 2022 8:57:38 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

IND-113-1

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

--

Emily Shaw

~*~

Podcast Production & Consulting [REDACTED]

Comment IND-114, James Sievert, page 1 of 1

From: [James Sievert](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Wednesday, August 10, 2022 9:07:35 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

IND-114-1

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

Comment IND-115, Jordan Silber, page 1 of 1



Comment Card

FIRST NAME

Jordan

LAST NAME


Silber



MESSAGE

IND-115-1

I am a 20+ year Corte Madera resident and 45+ year Marin resident and support option 4b. The other options fail to provide a long term solution for traffic flow and bicycle/pedestrian safety.

 Form Submission

Comment IND-116, Hilde Simon, page 1 of 3

From: [hilde simon](#)
To: [Nagle, Elizabeth@DOT](mailto:Nagle.Elizabeth@DOT)
Subject: Corte Madera Overpass Project
Date: Monday, July 18, 2022 6:02:58 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

IND-116-1

Hi Elizabeth,

I am writing in support of a shared multi-use path built into the proposed new rebuild of the overpass in Corte Madera.

I am 71, have lived in my house near the overpass for 43 years. I have tried walking and riding my bike over this roadway and it is dangerous, unpleasant and frightening. The highway divides Corte Madera and forces many of us into cars just to go 2 miles to the other side of town when a walk or bike ride would be easier, cheaper and more healthy.

If a multi-use path were included in the new overpass design, many hundreds of car trips would be avoided and our town would be re-united and energized. With the two malls directly on either side of the highway, it makes total sense to have a safe walkway between the two areas.

Please help our town be safer, healthier and more fun by designing with humans as well as cars in mind.

Thank you,

Hilde Simon

IND-116, Hilde Simon, page 2 of 3

From: [hilde simon](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Thursday, August 11, 2022 9:51:43 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

IND-116-2

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.
Hilde Simon



IND-116, Hilde Simon, page 3 of 3

From: [hilde simon](#)
To: [Nagle, Elizabeth@DOT](mailto:Nagle.Elizabeth@DOT)
Subject: Support of choice 4B for Corte Madera overpass
Date: Monday, August 15, 2022 1:48:59 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello Elizabeth,

I think I may have written before since your name popped up when prompted on my email address bar, but nonetheless I write again.

I am 71 years old and I ride with my kids and grandchildren--that's 3 generations of cyclists! We struggle to find safe places to ride together from our homes in East Corte Madera safely. We would love to be able to use the overpass on bikes to get a bite to eat at Corte Madera Town Center but we cannot. It is very dangerous for anyone, let alone a child and a grandmother. To use what exists now is dangerous, weird and downright creepy.

I see that choice 4b gives us bipeds and cyclists a traffic light at each off and on ramp, if I am not mistaken. This is great! Signaled off/on ramps take the terrifying guess work out of getting out of the way of driven cars.

Please do what works for ALL citizens of Corte Madera, not just the drivers. Help us stay healthy, exercised and ...alive. A safe and separate multi-use path is brilliant and looks to the future of the growing number of people who walk and ride and wish to do so safely.

Thank you,
Hilde Simon

IND-116-3

Comment IND-117, James S. Simon, page 1 of 1

From: [JIM SIMON](#)
To: [Nagle, Elizabeth@DOT](mailto:Nagle.Elizabeth@DOT)
Subject: Tamalpais Overcrossing
Date: Monday, August 15, 2022 3:27:19 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

IND-117-1 | Dear Ms. Nagle,
This email is written to support a safe and separate multi-use pathway with signaled off and on ramps for the new design.
Sincerely,
Dr. James S. Simon, M.D.

Comment IND-118, Paula E. Smith, page 1 of 1

From: [paula.s](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Wednesday, August 10, 2022 7:46:04 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

IND-118-1

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

Paula E. Smith

Comment IND-119, Barbara Snyder, page 1 of 1

From: [Barbara Sarazen Snyder](#)
To: tamalpaisOC@DOT
Subject: Positive comment!
Date: Wednesday, July 13, 2022 11:01:20 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Hi,

IND-119-1

I received the public notice and I'm totally in favor of upgrading the Tamalpais OC. I live on the east side of Corte Madera and a more bike and pedestrian friendly OC would be wonderful for our community to bring the two sides of town closer together. As it currently stands, the OC is too dangerous to walk or bike to the west side of town where my kids attended school and where I do most of my shopping. An upgraded OC is a wise environmental decision as I and many of my neighbors would absolutely choose to walk or use bikes instead of the car to access the west side of town.

Thank you!

Barbara Snyder

Comment IND-120, Nathan Spindel, page 1 of 1

From: [Nathan Spindel](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Wednesday, August 10, 2022 8:17:24 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

IND-120-1

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

Comment IND-121, Carl Stein, page 1 of 1

From: [SF Carl](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Thursday, August 11, 2022 10:40:00 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Ms. Nagle and the Caltrans project team,

IND-121-1

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your effort to protect the health and the lives of people walking and biking in Corte Madera.

Sincerely,

Carl Stein


Comment IND-122, Patricia Stoliar, page 1 of 1

From: [Lammert, Maxwell@DOT](mailto:Lammert_Maxwell@DOT) on behalf of D4_VPM@DOT
To: [Nagle, Elizabeth@DOT](mailto:Nagle_Elizabeth@DOT)
Cc: [Lammert, Maxwell@DOT](mailto:Lammert_Maxwell@DOT)
Subject: Fw: [US 101 Tamalpais Dr.] Comment Card - new submission
Date: Monday, August 15, 2022 10:07:55 AM

FYI

From: Patricia Stoliar <reply-to+bd1f0ff9ffec@crm.wix.com>
Sent: Saturday, August 13, 2022 12:45 AM
To: D4_VPM@DOT <d4.vpm@dot.ca.gov>
Subject: [US 101 Tamalpais Dr.] Comment Card - new submission

EXTERNAL EMAIL. Links/attachments may not be safe.

Patricia Stoliar just submitted your form: Comment Card
on [US 101 Tamalpais Dr.](#)

Message Details:

First Name: Patricia

Last Name: Stoliar

[REDACTED]
[REDACTED]

IND-122-1

Message: Please use the design that was suggested years ago by Skidmore, Owings & Merrill including a broad pedestrian walkway and landscaping.

Reply directly or go to your site's Inbox:

[Respond Now](#)

If you think this submission is spam, [report it as spam](#).

To edit your email settings, go to your Inbox on desktop.

Comment IND-123, Owen Strain, page 1 of 1

From: [Owen Strain](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Monday, August 15, 2022 6:15:40 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

IND-123-1

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

Comment IND-124, Paul Straub, page 1 of 1

From: [Paul Straub](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Thursday, August 11, 2022 8:07:09 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

IND-124-1

Ms. Nagle and the Caltrans project team,

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. I approximately one mile from the project and frequently use the overcrossing, both in my vehicle but also a few times weekly on my bicycle. My wife also rides her bicycle across that road frequently. Our daughter, who rides her bike daily to see friends on the west side of 101, is not allowed to ride to see her friends in Corte Madera on the east side of 101.

Riding bicycles on Tamalpais Drive over US 101 means contending with dangerous uncontrolled ramps and high-speed weaves, with only paint separating cyclists from automotive traffic. I have had a few close calls with cars not paying attention or being overly aggressive on this stretch.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B.

Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

Paul Straub
[REDACTED]

Comment IND-125, David Suto, page 1 of 1

From: [David Suto](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Wednesday, August 10, 2022 7:58:17 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project.

IND-125-1

I have been a recreational and commuter bicyclist in many places around the country during my 30 years of using bicycling as transportation and the Northbound ramp onto 101 is one of the most dangerous for cyclists and pedestrians I have encountered. With quick transitions for drivers leading out of the mall and accelerating on the ramp, all users end up having to have 360 degree awareness and less confident users are just going to avoid this corridor altogether. For the inhabitants of eastern Corte Madera that means driving instead of walking and bicycling alternatives.

We need design alternatives that consider and encourage all modes of transportation as we try to make our climate and transportation goals of the 21st century.

Thank you for your consideration.
David Suto
Sausalito

Sent from my iPhone

Comment IND-126, Harrison Sweeney, page 1 of 1

From: [Harrison](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Thursday, August 11, 2022 11:47:26 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

While the below is a pre-formatted email that you have probably seen many times by now, I personally have read and support the content of the letter.

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

IND-126-1

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

Best,
Harrison Sweeney

Comment IND-127, Eric J. Torney, page 1 of 1

From: [ERIC TORNEY](#)
To: [Nagle, Elizabeth@DOT](mailto:Nagle.Elizabeth@DOT)
Subject: Corte madera overpass pedestrian safety
Date: Monday, July 18, 2022 1:15:00 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Elizabeth:

I walk the overpass on average once or twice a week. Each time I walk over it I have considerable anxiety for my safety. I am always relieved when I make it. The planned upgrade to the overpass should also provide adequate pedestrian safety as a minimum requirement.

IND-127-1

In addition to safety improvement for the actual overpass there is a need for safe passage to cross the onramp on the east side for northbound 101 traffic. There is a marked crosswalk, but no signal or other safety device to alert drivers that there is a crosswalk. I always wait until I see no approaching vehicle before I enter the crosswalk. I want to make it across the ramp without a detour to the hospital or the morgue. It is definitely a high risk event to cross the onramp to get to the west side of 101.

In addition to pedestrian safety at the crosswalk, there is fence that prevents pedestrians from exiting the sidewalk onto the Village Center property, forcing pedestrians to walk on an unsafe sidewalk to the end of the fence. A hole cut in the fence was closed recently. The hole allowed pedestrians to exit the sidewalk near the crosswalk. Is this how Caltrans "protects" pedestrians?

Eric J. Torney

Comment IND-128, David Troup, page 1 of 1

From: [Dave Troup](#)
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment
Date: Wednesday, August 10, 2022 6:16:00 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

IND-128-1

Ms. Nagle and the Caltrans project team,

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project.

This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since the highway's construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B.

Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

David Troup

[Redacted signature]

Comment IND-129, Stan Urban, page 1 of 1

From: Stan Urban
Sent: Thu, 11 Aug 2022 09:41:42 -0700
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

IND-129-1

This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B.

Thank you

Stan Urban
[REDACTED]
[REDACTED]

Comment IND-130, Tracey Van Hooser, page 1 of 2

From: D4 VPM@DOT on behalf of Lammert, Maxwell@DOT
Sent: Wed, 3 Aug 2022 16:30:40 +0000
To: Nagle, Elizabeth@DOT
Cc: Lammert, Maxwell@DOT
Subject: Fw: [US 101 Tamalpais Dr.] Comment Card - new submission

FYI

From: Tracey Van Hooser <reply-to+ofef9ff070095@crm.wix.com>
Sent: Sunday, July 31, 2022 6:35 PM
To: D4 VPM@DOT <d4.vpm@dot.ca.gov>
Subject: [US 101 Tamalpais Dr.] Comment Card - new submission

EXTERNAL EMAIL. Links/attachments may not be safe.

Tracey Van Hooser just submitted your form: Comment Card
on [US 101 Tamalpais Dr.](#)

Message Details:

First Name:

Tracey

Last Name:

Van Hooser

[REDACTED]
[REDACTED]
[REDACTED]

Message:

IND-130-1

Thank you looking at this section of highway! Because of all the on ramps (and the proximity between on and off ramps) this section of highway is often a big mess. I wish there was more indication in these options which the engineers felt would best improve the flow of traffic. And which ones would be safest for bikers/pedestrians. What the trade offs are between the various options. Because we are not experts and don't know what is driving the various designs. At any rate, 4A seems the best to me. The on-ramp from Sir Francis Drake heading onto 101 South is also a problem (coming in immediately into an off ramp so the traffic is criss-crossing) and the off-ramp from 101

IND-130, Tracey Van Hooser, page 2 of 2

IND-130-1
cont.

onto Sir Francis Drake is always backed up. I think it would be helpful if these highway changes around Tamalpais Drive were made in a larger context of all of the other nearby on/off ramps so that the overall plan makes sense.

Reply directly or go to your e-mail's Inbox

Respond
Now

If you are unable to access your account, please contact epo@asspa.com.

To edit your account settings, go to your Inbox on desktop.
Ascend BY WIX

Comment IND-131, Hobie Vogel, page 1 of 1

Nagle, Elizabeth@DOT

From: Hobie V [REDACTED]
Sent: Wednesday, August 17, 2022 7:02 PM
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

IND-131-1

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.
-Hobie Vogel, Corte Madera resident

Comment IND-132, Victoria Vogel, page 1 of 1

Nagle, Elizabeth@DOT

From: Victoria Vogel [REDACTED]
Sent: Wednesday, August 10, 2022 8:44 PM
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

IND-132-1

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

Warm Regards,
Victoria Vogel, MFT
Marriage Family Therapist
Advanced LENS Neurofeedback Clinician

[REDACTED]

Comment IND-133, Nancy Weninger, page 1 of 1

Nagle, Elizabeth@DOT

From: Nancy Weninger [REDACTED]
Sent: Friday, August 12, 2022 1:30 PM
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

I live in west Larkspur and frequently travel to the east side of Highway 101 by bicycle and sometimes as a pedestrian. I will not ride my bike in either direction on the Tamalpais Drive 101 overcrossing as it is now. I would welcome improvements that would make this possible, as suggested by the Marin County Bicycle Coalition.

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. It would also serve Larkspur residents as well. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

IND-133-1

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

Sincerely,
Nancy Weninger
Larkspur, Ca

Comment IND-134, John Whitty, page 1 of 1

Nagle, Elizabeth@DOT

From: John Whitty [REDACTED]
Sent: Thursday, August 11, 2022 8:26 PM
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

IND-134-1

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

John Whitty.

"IF THERE ARE NO DOGS IN HEAVEN, THEN WHEN I DIE I WANT TO GO WHERE THEY WENT." WILL ROGERS.

Comment IND-135, Steve Wilbur, page 1 of 1

Nagle, Elizabeth@DOT

From: Steve Wilbur [REDACTED]
Sent: Thursday, August 11, 2022 9:37 AM
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

IND-135-1

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

Steve Wilbur

Comment IND-136, Thomas Woolley, page 1 of 1

Nagle, Elizabeth@DOT

From: [REDACTED]
Sent: Wednesday, August 10, 2022 10:30 PM
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

IND-136-1

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.

Thomas Woolley

[REDACTED]

Comment IND-137, Janet Zanetto, page 1 of 1

Nagle, Elizabeth@DOT

From: Jana Zanetto [REDACTED]
Sent: Saturday, August 20, 2022 4:00 PM
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

IND-137-1

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect the two sides of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

People riding bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic. My husband and I have been riding in traffic for 50 years, yet we still find this road section quite challenging and even scary.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Equally importantly, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

I appreciate the opportunity to express my opinion; thank you for your consideration.

Sincerely,

Janet (and Jeff) Zanetto
San Rafael

Comment IND-138, Christopher Eugene Ziegler, page 1 of 1

Nagle, Elizabeth@DOT

From: Gene Ziegler [REDACTED]
Sent: Tuesday, August 9, 2022 10:52 PM
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

IND-138-1

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Thank you for your consideration.
Christopher Eugene Ziegler

Comment IND-139, Nick Zylstra, page 1 of 1

Nagle, Elizabeth@DOT

From: Nick Zylstra [REDACTED]
Sent: Saturday, August 13, 2022 8:54 AM
To: tamalpaisOC@DOT
Subject: Tamalpais Overcrossing IS/ND Comment

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle and the Caltrans project team,

I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.

