State Route (SR) 116 Green Valley Road Safety Improvements Project

SONOMA COUNTY, CALIFORNIA
District 04-SON-116 (PM 21.6/R22.6)
3Q640/0419000234

Initial Study with Negative Declaration

Prepared by the
State of California, Department of Transportation

February 2026

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), which examines the potential environmental impacts of alternatives being considered for the proposed project in Sonoma County, California. The document explains why the project is being proposed, the alternatives considered for the project, selection of the preferred alternative, the existing environment that could be affected by the project, potential impacts of each of the alternatives, and proposed avoidance, minimization, and/or mitigation measures.

The IS/ND circulated to the public for 30 days between November 7 and December 7, 2025, although Caltrans continued to accept public comments received through December 8, 2025. Comments received during this period are included in Section 3.4. Elsewhere throughout this document, a vertical line in the margin indicates a change made since the Draft Environmental Document circulation. Minor editorial changes and clarifications are not so indicated.

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04-SON-116-21.6/R22.6
0419000234

State Route (SR) 116 Green Valley Road Safety Improvements Project

INITIAL STUDY
with Negative Declaration

Submitted Pursuant to: Division 13, California Public Resources Code

THE STATE OF CALIFORNIA
Department of Transportation

Responsible Agencies: California Transportation Commission, Regional Water Quality Control Board (North Coast, Region 1)

For

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02/06/2026

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Negative Declaration

Pursuant to: Division 13, Public Resources Code

State Clearinghouse Number: 2025110306
District-County-Route-Post Mile: 04-SON-116-PM 21.6/R22.6
EA/Project Number: 04-3Q640/0419000234

Project Description

The California Department of Transportation (Caltrans) proposes to improve the safety of SR 116 at the intersection of Green Valley Road in Sonoma County. SR 116 is a two-lane conventional highway, and the intersection is controlled by stop signs only on Green Valley Road in both directions of travel. The Initial Study discussed two Build Alternatives: a signalized intersection and a roundabout.

The signalized intersection alternative proposed to realign and widen the SR 116 and Green Valley Road intersection. The preferred alternative is the roundabout alternative, which would construct a 130-foot-diameter roundabout at the existing intersection. While both Build Alternatives would have improved safety for the traveling public by reducing the potential and severity of collisions at the intersection, the roundabout alternative was identified as the preferred alternative due to its ability to best fulfill the project's purpose and need.

Determination

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

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

Christopher Caputo

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Deputy District Director
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California Department of Transportation

02/06/2026

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Chapter 1 Proposed Project

1.1 Introduction

The California Department of Transportation (Caltrans), as the California Environmental Quality Act (CEQA) lead agency and project sponsor, proposes improvements at the intersection of State Route (SR) 116 and Green Valley Road in Sonoma County (Figure 1).

The proposed project is in Sonoma County on SR 116 between postmiles (PM) 21.6 and R22.6. SR 116 is one of several routes that connect the U.S. 101 corridor to SR 1 and the Pacific Coast in Sonoma County. This segment of SR 116 is part of a larger stretch of highway designated as a state scenic highway. This two-lane highway serves as the primary route connecting communities while also supporting tourism and agriculture in the Russian River Valley. Land use along the highway corridor primarily consists of rural forest and rural residential areas and includes the communities of Sebastopol, Graton, Forestville, and Guerneville.

The intersection of SR 116 and Green Valley Road is currently controlled by stop signs on Green Valley Road, requiring motorists to stop before crossing or merging onto SR 116. At the intersection, SR 116 has two lanes in both directions, including one through lane and one left-turn lane, where drivers wait for opposing traffic to clear before making left turns onto Green Valley Road. Green Valley Road has two lanes at the intersection, with only a through lane in each direction of travel. The lane on eastbound Green Valley Road flares slightly at the intersection, and there is a “porkchop” island in the westbound direction. Both features help facilitate right-hand merges onto SR 116. The project proposes to replace the existing intersection configuration with either a signalized intersection or a roundabout.

If approved, the project would be funded by the State Highway Operational and Protection Program (SHOPP) under the Safety Improvements Program. The project is included in the Metropolitan Transportation Commission’s (MTC’s) Bay Area Regional Transportation Plan (RTP), Association of Bay Area Governments (ABAG), and Plan Bay Area 2050.