IND-139-1

People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.

I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.

Please choose 4a or 4b, getting over 101 in this area is so difficult and scary without a protected lane and having to pass through uncontrolled on/off ramps.

Thank you for your consideration.

Nick Zylstra
[REDACTED]

Table F-1. Responses to Comments

Commenter	Comment Number	Comment	Response
<p>Mr. Raymond Santiago, Manager of Traffic Engineering and Transit Facilities, Golden Gate Bridge Highway and Transportation District</p>	<p>LA-1-1</p>	<p>The Marin County U.S. Highway 101 Tamalpais Overcrossing Project Initial Study with Proposed Negative Declaration (IS/ND) was released to the public on July 7, 2022. The public comment period closes on August 22, 2022. Unfortunately, neither of the transit agencies serving the subject interchange, neither the District nor Marin Transit, had been consulted with or notified of the project prior to release of the IS/ND. District staff was not even made aware of the IS/ND until July 11, 2022.</p> <p>This lack of coordination is particularly disturbing as a review of the June 2019 <i>Project Initiation Report to Request Programming in the 2020 SHOPP</i> for this project found that on Page 15, under Section 10, Complete Streets, Transit Facilities, it reads “Marin Transit (MT) and Golden Gate Transit (GGT) should be contacted to coordinate potential transit detour, relocation of bus stops and consider removing all bus stops to outside of Caltrans’ right of way. GGT contact: Maurice Palumbo, Principle Planner, mpalumbo@goldengate.org, 415-257-4431. MT contact: Robert Betts, Director of Operations & Planning, rbetts@marintransit.org, 415-226-0860”. Furthermore, on Page 23, under Section 10, External Agency Coordination, Marin Transit and Golden Gate Transit, it states that “The Transit [sic] should be contacted to coordinate relocate bus stop [sic] and potential transit detours/delays during construction.”</p> <p>Unfortunately, no such coordination occurred. As a result, it appears, both the design of the project, and the environmental review of it, give short shrift to the transit facilities that will be affected by the Project.</p>	<p>Caltrans acknowledges the lack of coordination that occurred on behalf of the Caltrans Project Development Team (PDT) from approval of the 2019 Project Initiation Document (PID) to the release of the 2022 draft environmental document, Initial Study with Proposed Negative Declaration (IS/ND). Moving forward on the Project, Caltrans is committed to working with affected stakeholders, including Marin Transit and Golden Gate Transit to ensure that the planning and design of the Project adequately considers the needs and concerns of all impacted stakeholders.</p>
<p>Mr. Raymond Santiago, Manager of Traffic Engineering and Transit Facilities, Golden Gate Bridge Highway and Transportation District</p>	<p>LA-1-2</p>	<p>The District owns and operates Golden Gate Transit (GGT) which provides transit service that substantially reduces traffic and congestion on the Golden Gate Bridge and adjacent roadways. The District has been serving the existing freeway bus pads within the Tamalpais interchange for over 50 years. The bus pads have provided GGT buses with a means of providing efficient service to its regional bus patrons, allowing buses to quickly stop to pick-up and discharge passengers and then re-enter the roadway without interfacing with other traffic and associated traffic signals. Unfortunately, each of the proposed alternatives in the IS/ND include removal of one or both of the freeway bus pads and propose to replace them with bus stops within the on/off ramps. This would introduce additional travel time and delay for the 82 District buses (42 northbound and 40 southbound) serving these stops on weekdays and 58 buses (29 northbound and 29 southbound) serving these stops on weekends, not to mention to buses operated by Marin Transit.</p>	<p>Caltrans acknowledges the existing bus stops within the Tamalpais Interchange and their role in providing efficient service to bus riders. Regarding relocation of the freeway bus pads—Caltrans will continue to coordinate with the transit agencies whose travel times are anticipated to be impacted by relocation of the freeway bus pads.</p> <p>Coordination between Caltrans and the affected transit agencies will continue to occur into the design phase of the Project, and in advance of finalizing the Project design. See AMM TRANS-2: Coordination with Affected Transit Agencies in Section 3.3.17.</p>
<p>Mr. Raymond Santiago, Manager of Traffic Engineering and Transit Facilities, Golden Gate Bridge Highway and Transportation District</p>	<p>LA-1-3</p>	<p>Another concern is that the placement of the southbound bus stop in Alternatives 3A, 3B, 4A, and 4B places it within the right turn pocket, making the bus movement to the southbound 101 on-ramp a challenging and potentially illegal maneuver due to the need to cross over the dedicated right-hand turn lane.</p>	<p>To avoid conflict with the right only turn lane onto Tamalpais Drive, the location of the U.S. 101 southbound bus stop as proposed in the draft environmental document, has been moved from the U.S. 101 southbound off-ramp to the U.S. 101 southbound on-ramp. The final environmental document has been revised accordingly.</p>
<p>Mr. Raymond Santiago, Manager of Traffic Engineering and Transit Facilities, Golden Gate Bridge Highway and Transportation District</p>	<p>LA-1-4</p>	<p>The District is extremely concerned that the lack of consultation with the transit operators meant that transit service was not given proper consideration with respect to efficiency, delays, alternative modes, and the release of greenhouse gases.</p> <p>Initial concerns with removing the freeway bus pads include:</p> <ul style="list-style-type: none"> • Increased delays for regional bus service. Schedules of regional bus routes are complex and tightly scheduled, and take into account the minimal time it takes to serve the bus pads. Subjecting regional buses to the interchange traffic signals would create unpredictable delays that could compound over the course of the day to a point where schedules would be unrecoverable. • Over 16,000 annual passenger boardings/alightings would be impacted. Of these patrons, 56% are transit-dependent and low-income minorities with a median income of \$55,000 (Compared to a federal poverty level threshold in Marin of \$75,000 for Title VI purposes). 	<p>Caltrans believes that the U.S. 101 Tamalpais Drive Overcrossing Project is a project that considers the needs of the community and provides safe and equitable access for all users of the state highway system.</p> <p>Moving forward on the Project, Caltrans is committed to working with the affected transit agencies to strategize ways to minimize impacts to transit operations and services.</p> <p>Although, it is anticipated that relocating the freeway bus pads to the on-and-off ramps within the Project area would cause a slight delay in schedule, the benefits of the relocated bus pads would include increased safety and convenience for bus riders. Current access to the freeway bus pads require that individuals traverse across a non-ADA-compliant pathway from Tamalpais Drive and cross an unmarked on-ramp (onto U.S. 101) to access the bus stop. This creates a safety issue between automobiles accelerating to enter the freeway and individuals crossing the on-ramp to access the bus pad. In addition to safety, the Project would increase convenience for individuals utilizing bus facilities within the Project area. Relocating the freeway bus stops to the on-and-off-</p>

Commenter	Comment Number	Comment	Response
		<ul style="list-style-type: none"> Delays in transit travel times would suffer as bus patrons revert back to driving their cars, putting more passenger vehicles on the road, negatively impacting greenhouse gases. Weekday delays for what appears to be the favored alternative thus far, 4B, are projected to exceed 432 hours in the AM peak and 560 hours in the PM peak annually. 	<p>ramps from their existing locations along the freeway would reduce the required distance passengers would need to traverse to access the bus stops. However, Caltrans would like to note, that before a final design of the bus stops is determined, Caltrans will continue to consult with the affected transit agencies.</p> <p>Caltrans also acknowledges that transit users are often solely dependent upon transit to travel, and in addition may also be lower-income. Having equitable access for all users, including those that are lower-income or disabled, is a top priority for Caltrans.</p> <p>The Project's final design regarding location of the bus stops will also consider potential impacts to transit-dependent and low-income minority groups, on both a Project and regional level.</p>
<p>Mr. Raymond Santiago, Manager of Traffic Engineering and Transit Facilities, Golden Gate Bridge Highway and Transportation District</p>	<p>LA-1-5</p>	<p>Despite these very clear physical and operational impacts, the IS/ND, while showing the removal of bus stops on the drawings, and mentioning in the project description, the fact that the bus stops would be eliminated, makes no mention of these changes in its analysis of the impact of the Project. In fact, in section 3.3.17, in response to the checklist question: "Would the project . . . (a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?" states "no impact." The discussion that follows does not even mention the removal or relocation of the bus stops, saying instead: "The Project would maintain all existing roadway features and would provide upgrades to the current circulation system. Curb ramps that would be upgraded at Tamalpais Drive would be temporarily unavailable for public use during construction."</p>	<p>Caltrans acknowledges the omission of the information in the draft environmental document regarding conflicts with transportation programs, plans, ordinances and policies including those of transit agencies. Caltrans has made a best effort to correct these inaccuracies in the final environmental document.</p>
<p>Mr. Raymond Santiago, Manager of Traffic Engineering and Transit Facilities, Golden Gate Bridge Highway and Transportation District</p>	<p>LA-1-6</p>	<p>The District always appreciates and supports efforts to improve ADA access as well as seismic safety. However, we ask that proper consideration be made to maintain efficient transit service through the interchange and that efforts be made to explore potential preservation of the freeway bus pads. Given the failure to consider the noted impacts that the various alternatives would have upon the transit facilities in the project location, the disproportionate impact the project would have on disadvantaged transit users, and the obvious flaws in the environmental analysis of this project that result, we would suggest that Caltrans withdraw the current IS/ND from circulation and engage in consultation with the affected transit agencies regarding the design of the project prior to re-issuing an environmental document that adequately reflects the project's impacts on transit facilities.</p>	<p>Following the circulation of the draft environmental document, and after hearing concerns voiced by the transit agencies at the Project's August 4th, 2022 public meeting, as well as receiving formal comments from the transit agencies, Caltrans has hosted several coordination meetings with the transit agencies. Caltrans has moved forward with selecting a preferred alternative as part of the final environmental document, but is committed to working with the affected transit agencies to ensure that the final design of the Project considers the concerns and needs of the transit agencies.</p>
<p>Mr. Dennis Rodoni, Supervisor District 4, Marin County Board of Supervisors</p>	<p>LA-2-1</p>	<p>In response to the California Department of Transportation's (Caltrans) Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project Draft Initial Study with Proposed Negative Declaration (IS/ND) dated June 2022, I would like to add my strong support to echo the Town of Corte Madera and their Bicycle Pedestrian Advisory Committee (BPAC) in support of Alternative 4B for the following reasons:</p> <ul style="list-style-type: none"> Alternative 4B satisfies the project's purpose and need to upgrade the existing pedestrian facilities to provide Americans with Disabilities Act (ADA) compliant access across U.S. 101 at Tamalpais Drive overcrossing (OC), seismic improvements and repairs and maintenance of the existing structure. It satisfies the Town of Corte Madera's Complete Streets Policy, dated July 19, 2016 (Resolution No. 25/2016), which commits to "Creating and maintaining Complete Streets that provide safe, comfortable, and convenient travel along and across (including streets, roads, highways, bridges, and other portions of the transportation system) through a comprehensive, integrated transportation network that serves all categories of uses, including pedestrians' bicyclists, persons with disabilities, motorist, movers of commercial good, users and operators of public transportation, seniors, children, youth and families." Includes a separated multi-use path that is appropriate for bicyclists and pedestrians of a wide range of ages and experience levels. Closes a gap between our "western" and "eastern" parts of the Town of Corte Madera that have been bisected by Highway 101. Eliminates all existing uncontrolled turning movements by realigning them to standardized intersections increasing safety for all users. 	<p>Thank you for your comment and your support for Alternative 4B. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>Advancing to the next phase in the project development process, Caltrans is committed to working with the community to ensure that the planning and design of the Project considers the needs of all identified stakeholders.</p>

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		<ul style="list-style-type: none"> Provides safer access to transit stops. Does not significantly increase vehicle delay, queuing, and congestion by vehicles entering the freeway as would be the case in alternatives 3A, 3B, and 4A. Reduces our communities overall carbon footprint and reductions of greenhouse gasses by promoting alternative non-motorist modes of transit and does not significantly increase vehicle idling caused by traffic delays. <p>I recommend and fully support the Caltrans U.S. Highway 101 Tamalpais Drive Overcrossing Project Alternative 4B.</p> <p>Since this project is still in the Project Approval & Environmental Document phase I understand that these concepts will require additional refinements as it moves into the "Plans, Specifications, and Estimates" design phase. I request that my office, the Town of Corte Madera and our local stakeholders be included in that process.</p>	
Mr. Robert Betts, Director of Operations and Planning, Marin Transit	LA-3-1	<p>Please accept the following letter as our response to comment on your IS/ND for the Highway 101 Tamalpais Driver Overcrossing Study.</p> <p>Background: The Marin County Transit District (Marin Transit) provides local transit services in Marin County, including to three stops in and around the Highway 101 interchange at Tamalpais Drive. A total of five routes service these stops seven days a week, starting at 5:30 AM and operating until after midnight, on 175 daily trips with nearly 250 daily passenger boardings or alighting within your study area. In addition to our local services, Golden Gate Transit provides regional service between San Francisco and Marin County on two routes that also serve stops within your project area.</p> <p>In addition to the 175+ transit trips that serve your study area, the 250+ riders that get on or off in your study area likely account for the majority of pedestrian, and ADA pedestrian, trips in the area. The location of the bus stops, and passenger transfer patterns between trunkline highway services and local services, have a significant impact on how pedestrians travel in this area and the safety of these pedestrians.</p> <p>It is important to note transit ridership on local services has nearly returned to pre-COVID levels. Transit supports the basic mobility needs of our community, especially for those who do not other means of travel. Compared to the greater Marin County, our riders are seven times more likely not to own an automobile and our minority and low-income rider percentages are three times higher than the Countywide averages.</p> <p>While many of the changes shown in the alternatives are welcomed, and supported by Marin Transit, it is disappointing to have this document be the first time we have heard of the project and had a chance to provide input on the seven alternatives. Marin Transit and Golden Gate Transit were not included in the distribution and circulation of the document (Chapter 6 of the IS/ND) and only found out through the Town of Corte Madera. Many of our questions and concerns could have been addressed through a coordination meeting or an opportunity to review the alternatives before the IS/ND was released. We encourage Caltrans to reach out to us in the future to have these discussions.</p>	<p>Caltrans acknowledges the lack of coordination that occurred on behalf of the Caltrans Project Development Team (PDT) from approval of the 2019 Project Initiation Document (PID) to the release of the 2022 draft environmental document, Initial Study with Proposed Negative Declaration (IS/ND). Moving forward on the Project, Caltrans is committed to working with affected stakeholders, including Marin Transit and Golden Gate Transit, to ensure that the planning and design of the Project adequately considers the needs and concerns of all impacted stakeholders. See AMM TRANS-2: Coordination with Affected Transit Agencies in Section 3.3.17.</p>
Mr. Robert Betts, Director of Operations and Planning, Marin Transit	LA-3-2	<p>Based on these statements, we have the following questions:</p> <ul style="list-style-type: none"> Why are relocation of the bus stops included in this project? There is no mention of transit changes in either the purpose and need or the project description. The ADA improvements referenced cites access "across the structure" and does not include access to adjacent bus stops. It also states the purpose is to upgrade "existing pedestrian facilities". All the alternatives do not attempt to upgrade the existing pedestrian access to the bus stops, rather they relocate and/or eliminate bus stops to achieve this goal. It is unclear if upgrading access to the existing stops was ever considered or studied. Nearly all concepts include significant improvement to bike facilities although there is no mention of this in the project description or the purpose and need. In some alternatives (3A, 4A, and 4B), 	<p>Relocation of the existing freeway bus pads included in the scope of this Project is necessary to accommodate ADA access to the bus stops. Existing conditions within the Project area require individuals to traverse a non-ADA pathway from Tamalpais Drive to access the bus stops. Relocating the bus stops to the on-and-off-ramps within the Project area will also improve the safety of bus facilities by moving stops to locations that do not require individuals to navigate uncontrolled freeway on-ramps.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access</p>

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		<p>the enhanced bicycle facilities require the elimination of an existing bus stop on the Tamalpais OC. Why is the project recommending removal of a transit facility in favor of a bike facility in these alternatives?</p>	<p>and elimination or of conflict points between motorists and bicycles/pedestrians within the Project area.</p> <p>Caltrans would also like to note that the draft environmental document depicted removal of the bus stop located on the Tamalpais overcrossing structure. This is an error, and the final environmental document has been revised to correct this inaccuracy. The bus stop located on top of the structure will not be removed, but is maintained as part of Alternative 4B.</p>
<p>Mr. Robert Betts, Director of Operations and Planning, Marin Transit</p>	<p>LA-3-3</p>	<p>Determination of No Impact. The IS/ND concludes there are no significant impact on the environment, including transportation and transit. Since the document contains no supporting analysis or reference to existing technical studies and does not include preparers (Chapter 5) from District 4's Transit Coordination team (Wingate Lew) or traffic operations department, it is hard to support or reject this determination. The existing transit conditions were not mentioned or referenced in the study which does not demonstrate that Caltrans fully understands the complexities of the bus routing and rider transfer patterns that occur at this intersection.</p> <p>It should also be noted that changes to the bus stops have a direct impact on our operations, including travel time, schedule reliability, and operating costs. Every minute of service added to our schedules impacts our riders and their ability to travel quickly and reliably using transit. Financially, a minute of added travel time equates to approximately \$2.50 in current day operating costs. If all 175 daily trips experience a minute of additional delay, this equates to approximately \$160,000 in additional operating costs annually. Five minutes of added delay, over a 10-year period, with escalation would impact the District alone by over \$1 million dollars annually.</p>	<p>Caltrans acknowledges the omission of existing transportation facilities as part of the draft environmental document, as well as the lack of coordination with the affected transit agencies which should have informed the findings of the document. To address concerns, Caltrans has hosted several coordination meetings with the affected transit agencies, including Marin Transit and Golden Gate Transit, following the release of the draft environmental document. Caltrans has also made a best effort to correct inaccuracies of the draft environmental document in the Project's final environmental document.</p> <p>Moving forward on the Project, Caltrans is committed to working with the affected transit agencies to strategize ways to minimize impacts to transit operations and services.</p>
<p>Mr. Robert Betts, Director of Operations and Planning, Marin Transit</p>	<p>LA-3-4</p>	<p>Comments: Marin Transit supports relocation of the existing bus pad from the Highway 101 mainline to the off-ramp locations, if there is little to no added delay to transit service. We feel the trade-off of improved pedestrian access, safety, and transfer opportunities could outweigh a slight degradation of operating efficiency. However, it is unclear how much delay transit will experience if forced to exit the freeway to serve the new relocated bus stops. Before adoption a preferred alternative, we ask Caltrans to analyze and answer the following questions:</p> <ul style="list-style-type: none"> • What is the estimated delay for transit compared to current day conditions for each alternative? • Will transit have its own through lane on the exit ramps to access the new far-side bus stops on the on-ramps? Call outs in the presentations suggest a "bus-bypass" is provided but the 3D renderings do not reflect this. If a dedicated transit lane is not being propose, which lane would be used by transit at the off-ramp intersections? • How will non-transit vehicles be restricted from using the bus-only bypass lane? This will become especially important during peak hours when freeway mainline congestion is high and auto traffic looks to bypass the mainline. • Will transit have any signal priority at the off-ramp to minimize delay for operations? • How will the new ramp configuration and bus bypass lane work with the proposed ramp metering project? Will there be an HOV lane for the ramp metering? 	<p>Caltrans has selected a preferred alternative for the Project as part of the final environmental document process. However, Caltrans would like to acknowledge the questions raised in your letter including estimated delay and potential design features for transit facilities. Caltrans will continue to coordinate with Marin Transit to develop a project that considers the points listed in your letter before finalizing the design of the Project.</p>
<p>Mr. Robert Betts, Director of Operations and Planning, Marin Transit</p>	<p>LA-3-5</p>	<p>We believe there are other elements of the alternatives that impact the existing transit service from current day conditions that need to be addressed before a preferred alternative is selected. The outright removal of the bus stop facility (Tamalpais overcrossing at the Highway 101 NB off-ramp) in alternatives 3A, 4A, and 4B is a direct impact on transit. This stop also provides a much-needed connection from the local bus service in Corte Madera to the trunkline services operating along Highway 101. Removal of this stop would negatively impact existing bus riders going to destinations east of Highway 101 including the Village Shopping Center and force them to walk back over the overcrossing from the stop on the west side of the freeway at Madera Blvd.</p> <p>It appears removal of this stop is needed to accommodate the new multi-use path on the north side of the overcrossing. We do not believe that removal of an existing bus stop in favor of a new dedicated multi- use path is consistent with the project's purpose and need statement since improvement of bike conditions is not included in the statement. Marin Transit supports improvements to bike conditions but does not feel transit should be negatively impacted to accommodate these improvements.</p>	<p>Caltrans would like to acknowledge that the draft environmental document depicted removal of the bus stop located on the Tamalpais overcrossing structure. This is an error and the final environmental document has been revised to correct this inaccuracy. The bus stop located on top of the structure will not be removed, but is maintained as part of the selected Alternative 4B.</p>

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Mr. Robert Betts, Director of Operations and Planning, Marin Transit	LA-3-6	The proposed location of the freeway bus pad stops should also be reconsidered. The relocated northbound stop proposed in all alternatives is currently placed in the right-hand lane of the on-ramp, adjacent to mixed flow traffic. If the analysis demonstrates that transit delay can be minimized with the relocation, we request that Caltrans put the transit stop in a dedicated transit lane/facility on the left side (west side) of the on-ramp to give transit priority and provide direct access to any future HOV bypass lane. Caltrans uses a similar treatment for bus operations in Sonoma County at the Rohnert Park Expressway northbound off-ramp.	As mentioned in response to the earlier part of your letter, Caltrans will continue to coordinate with Marin Transit and Golden Gate Transit to develop the design of the Project in consideration of the needs and concerns of impacted transit agencies.
Mr. Robert Betts, Director of Operations and Planning, Marin Transit	LA-3-7	Based on our review of the 3D concepts online, it appears the proposed relocation of the southbound freeway bus stop in Alternatives 3A, 3B, 4A and 4B is unsafe for bus operations and susceptible to significant added delay. The proposed location of the southbound stop (nearside the southbound off-ramp signal) is on the right-hand shoulder and adjacent to a right only turn lane. This location would require a bus operator to merge over two lanes from the bus stop in less than 200 feet, a maneuver that is not safe. If it demonstrated that delay is minimal with the relocation of the bus stop at this location, we request that Caltrans move this stop in these alternatives to the farside of the intersection, on the on-ramp. This location would allow safe operations and allow the local service (Route 22) that enters the freeway at this location to serve the stop and facilitate transfer connections from the trunkline services.	To avoid conflict with the right only turn lane onto Tamalpais Drive, the location of the U.S. 101 southbound bus stop as proposed in the draft environmental document, has been moved from the U.S. 101 southbound off-ramp to the U.S. 101 southbound on-ramp. The final environmental document has been revised accordingly.
Mr. R.J. Suokko, PE, Director of Public Works, Town of Corte Madera	LA-4-1	<p>The Town of Corte Madera is in receipt of Caltrans' <u>Draft Initial Study with Proposed Negative Declaration (IS/ND)</u> for the U.S. Highway 101 Tamalpais Drive Overcrossing project in Corte Madera that was published on July 7, 2022. We understand that the project's purpose and need is to "upgrade the existing pedestrian facilities to provide Americans with Disabilities Act (ADA) compliant access across U.S. 101 at Tamalpais Drive overcrossing (OC), seismic improvements and repairs and maintenance of the existing structure."</p> <p>Over the past 45 days, we have reviewed and publicly discussed the seven alternatives being considered for construction: the <i>no-build</i> alternative and six build alternatives (2A, 2B, 3A, 3B, 4A and 4B). Where, all six build alternatives include removal of the existing, non-ADA compliant, spiral pathways and staircases on the south side of the structure, and construction of a new ADA pathway that provides east-west access for pedestrians across U.S. 101 at Tamalpais Drive OC. Also, where each build alternative will also include intersection modifications, and reconfiguration of the U.S. 101 on/off-ramps at Tamalpais Drive.</p> <p>After thorough analysis and many discussions with our community, stakeholders and elected officials, we strongly recommend that Caltrans select Alternative 4B for further development, design and construction. In addition, we request that Caltrans extend the current Project Approval & Environmental Document completion date by up to 12 months to allow for time to identify funding. Also, we request that Caltrans establish a process where the Town and public can provide additional input during the design phase of the project.</p>	<p>Thank you for your comment and your support for Alternative 4B. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>Caltrans extended the Project Approval & Environmental Document Phase by approximately 6 months, from the original date of December 20, 2022, to June 27, 2023. This decision allowed the Project to secure additional money and conduct coordination in order to select the preferred alternative.</p> <p>Advancing to design phase of the Project, Caltrans is committed to working with the community to ensure that the planning and design of the Project considers the needs of all identified stakeholders.</p>
Mr. R.J. Suokko, PE, Director of Public Works, Town of Corte Madera	LA-4-2	<p>Our criteria and rationale for selecting this alternative and additional requests are summarized in the following documents, attached hereto for reference:</p> <ul style="list-style-type: none"> August 16, 2022 Town Council Staff Report titled, <p><i>Caltrans Presentation to Council: Draft Initial Study with Proposed Negative Declaration (IS/ND) for the Highway 101 at Tamalpais Drive Overcrossing Project Including the Seven Project Alternatives; Followed by Discussion and Possible Adoption of Resolution 43/2022 in Support of Alternative 4B</i></p> <ul style="list-style-type: none"> Town Council Resolution No. 43/2022 in Support of Alternative 4B for the Caltrans U.S. Highway 101 Tamalpais Drive Overcrossing Project, dated August 16, 2022 Traffic operations alternative summary matrix and Alternative 4A illustration of AM Peak and PM Peak queuing performed by Parisi Transportation Larkspur-Corte Madera School District, letter in support of Alternative 4B, dated August 8, 2022. Town of Corte Madera Bicycle & Pedestrian Advisory Committee letter in support of Alternative 4B, dated August 8, 2022. 	<p>Thank you for providing additional information regarding the Town of Corte Madera's preference for Alternative 4B.</p> <p>The formal questions included as part of the "Supplemental Questions and Comments for Caltrans U.S. Highway 101 Tamalpais Drive Overcrossing Draft Initial Study with Proposed Negative Declaration (IS/ND)" have been evaluated and responded to as part of this section.</p>

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		<ul style="list-style-type: none"> Town Council Resolution No. 15/2016 Adopting a Complete Streets Policy <p>Lastly, the Town has prepared an attachment, "Supplemental Questions and Comments for Caltrans U.S. Highway 101 Tamalpais Drive Overcrossing Draft Initial Study with Proposed Negative Declaration (IS/ND)" that we request that Caltrans respond to as part of its formal environmental compliance process.</p>	
Mr. R.J. Suokko, PE, Director of Public Works, Town of Corte Madera	LA-4-3	On December 7, 2021, Caltrans executed a "Complete Streets, Director's Policy (# DP-37), see attached. Which of the seven alternatives satisfy this policy?	The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and elimination or reduction of conflict points between motorists and bicycles/pedestrians within the Project area.
Mr. R.J. Suokko, PE, Director of Public Works, Town of Corte Madera	LA-4-4	On July 19, 2016, the Corte Madera Town Council executed Resolution No. 25/2016, adopting a Complete Streets policy. Which of the seven alternatives satisfy this policy?	The selected Alternative 4B of the Project is consistent with both Caltrans' complete streets policy and the Town of Corte Madera's Town (Town) Council Resolution. Both Caltrans' complete streets policy and Town's Resolution acknowledge the benefits of projects that provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and elimination or reduction of conflict points between motorists and bicycles/pedestrians within the Project area.
Mr. R.J. Suokko, PE, Director of Public Works, Town of Corte Madera	LA-4-5	<p>Implementation Program CIR-1.1a: "Level of Service Standards, "Chapter 4.0, "Circulation," of the Town's General Plan, dated April 2009, states that the following (full chapter attached):</p> <p>Implementation Program CIR-1.1.a: Level of Service Standards The town shall strive to maintain Level of Service (LOS) D operation during the weekday morning and evening peak periods at intersections of an arterial street with either another arterial or a collector street and intersections of two collector streets. For projected future conditions the LOS is to be calculated using the average traffic demand over the highest 60-minute period. For all types of controls the Level of Service standard is to be applied to the average operation of the intersection, and not that for any single movement or approach. Exceptions to meeting this standard include:</p> <ul style="list-style-type: none"> Stop-controlled minor street approaches to either collector or arterial streets, where safety shall be the primary consideration; Locations where the Town Engineer deems improvement to be technically, financially, or environmentally infeasible; Conditions where the improvement would result in significant adverse impacts to other travel modes, including walking, bicycling, or transit; or Locations where attainment would ensure the loss of an area's unique character. <p>Responsibility: Planning/Bldg & Public Works Departments Timeframe: On-going Resource: Application Fees; CIP Budget</p> <p>Which of the seven proposed alternatives would achieve these Town level of service standards?</p>	The selected preferred alternative, Alternative 4B (which will stand as Alternative 4B for the purpose of this comment), will consider traffic operations as part of the Project's final design. Caltrans will continue to coordinate with the Town to account for Corte's Madera's General Plan regarding LOS standards and the Project's projected LOS.
Mr. R.J. Suokko, PE, Director of Public Works, Town of Corte Madera	LA-4-6	Chapter 4.0, "Circulation" of the Town's General Plan, dated April 2009, establishes goals and policies toward improving the connection between east and west sides of Town and lists Highway 101 as the geographic divide. The specific policies, and their associated implementation programs, are located in Policy CIR-2.1 and Policy CIR-2.2.	The Land Use and Planning and Transportation chapters of the final environmental document have been updated to reflect evaluation of the Project's consistency with the Town's local policies CIR-2.1 and CIR-2.2.

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		<p>The Town requests that the Land Use and Planning, and Transportation Chapters of the IS/MND be updated to incorporate the above-referenced local policies in 1) – 4) and an appropriate level of analysis conducted pursuant to CEQA to determine the alternatives' consistency with local plans, policies, and programs.</p>	
<p>Mr. Brett Geithman, Ed.D., Superintendent, and Ms. Annie Sherman, President, Board of Trustees, Larkspur-Corte Madera School District</p>	<p>CBO-1-1</p>	<p>The Larkspur-Corte Madera School District is most interested in the project being proposed by Caltrans, planning a major retrofit of the Tamalpais Drive / Highway 101 interchange in Corte Madera. Tamalpais Drive serves as the main connection between East Corte Madera and The Cove School on the east side of the highway, and West Corte Madera, Larkspur, Neil Cummins Elementary, and Hall Middle on the west side of the highway. The Cove School's students, approximately 325, matriculate to Hall Middle School once they graduate 5th grade.</p> <p>As you know, Caltrans is currently considering six alternatives for the project. Four of these alternatives would construct a new 15-foot wide multi-use path parallel to the existing Tamalpais Drive interchange for use by both pedestrians and bicyclists, with 4B being the optimal alternative to provide pedestrian and bicycle use while also allowing for efficient car traffic. Unfortunately, the other two alternatives do not provide a path for use by bicyclists. The District thinks this is a major omission, and we urge Caltrans to choose one of the alternatives that would construct a multi-use path.</p> <p>This matter is of the utmost importance to Larkspur-Corte Madera School District given the geographic location of the project. A new multi-use path over Highway 101 would be a valuable addition to the <i>Safe Routes to Schools</i> network in Larkspur and Corte Madera, whom the District works closely with to ensure the safety and convenience of students and parents walking and riding to and from school, it would also help the District meet its <i>Safe Routes to Schools</i> goals of less traffic congestion, pollution, etc., the benefits of which the entire community enjoys.</p> <p>Thank you for your consideration in this matter.</p>	<p>Thank you for your comment and support for Alternative 4B. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>Caltrans recognizes the role of the state highway system in enhancing connections in the transportation network for all modalities, including bicyclists and pedestrians.</p>
<p>Ms. Wendi Kallins, Program Coordinator for Marin Safe Routes to School, Marin County Safe Routes to School</p>	<p>CBO-2-1</p>	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>The Larkspur Corte Madera Safe Routes to Schools task force has identified this crossing as a priority issue. Students traveling to schools on either end of the crossing need a safe passage. Younger students especially need to not be in the road with traffic. People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment and support for the Project. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>Caltrans recognizes the role of the state highway system in enhancing connections in the transportation network for all modalities, including bicyclists and pedestrians.</p>

Commenter	Comment Number	Comment	Response
<p>Mr. Tarrell Kullaway, Executive Director, MCBC, Mr. Warren Wells, Director of Policy and Planning, MCBC, Mr. Patrick Seidler, President, WTB-TAM, and Mr. Matthew Hartzell, Director of Planning and Research, WTB-TAM</p>	<p>CBO-3-1</p>	<p>Thank you for this opportunity to share our comments and recommendations for the US Highway 101 Tamalpais Drive Overcrossing Project. Members of the Corte Madera community have been lobbying for improvements to mobility, multi-modal access, connectivity, and safety through the Tamalpais Drive/US 101 interchange for decades. This project is the best opportunity to implement the community's desired improvements and realize its long-awaited aspirations. All stakeholders must seize this moment.</p> <p>US 101 cuts through the heart of Corte Madera, acting as both a psychological and physical barrier dividing the town into two halves. Tamalpais Drive is one of only two roadways that provide access across US 101, and is the most central and direct route between East Corte Madera and West Corte Madera schools, recreational facilities, businesses, and residential neighborhoods.</p> <p>We stand with Corte Madera's elected officials, community members, mobility advocates, and parents desiring safe routes to school for their children. Together, we are united in our desire for a Tamalpais Drive interchange that bridges communities, connects people, acts as a safe route to schools, and supports local, regional, and statewide climate change and greenhouse gas emissions reduction goals. We recommend that Caltrans designate Alternative 4B as the Preferred Alternative as it is the only alternative that simultaneously satisfies the community's aspirations, improves safety for <i>all</i> modes, and maintains acceptable operational levels of service.</p>	<p>Thank you for your comment and support for Alternative 4B. Caltrans recognizes the role of the state highway system in enhancing connections in the transportation network for all modalities, including bicyclists and pedestrians.</p> <p>The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp. The Project's final design will also consider traffic operations throughout the Project area in coordination with the local community.</p>
<p>Mr. Tarrell Kullaway, Executive Director, MCBC, Mr. Warren Wells, Director of Policy and Planning, MCBC, Mr. Patrick Seidler, President, WTB-TAM, and Mr. Matthew Hartzell, Director of Planning and Research, WTB-TAM</p>	<p>CBO-3-2</p>	<p>We understand that this project was triggered by specific ADA and seismic deficiencies, and that the official project Purpose and Need is to address those shortcomings. We hope that Caltrans will adhere to the recommendations and guidelines set out in its own plans and policies and realize that this is a once-in-a-generation chance to make the Tamalpais Drive US 101 interchange work for <i>all</i> modes. The current Caltrans programmed alternative (Alternative 2B) does not adequately meet the recommendations and guidelines as set out in Caltrans' policies and plans and is therefore insufficient.</p> <p>We take inspiration from Caltrans' own <i>Complete Streets Policy</i> (a.k.a. Director's Policy 37), which proclaims that "all transportation projects funded or overseen by Caltrans will provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail unless an exception is documented and approved."¹ It goes on to define a "Complete Street" as "a transportation facility that is planned, designed, constructed, operated, and maintained to provide comfortable and convenient mobility, and improve accessibility and connectivity to essential community destinations for all users, regardless of whether they are travelling as pedestrians, bicyclists, public transportation riders, or drivers."²</p> <p>We understand that the Tamalpais Drive Interchange project was initiated prior to issuance of the <i>Complete Streets Policy</i> on December 7, 2021. However, we do not believe that this unfortunate timing is reason not to apply complete streets principles to this project. The Corte Madera community has been asking for Complete Streets improvements to the Tamalpais Drive interchange long before the current project was initiated in 2017.</p>	<p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and elimination or reduction of conflict points between motorists and bicycles/pedestrians within the Project area.</p>
<p>Mr. Tarrell Kullaway, Executive Director, MCBC, Mr. Warren Wells, Director of Policy and Planning, MCBC, Mr. Patrick Seidler, President, WTB-TAM, and Mr. Matthew Hartzell, Director of Planning and Research, WTB-TAM</p>	<p>CBO-3-3</p>	<p>In addition to Caltrans statewide policy, we also looked to Caltrans' local guidelines to inform our evaluation of the project alternatives. We found that the <i>Caltrans District 4 Bike Plan for the San Francisco Bay Area</i> lists construction of a multi-use path through the Tamalpais Drive US 101 Interchange as a "Top Tier Project."³ Additional language in the <i>Caltrans District 4 Bike Plan</i> Appendix A provides the following guidance: "Reconfigure intersection to eliminate high-speed ramp entries. Provide Class I on north side of Tamalpais Drive to improve access across the highway.</p>	<p>Thank you for your comment. Caltrans acknowledges that improvements at the Project location are listed in the <i>Caltrans District 4 Bike Plan</i> as a priority in Marin County.</p>

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<p>Mr. Tarrell Kullaway, Executive Director, MCBC, Mr. Warren Wells, Director of Policy and Planning, MCBC, Mr. Patrick Seidler, President, WTB-TAM, and Mr. Matthew Hartzell, Director of Planning and Research, WTB-TAM</p>	CBO-3-4	<p>The alternative currently programmed in the SHOPP (Alternative 2B) does not adequately accommodate users of all ages and abilities as called for in Caltrans' <i>Complete Streets Policy</i> or <i>District 4 Bike Plan</i>. While it does an admirable job of providing comfortable, convenient, and connected facilities for pedestrians, public transportation riders, and persons with disabilities, it fails to provide comfortable, convenient, and connected facilities for bicyclists. To be clear, Alternative 2B <i>does</i> provide facilities for bicyclists in the form of Class II bike lanes on both sides of Tamalpais Drive. However, these facilities are neither comfortable nor low-stress since they require bicyclists to execute a weave with vehicles accessing either the northbound or southbound US 101 loop onramps. Although the posted speed limit on Tamalpais Drive through the interchange is 25 miles per hour, the design speed of 35 - 40 miles per hour tacitly encourages motorists to enter a "freeway mindset" before they actually enter the freeway. This is what users of the proposed Class II bike lanes must contend with as they attempt to safely travel from one side of Corte Madera to the other. This is why few Corte Madera parents dare allow their children to ride bikes through this interchange today, and why Alternative 2B is unlikely to do anything to change that.</p> <p><u>The proposed bicycle facilities in Alternative 2B are outdated and dangerous.</u> They will not improve bicyclist safety, nor will they convince anyone who is rightfully scared to ride a bicycle across the Tamalpais Drive interchange under existing conditions to change their mind. In practice, the bicycle facilities as proposed in Alternative 2B would be used by only a small fraction of the population — those bicyclists who fall in the categories of "strong and fearless" and "enthused and confident."⁵ The group with the greatest need for safer facilities to start riding are those who fall in the category of "interested and concerned" bicyclists, and compose a majority of the population.⁶ These are people who want to ride more, but who feel unsafe on unprotected, high-stress facilities such as the Class II bike lanes proposed in Alternative 2B.</p> <p>Caltrans is not the only transportation agency according to whose guidelines the proposed Class II bike lanes in Alternative 2B are inadequate. Regional and national guidelines reinforce what Caltrans already determined in its <i>Complete Streets Policy</i>. At the regional level, the Metropolitan Transportation Commission's April 2022 <i>Complete Streets Policy</i> states that, based on roadway vehicle speeds, volumes, and turning movements, the only acceptable bicycle facility on Tamalpais Drive through the US 101 interchange is either a separated (a.k.a. Class IV) bikeway or a multi-use path.⁷ At the national level, the Federal Highway Administration's 2019 <i>Bikeway Selection Guide</i> affirms that on urban and suburban roadways with daily traffic volumes of greater than 10,000 vehicles, the only safe bicycle facility is a separated bikeway or multi-use path.⁸</p>	<p>Thank you for providing this information. Caltrans is aware of the limitations of Alternative 2A/B for bicyclists through the Project area. The <i>District 4 Bike Plan</i> identifies the current Level of Traffic Stress (LOTS) through the Tamalpais overcrossing interchange as a 4, which is the highest level of stress. The preferred Alternative 4B would appreciably decrease the LOTS through the interchange by constructing a separated multi-use pathway along the northern side of the overcrossing, as well as eliminating or reducing conflict points between motorists and bicycles/pedestrians within the Project area.</p>
<p>Mr. Tarrell Kullaway, Executive Director, MCBC, Mr. Warren Wells, Director of Policy and Planning, MCBC, Mr. Patrick Seidler, President, WTB-TAM, and Mr. Matthew Hartzell, Director of Planning and Research, WTB-TAM</p>	CBO-3-5	<p>Alternatives 3A, 3B, 4A, and 4B each would construct a separated multi-use path for shared use by pedestrians and bicyclists, thus satisfying the Complete Streets policy and design guidelines set out by Caltrans, MTC, and the FHWA. However, of these four alternatives, only Alternative 4B would maintain an acceptable Level of Service for buses, emergency vehicles, trucks, and automobiles. For these reasons, we stand with the Corte Madera Town Council and recommend that Caltrans designate Alternative 4B as the Preferred Alternative. Apart from safely and comfortably accommodating multi-modal users, Alternative 4B includes improvements to transit access, traffic calming, and road safety that are equally desirable to the community.</p>	<p>The Project's final design will also consider traffic operations throughout the Project area in coordination with the local community.</p>
<p>Mr. Tarrell Kullaway, Executive Director, MCBC, Mr. Warren Wells, Director of Policy and Planning, MCBC, Mr. Patrick Seidler, President, WTB-TAM, and Mr. Matthew Hartzell, Director of Planning and Research, WTB-TAM</p>	CBO-3-6	<p>Firstly, the proposed closure of the existing northbound and southbound bus pads and construction of new bus stops adjacent to The Town Center and The Village shopping centers is a significant improvement to transit access and the safety of bus riders. It eliminates the existing unprotected crossings on freeway onramps, and shortens the first- and last-mile distance that bus riders must travel between the bus stops and their origins or destinations. Many users of these bus stops are employees at the two shopping centers, and this improvement would make their commute by transit safer and more convenient.</p>	<p>Caltrans agrees that relocating the freeway bus stops from the interchange onto (or within the vicinity of) the intersections would reduce the walking distance and increase the safety of individuals accessing the bus stops.</p>

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<p>Mr. Tarrell Kullaway, Executive Director, MCBC, Mr. Warren Wells, Director of Policy and Planning, MCBC, Mr. Patrick Seidler, President, WTB-TAM, and Mr. Matthew Hartzell, Director of Planning and Research, WTB-TAM</p>	<p>CBO-3-8</p>	<p>If California wants to reduce greenhouse gas emissions and meet its stated climate change goals, it is essential that all current and future roadway projects incorporate Complete Streets principles and safe multi-modal access into their designs. This is a crucial part of shifting the share of trips made by motor vehicles to greener modes. We urge Caltrans to advance Alternative 4B as the Preferred Alternative and make the best choice for our community, region, state, and future generations.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the opportunity to reduce greenhouse gas emissions by developing projects that integrate principles of Complete Streets.</p>
<p>Mr. Jon Stoeckly, Assistant Vice President, Development, The Village at Corte Madera</p>	<p>CBO-4-1</p>	<p>I am writing to you on behalf of the owners of The Village at Corte Madera regarding the proposed Highway 101 Tamalpais Drive Overcrossing Project and the draft initial study project options.</p> <p>We are supportive of Caltrans pursuing Alternative Option "4b". We believe this option and the inclusion of a multi-use path separated from traffic encourages safe pedestrian and bicycle connectivity to The Village from across the 101.</p> <p>In light of the increased vehicular traffic The Village experiences during the holiday shopping period, special care should also be given to traffic patterns and signalized stops adjacent to The Village including the 101 onramps/offramps.</p> <p>Additionally, we ask that Caltrans thoroughly consider the impacts of relocating/removing bus stops regardless of the final agreed upon option. A considerable amount of Village employees rely on public transportation to work at The Village and we are strongly opposed to any final option that would limit employees ability to access The Village by public transportation.</p>	<p>Thank you for your comment. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp. The Project's final design will also consider traffic operations throughout the Project area in coordination with the local community.</p> <p>Regarding bus stops within the Project area, and employees of The Village at Corte Madera (Village), Caltrans will continue to coordinate with the responsible transit agencies to ensure that access to the bus stops for Village employees will be maintained, and where possible improved. Current design of Alternative 4B would reduce the walking distance and improve the safety of individuals utilizing bus stops within the Project area.</p>
<p>Hannah Ake</p>	<p>IND-1-1</p>	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and elimination or reduction of conflict points between motorists and bicycles/pedestrians within the Project area.</p>

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Hafeez Alavi	IND-2-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and elimination or reduction of conflict points between motorists and bicycles/pedestrians within the Project area.</p>
Brian Allen	IND-3-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and elimination or reduction of conflict points between motorists and bicycles/pedestrians within the Project area.</p>
Tyson Appel	IND-4-1	<p>As a resident of Corte Madera I am excited to see this project moving forward. As a daily user of this facility it is in desperate need of upgrades. I feel we would be remis to pass up this opportunity to ensure that pedestrian can safely pass this facility in a manor where they are separated from vehicles. It also seems there is an opportunity to install some wet lands in the area just to the south of the overpass on either side of 101 as there is already water in an established channel with wetland plants present.</p>	<p>Thank you for your comment. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change for the Project that provides a separated multi-use pathway along the northern side of the overcrossing for both bicyclists and pedestrians.</p> <p>The Caltrans PDT will take into consideration wetland enhancements during the design phase of the Project as part of the On-Site Habitat Restoration Plan. The On-Site Habitat Restoration Plan would be developed in coordination with the appropriate resource agencies.</p>
Jim Ausman	IND-5-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and elimination or reduction of conflict points between motorists and bicycles/pedestrians within the Project area.</p>

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Heather Bradley	IND-6-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and elimination or reduction of conflict points between motorists and bicycles/pedestrians within the Project area.</p>
Josh Baumsteiger	IND-7-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>I frequently ride my bicycle on this overpass and have had a couple close calls with cars passing either in front or behind me to get onto the highway. I believe that we need to be doing everything possible to encourage people to walk and bike and this project can be a keystone in our community.</p> <p>Thank you for your consideration,</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and elimination or reduction of conflict points between motorists and bicycles/pedestrians within the Project area.</p>
Matthew Beckwith	IND-8-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic. Having ridden over this over pass innumerable times in the 10+ years I've lived in San Francisco, cars do not look out for bicyclists, and over take dangerously to get onto US 101. I strongly encourage Caltrans to select an alternative that provides physical protection for biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and elimination or reduction of conflict points between motorists and bicycles/pedestrians within the Project area.</p>
Dan Bell	IND-9-1	<p>Alternative 3A is best. It provides a safe, separated multiuse pathway that has fewest conflicts with crossing automobiles. The relocated Bus Stops are improvements, but a direct ped connection from the Bus Stops to the shopping center parking lots is necessary to minimize walking distances.</p>	<p>Thank you for your comment, your preference for Alternative 3A has been noted.</p>

Commenter	Comment Number	Comment	Response
Dan Bell	IND-9-2	<p>Here are my observations as an active pedestrian, cyclist and bus rider in this area. With all the Alternatives, I have the same comment about the relocated freeway Bus Stops; please have a shorter and more direct connection to the shopping center parking lots to avoid a very long walk by bus users.</p> <p>2A/2B - Not acceptable because of the on-going dangerous conflicts for pedestrians and cyclists with vehicles using the Northbound and Southbound loop on-ramps.</p> <p>3A - Is acceptable with the much safer multi-use path on the northerly side of the overpass, but the Marin Transit #22 northbound Bus Stop at the overpass has been removed! Maintaining the EB Paradise Drive to NB loop on- ramp is good to lessen traffic at the immediate signaled intersection.</p> <p>3B - Is acceptable with the much safer multi-use path on the northerly side of the overpass, but the single ADA ramp connecting both sides of the overpass seem unnecessarily too long. Maintaining the EB Paradise Drive to NB loop on-ramp is good to lessen traffic at the immediate signaled intersection.</p> <p>4A - Is acceptable with the much safer multi-use path on the northerly side of the overpass, but the Marin Transit #22 northbound Bus Stop at the overpass has been removed!</p> <p>4B - Not acceptable because of the on-going dangerous conflicts for pedestrians and cyclists with vehicles using the Southbound loop on-ramp. Also, the Marin Transit #22 northbound Bus Stop at the overpass has been removed!</p>	<p>Thank you for your comment, and your observations of the various alternatives.</p> <p>Caltrans would like to acknowledge that the draft environmental document depicted removal of the bus stop (served by Marin Transit #22) located on the Tamalpais overcrossing structure. This is an error and the final environmental document has been revised to correct this inaccuracy. The bus stop located on top of the structure will not be removed, but is maintained as part of the preferred alternative, Alternative 4B.</p> <p>Caltrans would also like to note that the next phase of the Project, the design phase, will consider eliminating the conflict point between automobiles and bicyclists/pedestrians at the U.S. 101 southbound onramp from the Tamalpais overcrossing.</p>
Liz Bernstein	IND-10-1	<p>Ms. Nagle and the Caltrans project team, I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough. People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic. I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and elimination or reduction of conflict points between motorists and bicycles/pedestrians within the Project area.</p>
Richard Bernstein	IND-11-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and elimination or reduction of conflict points between motorists and bicycles/pedestrians within the Project area.</p>

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Mark Birnbaum	IND-12-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and elimination or reduction of conflict points between motorists and bicycles/pedestrians within the Project area.</p>
Tim Blofeld	IND-13-1	<p>As a bike rider (and driver) I strongly urge you to choose one of the options proposed for the above interchange upgrade which includes physical separation between pedestrian/bike and vehicle traffic.</p> <p>This is a rare opportunity to enhance safety and community while encouraging non-vehicular transport in a decision that will stand for a generation. Any option other than 2A/2B would be a solid step in the right direction. Safety is worth more than a painted line.</p> <p>Thank you and best regards</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and elimination or reduction of conflict points between motorists and bicycles/pedestrians within the Project area.</p>
James Bogin	IND-14-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. Bicycle traffic is growing rapidly, and there will especially be more and more e-bikes ridden by people of all ages---The numbers could double or triple over time. So this is not just for cyclists, but for all Californians and visitors.</p> <p>Thanks for listening,</p>	<p>Thank you for your comment. The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and elimination or reduction of conflict points between motorists and bicycles/pedestrians within the Project area.</p> <p>The Project would also support the use of e-bikes that your comment mentions.</p>
Rafal Boguszewski	IND-15-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough. People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and elimination or reduction of conflict points between motorists and bicycles/pedestrians within the Project area.</p>

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Luke Bornheimer	IND-16-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and elimination or reduction of conflict points between motorists and bicycles/pedestrians within the Project area.</p>
Sarah Boudreau	IND-17-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and elimination or reduction of conflict points between motorists and bicycles/pedestrians within the Project area.</p>
Peter Bowman	IND-18-1	<p>Ms. Nagle and the Caltrans project team, I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint only bike lanes described in Alternatives 2A/2B.</p> <p>Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and elimination or reduction of conflict points between motorists and bicycles/pedestrians within the Project area.</p>

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Niki Brown	IND-19-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and elimination or reduction of conflict points between motorists and bicycles/pedestrians within the Project area.</p>
Linda Brune	IND-20-1	<p>Only options 2A and 2B would work. The other options would create significant backups on our city streets. Having all traffic waiting at signals to enter the freeway is a DISASTER ! NONE of these plans are really addressing today's traffic problems...there needs to be 2 lanes crossing the freeway (eastbound) and a separate 3rd lane to get traffic onto the freeway on the loop. Where are people riding the bus going northbound supposed to get off if the bus pad is removed? Do you think everyone who lives and works in Corte Madera has a car? Eliminating this bus stop and sending the bus onto city streets is another cause for traffic congestion. I live in CM and enter and exit the freeway every day and I am not impressed by any of these plans. However, once again, any option but 2A and 2B will create an absolute traffic nightmare on our city streets!!!!</p>	<p>Thank you for your comment and your preference of Alternative 2A/B for the Project. Your concern regarding the various build alternatives (minus 2A/B) and potential issues regarding acceptable traffic flow within the Project area has been noted. Caltrans would also like to note that the final design of the Project will consider traffic operations throughout the Project area.</p> <p>Caltrans would like to acknowledge that the draft environmental document depicted removal of the bus stop located on the Tamalpais overcrossing structure. This is an error and the final environmental document has been revised to correct this inaccuracy. The bus stop located on top of the structure will not be removed, but is maintained as part of the preferred alternative, Alternative 4B.</p>
Linda Brune	IND-20-2	<p>The photo you have on the 3D page lists "existing"...however, this is NOT a photo of the existing northbound offramp...the bus bypass and bus stop are NOT in the photo. Please correct this significant error!!!!!!</p>	<p>Thank you for commenting on this omission regarding the 3D designs for the Project. This information has been communicated to the Project team.</p>
Sarah Bruni	IND-21-1	<p>I believe it's important to make this project full scale providing easy and safe pedestrian and bike access. I think this is necessary for safety and traffic relief and will only become more important as the City continues to build housing. Particularly if the Macys is developed into apartments.</p>	<p>Thank you for your comment, and support of a project that provides safe and easy access for bicyclists and pedestrians.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and elimination or reduction of conflict points between motorists and bicycles/pedestrians within the Project area.</p>
Cheryl	IND-22-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic. I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and elimination or reduction of conflict points between motorists and bicycles/pedestrians within the Project area.</p>

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William Cline	IND-23-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, preferably 4B, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and elimination or reduction of conflict points between motorists and bicycles/pedestrians within the Project area.</p>
Terri and Thomas Colema	IND-24-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and elimination or reduction of conflict points between motorists and bicycles/pedestrians within the Project area.</p>
Jon Marc Curtis	IND-25-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and elimination or reduction of conflict points between motorists and bicycles/pedestrians within the Project area.</p>

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Jon Marc Curtis	IND-25-2	<p>A common route I cycle is from the bike path on the east side of Redwood Hwy, across the Tamalpais Dr freeway bridge to Casa Buena Dr - going south, and the reverse going north.</p> <p>From what I can see, alternatives 3A and 4A would be fine for southbound bicycles. (I don't like the additional "Free right turn" onto the southbound entrance ramp for 101 in 4B. That is too similar to the 2A/2B options.)</p> <p>None of the alternatives provide a reasonable route for northbound bicycles: In 3A/3B or 4A/4B, a northbound bicyclist coming up Casa Buena Dr would need to cross over Tamalpais and the freeway exit in two pedestrian crosswalks on the west side of 101, then cross back over Tamalpais Dr and another freeway exit on two more crosswalks on the east side of 101. Then would still have to navigate the unprotected eastbound Tamalpais Dr exit onto San Clemente.</p>	<p>Thank you for your comment regarding bicycle circulation within and adjacent to the Project area. The current U.S. 101 southbound on-ramp, coming from Casa Buena Drive, would be removed and relocated to a signalized intersection. Bicyclists heading north from Casa Buena Drive would also be able to utilize a Class III bikeway on the southern side of the structure that would provide eastbound bicycle travel.</p>
Jon Marc Curtis	IND-25-3	<p>None of the alternatives address this additional dangerous unprotected exit at San Clemente. Perhaps this is outside of the construction proposal? But it should be considered if you really want to provide a safe route for cyclists. In fact, with either 3A/3B or 4A/4B, I would probably choose to take a full lane on Tamalpais Dr, rather than do four crossings and still have to ride across the exit to San Clemente.</p> <p>What would entice me to do the crossings and use the path, would be if the north-side path extended east, the rest of the way to the intersection of Tamalpais Dr, San Clemente, and Redwood Hwy. In fact, if it was not extended, I'd also consider riding on the north side sidewalk there instead of taking a lane.</p> <p>So I highly recommend that you do 3A or 4A and extend the north-side path to the 3 way intersection of Tamalpais, San Clemente, and Redwood Hwy.</p> <p>Thank you for your consideration.</p>	<p>San Clemente Drive and the connection to Tamalpais Drive are off of the state highway system and outside the scope of this Project. Improvements to San Clemente Drive would be within the Town of Corte Madera's right of way.</p>
Paul Daro	IND-26-1	<p>Ms. Nagle and the Caltrans project team, I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint- only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and elimination or reduction of conflict points between motorists and bicycles/pedestrians within the Project area.</p>
Rebecca Dauer	IND-27-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic. I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and elimination or reduction of conflict points between motorists and bicycles/pedestrians within the Project area.</p>

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Mike Deady	IND-28-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough. People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and elimination or reduction of conflict points between motorists and bicycles/pedestrians within the Project area.</p>
Vicky Dehnert	IND-29-1	<p>I am a female 72 year old cyclist who frequently rides the area of Tamalpais Drive. This area is downright scary for most riders, so I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and elimination or reduction of conflict points between motorists and bicycles/pedestrians within the Project area.</p>
Gil Dowd	IND-30-1	<p>All,</p> <p>I agree with Frank Rollo's concerns below.</p> <p>Thanks, Gil Dowd</p> <p>Protect our kids Caltrans!</p> <p>My comment is specific to the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People (kids) trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and elimination or reduction of conflict points between motorists and bicycles/pedestrians within the Project area.</p>

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Aaron Dropp	IND-31-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and elimination or reduction of conflict points between motorists and bicycles/pedestrians within the Project area.</p>
John Ewing	IND-32-1	<p>The Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project must reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and elimination or reduction of conflict points between motorists and bicycles/pedestrians within the Project area.</p>
Matt Farber	IND-33-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and elimination or reduction of conflict points between motorists and bicycles/pedestrians within the Project area.</p>

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Ted Fehlhaber	IND-34-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and elimination or reduction of conflict points between motorists and bicycles/pedestrians within the Project area.</p>
Sharon B. Fogel	IND-35-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and elimination or reduction of conflict points between motorists and bicycles/pedestrians within the Project area.</p>
Jason Ford	IND-36-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for the time.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and elimination or reduction of conflict points between motorists and bicycles/pedestrians within the Project area.</p>

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Sylvain Frayer	IND-37-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>As community leaders and as a county and a State, we cannot keep pretending we care about climate change, quality of life and alternative mobility without systematically providing safe infrastructure for bikes and electric bicycles, which at a local level is our best shot at reducing carbon emissions.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and elimination or reduction of conflict points between motorists and bicycles/pedestrians within the Project area.</p>
Bob Freitas	IND-38-1	<p>I was expecting a plan with a Bike/Walking path that did not have to cross on and off ramps. I question if a 15 foot wide path will be sufficient for 2 way bike and pedestrian traffic.</p> <p>Convenient Bus pads are a must, no one wants to walk way out of their way to change buses. The over head images showed just how much green space this interchange took.</p> <p>This whole section of 101 is problematic with Lucky Drive exit/entrance being particularly dangerous. The traffic to the Richmond San Rafael is insane. My Daughter and her family live in Kentfield and to drive from CM to SFD exit is a real heart stopper with everyone trying to squeeze off to the bridge.</p> <p>I will follow this plan closely as this is the least bike friendly place I have lived</p>	<p>Thank you for your comment regarding the design of the Project and the U.S. 101 freeway within this area of Marin County. Your comment has been noted as part of the Project record.</p>
Holly French	IND-39-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and elimination or reduction of conflict points between motorists and bicycles/pedestrians within the Project area.</p>

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Janet Furman	IND-40-1	<p>I am a 75 year old woman who is trying to stay fit and help the environment, by riding a bike rather than driving a car, as much as possible. I live in Corte Madera and ride my bike all over Marin, but especially in my home town. I hate riding over the Tamalpais Drive interchange as it is now. It's too dangerous! I would love to see it made safer for cyclists.</p> <p><u>I encourage you to go with an alternative that provides physical protection for cyclists, rather than paint-only bike lanes.</u></p> <p>Let's make this project lead the way in showing how every 101 interchange in Marin can be as bike-friendly as possible.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and elimination or reduction of conflict points between motorists and bicycles/pedestrians within the Project area.</p>
Janet Furman	IND-40-2	<p>Please select the alternative that provides a safe, separated bike route. This route must be paved with either asphalt (preferred) or concrete. Wood planks do not make a satisfactory surface for bicycles!</p>	<p>Thank you for your comment regarding the material type of the separated pathway. The current design does not include for a wooden separated multi-use pathway.</p>
Andreani Giancarlo	IND-41-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and elimination or reduction of conflict points between motorists and bicycles/pedestrians within the Project area.</p>
Steve Giandomenica	IND-42-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration in something so important to the community.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and elimination or reduction of conflict points between motorists and bicycles/pedestrians within the Project area.</p>

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Lisa Glaser	IND-43-1	<p>Please do not exploit the Madera Gardens streets to detour commute traffic and has been the case before do not park construction equipment in Madera Gardens. We already endure unwelcome overflow of the Town Center and commuters who leave their cars all day because Corte Madera refuses to issue residential parking stickers and post 4 hour parking limit signs.</p> <p>Plan wisely so residents safety is protected day and night. Remember too we might have to evacuate not only for fire but floods. Be respectful of the community and issue maps so we can warn you where we see issues.</p>	<p>To minimize potential effects from construction activities to motorists, bicyclists, or pedestrians using local streets, a Traffic Management Plan (TMP) will be developed by Caltrans and implemented throughout construction. The TMP will include public information, motorist information, incident management, construction, and alternate routes. The TMP will also include elements, such as detour and haul routes, one-way traffic control, flaggers, phasing, and use of CHP Construction Zone Enhanced Enforcement Program (COZEEP). During construction, the TMP will reduce impacts to local residents as much as feasible, enhance safety of travelers and maintain access to businesses in the local area. The TMP will also provide access for police and emergency service providers. Lane closures will be planned in coordination with Caltrans, Marin County, and the Town of Corte Madera, and will include notices to emergency service providers, and the public in advance.</p>
Warren Gold	IND-44-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and elimination or reduction of conflict points between motorists and bicycles/pedestrians within the Project area.</p>
Evan Goldin	IND-45-1	<p>I'm a Bay Area resident and regular crosser of the 101 Tam Dr overcrossing. You have a major opportunity to potentially save my life, if you can make the right design decision on this project. People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and elimination or reduction of conflict points between motorists and bicycles/pedestrians within the Project area.</p>

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Conor Granahan	IND-46-1	<p>I am echoing the concerns below and adding my own: I am an avid bike rider and walker in Corte Madera. I live at 170 Summit and work at 201 Corte Madera Avenue. I enjoy walking and biking around town, but the overpass is very dangerous for bikers and not ideal for walkers. It is made for cars only.</p> <p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and elimination or reduction of conflict points between motorists and bicycles/pedestrians within the Project area.</p>
Jared Grieser	IND-47-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and elimination or reduction of conflict points between motorists and bicycles/pedestrians within the Project area.</p>
Ben Hale	IND-48-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and elimination or reduction of conflict points between motorists and bicycles/pedestrians within the Project area.</p>
Michael Harlock	IND-49-1	<p>I appreciated your presentation on August 4th. When this project was last discussed at Corte Madera Town Council, we diagrammed a solution quite like Caltrans Alternative 3B. This separation of vehicle and pedestrian/ bike modes could create an elegant bridge with potential to link our two malls. It would be completely ADA compliant (5% max) and minimize pedestrian signal crossings. I will attach the diagram our firm prepared by email. Michael Harlock A.I.A.</p>	<p>Thank you for your comment, and provided diagram. Caltrans would like to acknowledge previous coordination efforts on this Project, as well as various design options that were considered as part of the project development process.</p>

Commenter	Comment Number	Comment	Response
Michael Harlock	IND-49-2	<p>As I mentioned on our comment card, our firm prepared a concept solution very close to Caltrans Alternative 3B which I have attached. It creates the opportunity to provide a completely separate, ADA compliant pedestrian/bike path that has the potential of creating a graceful bridge that could potentially link our two shopping malls and minimize pedestrian/vehicular crossings while maintaining access to all bus stops. It also would allow the current overpass vehicular circulation and on/off ramps to remain in their approximate configurations, requiring only structural mitigations. Please contact me if you have further questions.</p> <p>I look forward to being involved with the evolution of this crucial civic improvement.</p>	<p>Thank you for providing your firm's design of a suspension bridge located immediately north and separate from the Tamalpais overcrossing structure, that would provide ADA-compliant access across U.S. 101 highway, but largely maintain the circulation of traffic within the Project area.</p> <p>Advancing to design phase of the Project, Caltrans is committed to working with the community to ensure that the planning and design of the Project considers the needs of all identified stakeholders.</p>
Craig Hartman	IND-50-1	<p>Could there be a synthesis scheme 4C, combining the attributes of 4A & B. I.e: 4A is said to cause too much commuter traffic congestion, unless it includes 2 left turn lanes for the signalized N & S access ramps. 4B adds rebuilt, curved loop access ramps to overcome this, but these additional ramps make safe and direct rapid bus transit (RBT) off 101 impossible. A synthesis scheme would extend the bridge cantilever to the south, per the currently proposed extension to the north, to accommodate an additional left turn lane and a Class 2 bike lane. The additional curved loop access ramps would be removed permanently. The N and S RBT pads could then be easily accommodated with direct and unencumbered access off 101 and could easily connect with a short, ADA compliant, walk connecting the RBT pads with local bus stops and the new Pedestrian and Family Bike path.</p>	<p>Thank you for your comment of a proposed 4C alternative that would combine features of Alternatives 4A/B. Due to an increase in the number of crosswalks pedestrians would be required to navigate with the multi-use pathway located on the southside of the structure, the Project team determined that a multi-use pathway located on the northern portion of the structure would provide safer and more convenient access for pedestrians traveling to and from the shopping centers located on either side of the Project area. The bus stops as proposed in the preferred Alternative 4B will also be located closer to the local streets, providing a safer and more convenient route for bus riders to access the stops.</p> <p>Final design, including the multi-use path and location and access of the bus stops will be coordinated with the appropriate transit agencies and local community during the next phase of the Project.</p>
J.D. Hartnagle	IND-51-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and elimination or reduction of conflict points between motorists and bicycles/pedestrians within the Project area.</p>
Joe Harvey	IND-52-1	<p>I am writing with a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overpass Project. I commute at least 4 of 5 days/week to work on my bicycle.</p> <p>This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough. People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and elimination or reduction of conflict points between motorists and bicycles/pedestrians within the Project area.</p>

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Jefferson Heidelberg	IND-53-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and elimination or reduction of conflict points between motorists and bicycles/pedestrians within the Project area.</p>
Peter Heinlein	IND-54-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and elimination or reduction of conflict points between motorists and bicycles/pedestrians within the Project area.</p>
Herbert Donald Herzog	IND-55-1	<p>The Tamalpais Ave overcrossing is presently a death trap for bicyclists. and most bicyclists are forced to choose the lengthy detour to Wornum Drive. It is critical that the planned improvements provide a physically separated path for bicyclists and pedestrians. Please use Alternate 2-A or 2-B. Anything less is a waste of public funds for a project that we will be stuck with for the next 50 years.</p>	<p>Your comment regarding preference for Alternatives 2A/B has been noted as part of the Project record.</p>
Ron Hirsch	IND-56-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and elimination or reduction of conflict points between motorists and bicycles/pedestrians within the Project area.</p>

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Amanda Hoehler	IND-57-1	<p>I am writing as a pediatric emergency physician and an avid road cyclist and to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic. This is a route I ride regularly to get to work or visit family on Paradise Drive and it always makes me nervous.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and elimination or reduction of conflict points between motorists and bicycles/pedestrians within the Project area.</p>
Lynne Howe	IND-58-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and elimination or reduction of conflict points between motorists and bicycles/pedestrians within the Project area.</p>
Ronald Hsu	IND-59-1	<p>As a local resident who depends on bicycle riding for work and errands, I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. It is clear and I have long felt that this highway crossing, and now this proposed project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>For people trying to ride bicycles on Tamalpais Drive over US 101, it is a harrowing experience -- even for experienced riders -- and we have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate us from automotive traffic that is intent on reaching highway speeds.</p> <p>I strongly encourage Caltrans to select a proposal that provides <u>actual physical protection</u> for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and elimination or reduction of conflict points between motorists and bicycles/pedestrians within the Project area.</p>

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Hilary F. Hyde	IND-60-1	<p>Please consider bikes in this plan as it is a piece of the bigger plan, including Richmond Bridge and Sir Francis Drake overpass/bridge, that will encourage less cars and more bikes.</p> <p>This bridge needs to be safer for bicyclists with clearly marked bike lanes.</p> <p>For years, EBliithedale in Mill Valley was determined to be unsafe for bike, and now that has changed. Do the same for the Tamalpais Ave Bridge!</p> <p>Thank you.</p>	<p>Thank you for your comment. The Project's opportunity to improve multi-modal connectivity with the region's overall transportation network has been considered.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and elimination or reduction of conflict points between motorists and bicycles/pedestrians within the Project area.</p>
Mark Inbody	IND-61-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and elimination or reduction of conflict points between motorists and bicycles/pedestrians within the Project area.</p>
Barbara Janis	IND-62-1	<p>As a senior who lives near this crossover, I would like to see a very pedestrian friendly path that is safe to walk from Koch Road/Paradise to the malls and to the public library. Thank you.</p>	<p>Thank you for your comment.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and elimination or reduction of conflict points between motorists and bicycles/pedestrians within the Project area. Alternative 4B also provides improved access across U.S. 101 at the overcrossing, to the shopping malls on either side of the structure, as well as safer, more convenient access to the library.</p>
Cliff and Jan Janson	IND-63-1	<p>I vote for the lowest amount of change for the Tamalpais Dr overcrossing, that keeps a northbound bus pad somewhere, which appears to be plan 2b.</p> <p>But I don't see why the whole thing is necessary. Modern wheelchairs can handle quite a grade. The battery consumption will be about the same going upward, due to the height gain being the same.</p>	<p>Thank you for your comment. Your preference for Alternative 2B has been noted as part of the Project record.</p>

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Jacobey Johnson	IND-64-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and elimination or reduction of conflict points between motorists and bicycles/pedestrians within the Project area.</p>
Barbara J. R. Jones	IND-65-1	<p>This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. I drive a car, often loaded with a bicycle (which I ride in Central or Western Marin) over Tamalpais in both directions. I have crossed this 101 interchange on Tamalpais on a bicycle countless times, until finally concluding it is too dangerous.</p> <p>While the upgrades to ADA compliance in all alternatives are important, they are not enough. Walkers and cyclists sharing a multi-use path on a slope create major hazards to each other, unless the path is at least 15' wide, and preferably 18' wide.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic. A hard or squared right turn for cars from EB Tamalpais to SB 101 is feasible and reasonable for drivers like myself.</p> <p>I strongly encourage Caltrans to select an alternative that provides separated physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B, so long as the paths are wide enough to accommodate riders on a slope and walkers. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking. I strongly urge adoption of alternatives 4A or 4B.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and elimination or reduction of conflict points between motorists and bicycles/pedestrians within the Project area.</p> <p>Your comment regarding a wider multi-use pathway has been noted and will be considered further during the next phase (design phase) of the Project.</p>
Theresa Kamler	IND-66-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic. It truly feels like you risk your life in this situation as it stands.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and elimination or reduction of conflict points between motorists and bicycles/pedestrians within the Project area.</p>

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Jeff Klompus	IND-67-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough. I write as a parent, community member, and cyclist for your consideration.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and elimination or reduction of conflict points between motorists and bicycles/pedestrians within the Project area.</p>
K. Benjamin Knipe	IND-68-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and elimination or reduction of conflict points between motorists and bicycles/pedestrians within the Project area.</p>
Kristina Koepke	IND-69-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and elimination or reduction of conflict points between motorists and bicycles/pedestrians within the Project area.</p>

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Nancy Kuhn	IND-70-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and reduction or elimination of conflict points between motorists and bicycles/pedestrians within the Project area.</p>
Edward J. LaBarre	IND-71-1	<p>I am presenting my concerns and suggestions regarding the planned upgrade to the structure over U.S. 101 at Tamalpais Drive. Will you please consider my concerns and forward them to decision makers. I am very familiar with that highway overcrossing. I lived in Corte Madera on Mariner Green Dr. for a few years, and I still use that overcrossing at least twice a week.</p> <p>My concern is that the project overlooks a far more economical and practical solution to the need to accommodate people with disabilities who need to cross U.S. 101 at Tamalpais Dr., and the upgrade is not needed for any other reason. The traffic flow across the overpass is moderate, and traffic flows nicely. There cannot be many traffic accidents there. I have never seen one. The planned project will take a long time to complete and be very expensive. It must be recognized that, during the upgrade demolition and construction, everyone using the overcrossing including people with disabilities will be severely inconvenienced.</p> <p>For a fraction of the cost of the project, every disabled person desiring to cross Highway 101 at that point, including people who need to get to a bus stop or who desire to get to either of the shopping centers or to the library, could be provided a ride in a van. It should be obvious that the cost of providing the van rides for 20 years would be a fraction of the cost of the project. In comparison to the number of people who would be working on the project every day during the planned project, very few disabled people have a need to cross 101 at Tamalpais.</p> <p>Even if the planned multi-housing project on the east side of 101 is completed, it would still be far more economical to transport disabled people than to redo the overpass. The people who would be working on the project would be paid an hourly rate that is at least what it would cost to transport one person across the highway in a van. And, that does not take into consideration all the other costs of the planned construction including workers compensation, unemployment taxes, employee benefits, material, equipment, management and supervision of the project. The smart thing to do would be to do as healthcare insurance companies do. Contract with providers. Contract with a small group of Uber drivers or with a taxi company to provide rides as needed for a set amount.</p> <p>Every day of the planned upgrade there will be many vehicles involved in the construction of the upgrade, whereas only one vehicle is needed to transport disabled people. The cost of four van rides per day would be less than what one construction worker would be paid for four hours of work, and that does not include all the other costs for that employee's time on the job. Often disabled people per day are provided rides at \$20 per ride, that \$200 per day will amount to only \$73,000 per year. Divide the cost of the project by that \$73,000 and you will find how uneconomical the upgrade is.</p> <p>The cost of providing transportation to disabled people will be spread over many years, whereas the many millions of dollars for the completion of the project will be spent in a few years.</p>	<p>Thank you for your comment regarding potential financial and short-term impacts associated with the Project, they have been considered as part of the record.</p> <p>Americans with Disabilities Act (ADA) improvements is a top priority for Caltrans. <i>Caltrans Americans with Disabilities Act Transition Plan (2021)</i> outlines framework for improving the modalities of existing infrastructure within Caltrans right of way to be accessible and usable for all persons including those with disabilities.</p> <p>The selected Alternative 4B of the Project is also consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and reduction or elimination of conflict points between motorists and bicycles/pedestrians within the Project area.</p> <p>Alternative 4B would be consistent with Caltrans mission to "provide a safe and reliable transportation network that serves all people and respects the environment".</p>

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		<p>In 20 years we will have many more autonomous vehicles in use, and thus the cost of accommodating the people with disabilities will eventually be less as there will eventually be no need to pay drivers.</p> <p>You know more about the probable cost of the planned project than I do. So, please take the cost of the project, and divide it by the probable cost of providing transportation over the highway for disabled people for one year, and then multiply that by 20 or 30 years. I am certain that you will find that the project does not make economic sense. Let's not have another project that proves how foolish northern California is with its financial resources.</p>	
Stephen Lambe	IND-72-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and reduction or elimination of conflict points between motorists and bicycles/pedestrians within the Project area.</p>
Brian Lamoreaux	IND-73-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and reduction or elimination of conflict points between motorists and bicycles/pedestrians within the Project area.</p>
Mark Larus	IND-74-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and reduction or elimination of conflict points between motorists and bicycles/pedestrians within the Project area.</p>

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Carter Lavin	IND-75-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and reduction or elimination of conflict points between motorists and bicycles/pedestrians within the Project area.</p>
Andrew Levine	IND-76-1	<p>I am writing to provide a comment on the Highway 101 Tamalpais Drive Overcrossing Project. This interchange stands out as one of the most dangerous areas in southern Marin County for pedestrians and cyclists. It would be tragic to fail to take advantage of the work being done to enhance the safety and connectivity of the interchange.</p> <p>Providing only painted bike lines and minor ADA compliance improvements would be a missed opportunity. With large shopping malls and other destinations on both sides of the freeway, the only safe way to currently cross is by car. Pedestrians and cyclists have to navigate hazardous uncontrolled ramps and other obstacles, with only paint to separate them from automotive traffic.</p> <p>Caltrans must implement an alternative that provides physical protection for people walking and biking. The painted bike lanes described in Alternatives 2A/2B are inadequate. Closing uncontrolled ramps, such as in Alternatives 4A/B would further reduce conflict between vehicles and people walking or biking.</p> <p>I appreciate the opportunity to comment, and hope Caltrans can help improve the safety of people in our community with this project.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and reduction or elimination of conflict points between motorists and bicycles/pedestrians within the Project area.</p>
Tomas Likar	IND-77-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and reduction or elimination of conflict points between motorists and bicycles/pedestrians within the Project area.</p>

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Jon Lin	IND-78-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and reduction or elimination of conflict points between motorists and bicycles/pedestrians within the Project area.</p>
John Lister	IND-79-1	<p>As I go over the bridge East bound and enter 101 North bound I find cars (especially in the morning) zipping along the far right lane at 70 mph heading to the Richmond Bridge. After trying to merge with this fast moving traffic I immediately need to merge with the second North bound entrance coming from East Corte Madera.</p> <p>I feel it would be safer if these two entrances could have their own lane and then that lane could merge with the 101 north bound traffic.</p>	<p>On-ramps within the Project area are being considered as part of a larger regional ramp metering plan that aims to maximize the freeway performance, address expected on-ramp delays, on-ramp queues, reduce freeway mainline travel times and minimize the negative impact on local streets. This will be conducted as part of a separate project.</p>
Ashley Litzenberger	IND-80-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic. It's nerve wracking for both drivers and bikers!</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and reduction or elimination of conflict points between motorists and bicycles/pedestrians within the Project area.</p>
Cheryl Longinotti	IND-81-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and reduction or elimination of conflict points between motorists and bicycles/pedestrians within the Project area.</p>

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Kia Macpherson	IND-82-1	<p>My name is Kia Macpherson and I am a 25 year resident of Corte Madera. My family uses the Tamalpais Drive Overcrossing almost everyday and when Caltrans makes it safer for pedestrians and people on bicycles, we will definitely use the community connection more often both on foot and bicycle. We also note that many, many people use the Tamalpais Drive Overcrossing to access bus transit. Alternative 4a will significantly improve safety and access for transit users. <u>We encourage Caltrans to build Alternative 4b.</u></p>	<p>Thank you for your comment and preference for Alternative 4B. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and reduction or elimination of conflict points between motorists and bicycles/pedestrians within the Project area.</p>
Lucy Macpherson	IND-83-1	<p>I believe that Alternative 4B is the best option to provide a safe and separated bike and pedestrian path without delaying motor vehicles. Alternative 4B is also better for bus riders.</p>	<p>Thank you for your comment and preference for Alternative 4B. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and reduction or elimination of conflict points between motorists and bicycles/pedestrians within the Project area.</p>
Chetan Maha	IND-84-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and reduction or elimination of conflict points between motorists and bicycles/pedestrians within the Project area.</p>

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Linda Malatesta	IND-85-1	<p>Hi, I have lived in Corte Madera for 40 years and Marin County for over 60 years. I support plan 4a for the overcrossing improvement for a number of reasons:</p> <ol style="list-style-type: none"> 1. The main reason is that it eliminates one northbound US 101 on-ramp. The two northbound on-ramps are too close together and create a traffic back-up all the way down to Tiburon and beyond. Those two on-ramps plus the narrow Richmond Bridge/Sir Francis Drake merge is horrible. 2. It moves the west side southbound exit to an intersection and creates a safe pedestrian crossing. Now you have to run across the freeway onramp to cross from Casa Buena Drive to the Tamalpais overpass. There is a crosswalk there but the cars never stop. 3. It moves the east side bus stop off the overcrossing and to a safer location next to The Village. 4. It provides a walk/bike path separated by a fence from on coming cars. <p>Thank you for reading my comments. The 4a plan will be a huge improvement and make it easier to walk, drive, and bike between east and west Corte Madera.</p>	<p>Thank you for your comment and preference for Alternative 4A. On-ramps within the Project area are being considered as part of a larger regional ramp metering plan that aims to maximize the freeway performance, address expected on-ramp delays, on-ramp queues, reduce freeway mainline travel times and minimize the negative impact on local streets.</p> <p>The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and reduction or elimination of conflict points between motorists and bicycles/pedestrians within the Project area.</p> <p>The bus stop located on the overcrossing structure will be maintained to accommodate existing transit service.</p>
Helen Maniates	IND-86-1	<p>I am in favor of the "Highline" style proposal with wider cantilevered platform. This is an opportunity to build something extraordinary & we should go for it. Don't settle for minimal cheapest option</p>	<p>Thank you for your comment and preference for a highline-style structure for the multi-use pathway. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>Structural improvements of Alternative 4B will provide a separated multi-use pathway along the northern side of the overcrossing,</p>
Caroline Meek	IND-87-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and reduction or elimination of conflict points between motorists and bicycles/pedestrians within the Project area.</p>

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Greg Merritt	IND-88-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and reduction or elimination of conflict points between motorists and bicycles/pedestrians within the Project area.</p>
Sally Middleton	IND-89-1	<p>I like the overpass crosswalk design that doesn't have pedestrians walking down under the overpass. It doesn't feel safe now and don't think that design will feel safe also. I like the design that builds a separate walkway over the freeway (4A/B?). It could eliminate the need for the other 101 crosswalk bridge farther north near lucky Dr. And that design looks nice. Not sure if taking out loop on-ramps is good idea in any design. Intersection lights would back up traffic on streets. Thanks!</p>	<p>Thank you for your comment and preference for Alternative 4A/B. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative that includes a separated multi-use pathway for bicyclists and pedestrians along the northern side of the overcrossing. The Project's final design will consider traffic operations throughout the Project area in coordination with the local community.</p>
Amy Miller	IND-90-1	<p>I prefer Tamalpais Dr OP option 4B. However, it seems insane the project might require the removal of 88 healthy, mature trees which are essential to reducing urban heat and the overheating of our planet. Even replanting with less mature trees will take years for them to be the slightest bit beneficial to our environment.</p>	<p>Thank you for your comment and preference for Alternative 4B. Caltrans Project Feature GHG-1 (Greenhouse Gas), would help to reduce GHG emissions during construction of the Project and although the Project could require the removal of up to 88 trees, vegetation removal—including trees—would be avoided where possible. During the next phase of the Project, replacement plantings will be coordinated as necessary with the appropriate resource agencies.</p>
Geoff Mohr	IND-91-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and reduction or elimination of conflict points between motorists and bicycles/pedestrians within the Project area.</p>

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Philip Mooney	IND-92-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and reduction or elimination of conflict points between motorists and bicycles/pedestrians within the Project area.</p>
Susan Nawbary	IND-93-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project.</p> <p>One thing that makes Marin so attractive to its residents and visitors is the utopian-like walkability of many of its neighborhoods. It's obvious that Marin residents value walkable, bikeable neighborhoods for all ages and abilities.</p> <p>Studies show that people who walk and bike in shopping districts take more trips and spend more money than people who drive to the same destinations. The study was done in Oakland when they put in the Telegraph bike lanes, and rings true to this day, 10 years later.</p> <p>This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment and information regarding local bicycle and pedestrian studies. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and reduction or elimination of conflict points between motorists and bicycles/pedestrians within the Project area.</p>
Nicholas	IND-94-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>It would also be great to have a safe and separated crossing as it's unhealthy and stressful to walk and cycle near traffic.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and reduction or elimination of conflict points between motorists and bicycles/pedestrians within the Project area.</p>

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Catherine Nicole	IND-95-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and reduction or elimination of conflict points between motorists and bicycles/pedestrians within the Project area.</p>
Vincent O'Brien	IND-96-1	<p>Congratulations on a nice job of addressing a bad bicycling situation. Eliminating the corkscrews will encourage cyclist to take the protected path. They are a pain to ride and usually too narrow. And too steep for most riders. (Note: I didn't even know the corkscrews where there!) From my experience of riding that interchange, option 4B would be the safest. No slip lanes, no cloverleaves to deal with. However, I don't see the need for the bike cloverleaves. Instead, a widened and protected path on BOTH sides would be sufficient and easier to ride, i.e. more likely to be used. As in 4B, cyclists only cross traffic at controlled intersections. If both sides are widened, two crossing of the roadway would be eliminated. That's definitely an invitation to use the designated path. I also don't understand why the bike lane marking in the roadway were eliminated. There will be some cyclists who stay on the roadway even if it isn't safe. Finally, if drains need to be placed in the pathways, please make the bars perpendicular to the flow of traffic.</p>	<p>Thank you for your comment and your preference for Alternative 4B. The "bike cloverleaves" proposed as part of the Project are needed to provide an ADA-compliant grade that does not exceed 5%. On the south side of the structure a Class III bike path is proposed to allow eastbound travel for bicyclists that choose not to use the separated pathway located to the north. Drainage design details will be determined in the next phase of the Project.</p>
Marilyn Price	IND-97-1	<p>It has come to my attention from Marin County Bicycle Coalition that plans are being drawn up to upgrade the US-101/Tamalpais Drive freeway ramps in Corte Madera to make it ADA compliant. As an 82-year-old bicyclist who for environmental reasons no longer has a car and gets around by bike, I hope that whatever plan you choose will be the safest possible for all the bicyclists and pedestrians.</p> <p>Thank you for considering my request</p>	<p>Thank you for your comment. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and reduction or elimination of conflict points between motorists and bicycles/pedestrians within the Project area.</p>
Mike Pritts	IND-98-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and reduction or elimination of conflict points between motorists and bicycles/pedestrians within the Project area.</p>

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Patricia Ravasio	IND-99-1	Dear Cal Trans, The people of Corte Madera were very excited a few years back when you worked with architects Skidmore Owings and Merrill and the Town of Corte Madera on plans for a COMMUNITY CONNECTOR between the two sides of our town, along the Tamalpais Drive Overcrossing. We are excited you are coming back to us with plans, and we look forward to hearing more, but we are very much hoping for a top class structure and functionality for CLASS ONE BIKE AND PEDESTRIAN PATHWAY across this very important connecting point for our community. There are grant monies available to support this kind of infrastructure and we are hoping to convince the town to pursue these funds so that we can partner with you to build a truly exemplary, award winning, example setting highway over-crossing. Thank you Pat Ravasio Community Organizer	Thank you for your comment. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative that provides a separated multi-use pathway along the northern side of the Tamalpais Drive overcrossing. The Project was also able to secure approximately 13 million dollars of additional funding through the Investment Infrastructure Jobs Act (IIJA), for right of way and construction costs. Advancing to design phase of the Project, Caltrans is committed to working with the community to ensure that the planning and design of the Project considers the needs of all identified stakeholders.
Pat Ravasio	IND-100-1	I'm very excited that you have included the 15' wide cantilevered multi purpose path in your options for the Tamalpais overcrossing. I join dozens, maybe even hundreds of other Corte Maderans in encouraging you to select this option. Work is still needed as to how best to handle the bus stops to make them safe and accessible. Skidmore Owings and Merrill designer Craig Hartman is available to continue work on the details, to make this pedestrian overcrossing and interchange upgrade something that both Corte Madera and Caltrans will be proud of for decades.	Thank you for your comment. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative that provides a separated multi-use pathway along the northern side of the Tamalpais Drive overcrossing. Regarding the accessibility and safety of bus stops within the Project area, Caltrans will continue to coordinate with the affected transit agencies prior to finalizing the design. Advancing to design phase of the Project, Caltrans is committed to working with the community to ensure that the planning and design of the Project considers the needs of all identified stakeholders.
Josh Rayes	IND-101-1	I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough. People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic. I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking. Thank you for your consideration.	Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp. The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and reduction or elimination of conflict points between motorists and bicycles/pedestrians within the Project area.
Russell Reagan	IND-102-1	I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. I have ridden a bicycle on Tamalpais Drive over US 101, and I do not find the interchange to be a safe place to ride a bike. The direct merge ramps with motorists making high-speed weaves means all but the most experienced, fearless bicyclists are willing to use this route to get across the freeway. Painted lines are simply inadequate to separate bicycle from vehicular traffic. Please select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes as specified in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further enhance safety for people walking or biking. Thank you for your consideration.	Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp. The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and reduction or elimination of conflict points between motorists and bicycles/pedestrians within the Project area.

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Max Rico	IND-103-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and reduction or elimination of conflict points between motorists and bicycles/pedestrians within the Project area.</p>
Aaron Roller	IND-104-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and reduction or elimination of conflict points between motorists and bicycles/pedestrians within the Project area.</p>
Frank Rollo	IND-105-1	<p>Protect our kids Caltrans!</p> <p>My comment is specific to the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People (kids) trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and reduction or elimination of conflict points between motorists and bicycles/pedestrians within the Project area.</p>

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Roryinsf	IND-106-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and reduction or elimination of conflict points between motorists and bicycles/pedestrians within the Project area.</p>
Scott Samet	IND-107-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and reduction or elimination of conflict points between motorists and bicycles/pedestrians within the Project area.</p>
Mike Samuels	108-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and reduction or elimination of conflict points between motorists and bicycles/pedestrians within the Project area.</p>

Commenter	Comment Number	Comment	Response
Erik Schmidt	IND-109-1	<p>Dear Caltrans — I have reviewed the alternative designs proposed for the Highway 101 interchange at Tamalpais Drive project. As a longtime Marin County resident and cyclist, I have used this interchange by bike and foot for many years. It is one of the most dangerous and terrifying locations in the entire county to traverse by any mode except in a motor vehicle. Making this a safe facility for all modes of transportation, and particularly encouraging alternatives that reduce traffic and congestion in this very busy area, should be a critical priority for Caltrans. The current crossing is far too intimidating and dangerous for any but the most skilled and confident cyclists — meaning that it is a barrier for kids, students traveling to school on the west or east sides of Corte Madera/Larkspur, families, and older folks. This is unacceptable. On foot, very few people make the crossing due to the scary walks across high speed or busy traffic lanes on both sides. With so many commercial, recreational and other amenities available in the area surrounding this bridge, walking should be encouraged, not discouraged.</p> <p>A design that maximizes the safety and appeal of traveling across Highway 101 by bike and foot — for all, not just a few — should be the preferred alternative. Once this project is completed, the opportunity to make improvements to this interchange will not come again for decades. I urge Caltrans to select alternative 4B, but applaud the vision of alternatives 3A, 3B, 4A and 4B, all of which would provide acceptable conditions for cyclists and pedestrians.</p> <p>Please, reject alternatives 2A and 2B, as these designs will not significantly improve the situation for people on bikes or foot at this critical location.</p> <p>With this project, Caltrans has the opportunity to be the 21st Century transportation agency Californians need it to be. The 1950s design Marin residents and visitors have been surviving with for so long can and must be transformed into an attractive and safe crossing for everyone. This can be done. Please maximize the opportunity you have to design a crossing we can all be proud of for generations to come. Thank you for considering my thoughts and input.</p>	<p>Thank you for your comment and preference for Alternative 4B. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and reduction or elimination of conflict points between motorists and bicycles/pedestrians within the Project area.</p> <p>The Project's final design will also consider traffic operations throughout the Project area in coordination with the local community.</p>
Fritz Scholten	IND-110-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and reduction or elimination of conflict points between motorists and bicycles/pedestrians within the Project area.</p>

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David Seltzer	IND-111-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and reduction or elimination of conflict points between motorists and bicycles/pedestrians within the Project area.</p>
Jean Severinghaus	IND-112-1	<p>Thank you for taking my comments on the IS-ND for the Marin County Tamalpais Overcrossing.</p> <p>I appreciate prospective alternative 4A which is the safest for pedestrians and bicyclists of All Ages and Abilities, however, I am highly concerned that Caltrans District 4 neglects to prioritize public transit in these designs and fails on its Complete Streets mandates. It is extremely disturbing to see Caltrans D4 removing bus pads from the state ROW by fiat; the bus pads and stops are part of a highly complex intricate system of moving people along freeways that comprise the Golden Gate Transit public system of buses, as well as the Marin Transit buses. The freeway bus pads MUST be kept. Please consider building the buses a new fly-through lane with safe level sidewalks inside the diamond. This could easily fit with 4A, and 4B southbound, and could potentially fit with more tweaks to northbound 4B.</p> <p>As a long-time bus rider as well as bicyclist and pedestrian, I attest that the 101 freeway bus pads are golden--they allow the closest version we have in our area to Bus Rapid Transit. They save a great deal of time to the riders and make it worth taking the bus. Please preserve the freeway bus pads no matter what alternative Caltrans chooses to pursue. We will suffer greatly by the repeated delays of buses getting off the freeway, going in traffic to signals, then fighting to get around free right turning private cars to get out into the lane again. It is inappropriate for a modern freeway to exclude bus priority. It damages the service by slowing it and reducing ridership. Try taking as a key example a bus south from Novato thru the Rowland Blvd stop, a very similar diamond to the 4A and 4B designs, and a nightmare for delays of up to 5 minutes to the ride instead of 30 seconds on the bus pads.</p> <p>Please include me and inform me of any TAC or membership opportunities for input into D4's new Transit Plan named in the CSAP.</p>	<p>Thank you for your comment and concerns regarding lack of complete streets elements and bus stop removals/relocations that are expected to occur from the Project. Caltrans acknowledges the existing bus stops within the Tamalpais Interchange and their role in providing efficient service for bus riders. Prior to relocation of any of the bus pads within the Project area, Caltrans will consult with the appropriate transit agencies to ensure that impacts to transit operations and services are minimized to the maximum extent possible. Coordination between Caltrans and the affected transit agencies will continue to occur into the design phase of the Project, and in advance of finalizing the Project design.</p> <p>The Caltrans Project Development Team (PDT) has also selected Alternative 4B as the preferred alternative that is consistent with Caltrans' complete streets policy, by providing improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and reduction or elimination of conflict points between motorists and bicycles/pedestrians within the Project area.</p>
Emily Shaw	IND-113-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and reduction or elimination of conflict points between motorists and bicycles/pedestrians within the Project area.</p>

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James Sievert	IND-114-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and reduction or elimination of conflict points between motorists and bicycles/pedestrians within the Project area.</p>
Jordan Silber	IND-115-1	<p>I am a 20+ year Corte Madera resident and 45+ year Marin resident and support option 4b. The other options fail to provide a long term solution for traffic flow and bicycle/pedestrian safety.</p>	<p>Thank you for your comment and preference for Alternative 4B. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative that provides improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and reduction or elimination of conflict points between motorists and bicycles/pedestrians within the Project area.</p> <p>The Project's final design will also consider traffic operations throughout the Project area in coordination with the local community.</p>
Hilde Simon	IND-116-1	<p>I am writing in support of a shared multi-use path built into the proposed new rebuild of the overpass in Corte Madera.</p> <p>I am 71, have lived in my house near the overpass for 43 years. I have tried walking and riding my bike over this roadway and it is dangerous, unpleasant and frightening. The highway divides Corte Madera and forces many of us into cars just to go 2 miles to the other side of town when a walk or bike ride would be easier, cheaper and more healthy.</p> <p>If a multi-use path were included in the new overpass design, many hundreds of car trips would be avoided and our town would be re-united and energized. With the two malls directly on either side of the highway, it makes total sense to have a safe walkway between the two areas.</p> <p>Please help our town be safer, healthier and more fun by designing with humans as well as cars in mind.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and reduction or elimination of conflict points between motorists and bicycles/pedestrians within the Project area.</p>
Hilde Simon	IND-116-2	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and reduction or elimination of conflict points between motorists and bicycles/pedestrians within the Project area.</p>

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Hilde Simon	IND-116-3	<p>I think I may have written before since you name popped up when prompted on my email address bar, but nonetheless I write again.</p> <p>I am 71 years old and I ride with my kids and grandchildren--that's 3 generations of cyclists! We struggle to find safe places to ride together from our homes in East Corte Madera safely. We would love to be able to use the overpass on bikes to get a bite to eat at Corte Madera Town Center but we cannot. It is very dangerous for anyone, let alone a child and a grandmother. To use what exists now is dangerous, weird and downright creepy.</p> <p>I see that choice 4b gives us bipeds and cyclists a traffic light at each off and on ramp, if I am not mistaken. This is great! Signaled off/on ramps take the terrifying guess work out of getting out of the way of driven cars.</p> <p>Please do what works for ALL citizens of Corte Madera, not just the drivers. Help us stay healthy, exercised and ...alive. A safe and separate multi-use path is brilliant and looks to the future of the growing number of people who walk and ride and wish to do so safely.</p>	<p>Thank you for your comment. Caltrans believes that the Marin County U.S. 101 Tamalpais Project, is a project that considers the needs of the community and provides safe and equitable access for all users of the state highway system.</p>
James S. Simon	IND-117-1	<p>This email is written to support a safe and separate multi-use pathway with signaled off and on ramps for the new design.</p>	<p>Thank you for your comment. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative that will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and reduction or elimination of conflict points between motorists and bicycles/pedestrians within the Project area.</p>
Paula E. Smith	IND-118-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and reduction or elimination of conflict points between motorists and bicycles/pedestrians within the Project area.</p>
Barbara Snyder	IND-119-1	<p>I received the public notice and I'm totally in favor of upgrading the Tamalpais OC. I live on the east side of Corte Madera and a more bike and pedestrian friendly OC would be wonderful for our community to bring the two sides of town closer together. As it currently stands, the OC is too dangerous to walk or bike to the west side of town where my kids attended school and where I do most of my shopping. An upgraded OC is a wise environmental decision as I and many of my neighbors would absolutely choose to walk or use bikes instead of the car to access the west side of town.</p> <p>Thank you!</p>	<p>Thank you for your comment and support of the Project. Caltrans recognizes the value of the Project and its role in connecting the east and west sides of the community. The selected Alternative 4B of the Project is also consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and reduction or elimination of conflict points between motorists and bicycles/pedestrians within the Project area.</p>

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Nathan Spindel	IND-120-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and reduction or elimination of conflict points between motorists and bicycles/pedestrians within the Project area.</p>
Carl Stein	IND-121-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your effort to protect the health and the lives of people walking and biking in Corte Madera.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and reduction or elimination of conflict points between motorists and bicycles/pedestrians within the Project area.</p>
Patricia Stolar	IND-122-1	<p>Please use the design that was suggested years ago by Skidmore, Owings & Merrill including a broad pedestrian walkway and landscaping.</p>	<p>Thank you for your comment. Advancing to design phase of the Project, Caltrans is committed to working with the community and its stakeholders to finalize the design of the Project.</p>
Owen Strain	IND-123-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and reduction or elimination of conflict points between motorists and bicycles/pedestrians within the Project area.</p>

Commenter	Comment Number	Comment	Response
Paul Straub	IND-124-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. I approximately one mile from the project and frequently use the overcrossing, both in my vehicle but also a few times weekly on my bicycle. My wife also rides her bicycle across that road frequently. Our daughter, who rides her bike daily to see friends on the west side of 101, is not allowed to ride to see her friends in Corte Madera on the east side of 101.</p> <p>Riding bicycles on Tamalpais Drive over US 101 means contending with dangerous uncontrolled ramps and high-speed weaves, with only paint separating cyclists from automotive traffic. I have had a few close calls with cars not paying attention or being overly aggressive on this stretch. I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B.</p> <p>Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and reduction or elimination of conflict points between motorists and bicycles/pedestrians within the Project area.</p>
David Suto	IND-125-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project.</p> <p>I have been a recreational and commuter bicyclist in many places around the country during my 30 years of using bicycling as transportation and the Northbound ramp onto 101 is one of the most dangerous for cyclists and pedestrians I have encountered. With quick transitions for drivers leading out of the mall and accelerating on the ramp, all users end up having to have 360 degree awareness and less confident users are just going to avoid this corridor altogether. For the inhabitants of eastern Corte Madera that means driving instead of walking and bicycling alternatives.</p> <p>We need design alternatives that consider and encourage all modes of transportation as we try to make our climate and transportation goals of the 21st century.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and reduction or elimination of conflict points between motorists and bicycles/pedestrians within the Project area.</p>
Harrison Sweeney	IND-126-1	<p>While the below is a pre-formatted email that you have probably seen many times by now, I personally have read and support the content of the letter.</p> <p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and reduction or elimination of conflict points between motorists and bicycles/pedestrians within the Project area.</p>

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Eric J. Torney	IND-127-1	<p>I walk the overpass on average once or twice a week. Each time I walk over it I have considerable anxiety for my safety. I am always relieved when I make it. The planned upgrade to the overpass should also provide adequate pedestrian safety as a minimum requirement.</p> <p>In addition to safety improvement for the actual overpass there is a need for safe passage to cross the onramp on the east side for northbound 101 traffic. There is a marked crosswalk, but no signal or other safety device to alert drivers that there is a crosswalk. I always wait until I see no approaching vehicle before I enter the crosswalk. I Want to make it across the ramp without a detour to the hospital or the morgue. It is definitely a high risk event to cross the onramp to get to the west side of 101.</p> <p>In addition to pedestrian safety at the crosswalk, there is fence that prevents pedestrians from exiting the sidewalk onto the Village Center property, forcing pedestrians to walk on an unsafe sidewalk to the end of the fence. A hole cut in the fence was closed recently. The hole allowed pedestrians to exit the sidewalk near the crosswalk. Is this how Caltrans "protects" pedestrians?</p>	<p>Safety is our top priority, and the project is expected to improve safety for all roadway users, including pedestrians. The Project will provide a path for pedestrians and bicyclists along the north side of the Tamalpais Drive overcrossing to improve mode separation through the Project area. The U.S. 101 northbound on-ramp on the north side of the roadway will be squared-up to intersect with Tamalpais Drive at closer to a 90-degree angle and will be signalized, to slow the movement of turning vehicles and improve crossing safety for pedestrians. The Project does not propose to remove the fence along the Village at Corte Madera, as it is within private property</p>
David Troup	IND-128-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project.</p> <p>This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since the highway's construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic. I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B.</p> <p>Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and reduction or elimination of conflict points between motorists and bicycles/pedestrians within the Project area.</p>
Stan Urban	IND-129-1	<p>This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and reduction or elimination of conflict points between motorists and bicycles/pedestrians within the Project area.</p>

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Tracey Van Hooser	IND-130-1	<p>Thank you looking at this section of highway! Because of all the on ramps (and the proximity between on and off ramps) this section of highway is often a big mess. I wish there was more indication in these options which the engineers felt would best improve the flow of traffic. And which ones would be safest for bikers/pedestrians. What the trade offs are between the various options. Because we are not experts and don't know what is driving the various designs. At any rate, 4A seems the best to me. The on-ramp from Sir Francis Drake heading onto 101 South is also a problem (coming in immediately into an off ramp so the traffic is criss-crossing) and the off-ramp from 101 onto Sir Francis Drake is always backed up. I think it would be helpful if these highway changes around Tamalpais Drive were made in a larger context of all of the other nearby on/off ramps so that the overall plan makes sense.</p>	<p>Thank you for your comment and your preference for Alternative 4A. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative that will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and reduction or elimination of conflict points between motorists and bicycles/pedestrians within the Project area.</p> <p>On-ramps within the Project area are also being considered as part of a larger regional ramp metering plan that aims to maximize the freeway performance, address expected on-ramp delays, on-ramp queues, reduce freeway mainline travel times and minimize the negative impact on local streets.</p>
Hobie Vogel	IND-131-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and reduction or elimination of conflict points between motorists and bicycles/pedestrians within the Project area.</p>
Victoria Vogel	IND-132-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and reduction or elimination of conflict points between motorists and bicycles/pedestrians within the Project area.</p>

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Nancy Weninger	IND-133-1	<p>I live in west Larkspur and frequently travel to the east side of Highway 101 by bicycle and sometimes as a pedestrian. I will not ride my bike in either direction on the Tamalpais Drive 101 overcrossing as it is now. I would welcome improvements that would make this possible, as suggested by the Marin County Bicycle Coalition.</p> <p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. It would also serve Larkspur residents as well. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and reduction or elimination of conflict points between motorists and bicycles/pedestrians within the Project area.</p>
John Whitty	IND-134-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and reduction or elimination of conflict points between motorists and bicycles/pedestrians within the Project area.</p>
Steve Wilbur	IND-135-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and reduction or elimination of conflict points between motorists and bicycles/pedestrians within the Project area.</p>

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Thomas Woolley	IND-136-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and reduction or elimination of conflict points between motorists and bicycles/pedestrians within the Project area.</p>
Janet Zanetto	IND-137-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect the two sides of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People riding bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic. My husband and I have been riding in traffic for 50 years, yet we still find this road section quite challenging and even scary.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Equally importantly, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>I appreciate the opportunity to express my opinion; thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and reduction or elimination of conflict points between motorists and bicycles/pedestrians within the Project area.</p>
Christopher Eugene Ziegler	IND-138-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and reduction or elimination of conflict points between motorists and bicycles/pedestrians within the Project area.</p>

Commenter	Comment Number	Comment	Response
Nick Zylstra	IND-139-1	<p>I am writing to provide a comment on the Marin County U.S. Highway 101 Tamalpais Drive Overcrossing Project. This project represents an opportunity to reconnect two sides of the Town of Corte Madera, a community that has been divided by US 101 since its construction. While the upgrades to ADA compliance in all alternatives are important, they are not enough.</p> <p>People trying to ride bicycles on Tamalpais Drive over US 101 have to contend with dangerous uncontrolled ramps and high-speed weaves, with only paint to separate them from automotive traffic.</p> <p>I strongly encourage Caltrans to select an alternative that provides physical protection for people walking and biking, rather than the paint-only bike lanes described in Alternatives 2A/2B. Additionally, closing uncontrolled ramps (as in Alternatives 4A/4B) would further reduce conflict between drivers and people walking or biking.</p> <p>Please choose 4a or 4b, getting over 101 in this area is so difficult and scary without a protected lane and having to pass through uncontrolled on/off ramps.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. Caltrans recognizes the barrier to accessibility that the existing Tamalpais overcrossing structure poses to the community of Corte Madera. The Caltrans Project Development Team (PDT) has selected Alternative 4B with a minor change as the preferred alternative. The only difference between Alternative 4B as proposed in the Project's draft environmental document and Alternative 4B, selected as the preferred alternative in the Project's final environmental document, is that the U.S. 101 southbound bus stop previously located on the southbound off-ramp has been relocated to the southbound on-ramp.</p> <p>The selected Alternative 4B of the Project is consistent with Caltrans' complete streets policy, which requires that all Caltrans projects provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. Alternative 4B will provide improved bicyclist and pedestrian access at the Tamalpais overcrossing through a separated multi-use pathway along the northern side of the overcrossing, as well as improvements to transit access and reduction or elimination of conflict points between motorists and bicycles/pedestrians within the Project area.</p>

Notes:

CBO = Community Based Organization

IND = Individual

LA= Local Agency