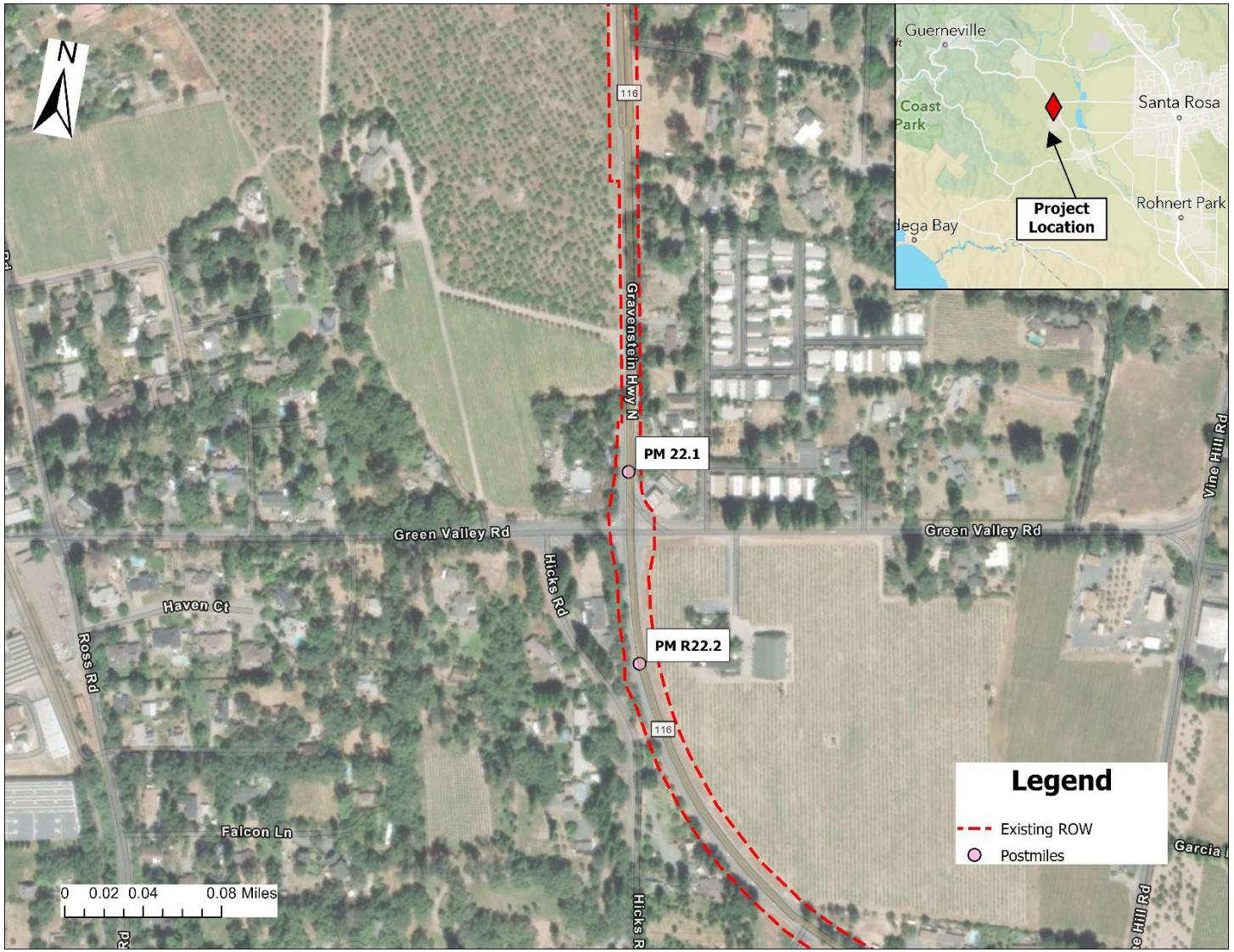


Figure 1. Vicinity Map.

1.2 Purpose and Need

1.2.1 Purpose

The purpose of this project is to improve safety at the SR 116 and Green Valley Road intersection by reducing the potential for broadside collisions and decreasing the severity of collisions.

1.2.2 Need

The initial Traffic Investigation Report (October 1, 2010, to September 30, 2013) identified six correctible collisions within a 1-year period. The latest 5-year collision data (January 1, 2020, to December 31, 2024) at the project location continues to show that "broadside" collisions are the predominant collision type, and "failure to yield" is the leading primary collision factor. These findings continue to justify a safety improvement project to address the identified deficiencies.

1.3 Project Description

The proposed project alternatives satisfy the project's purpose and need by replacing the current uncontrolled intersection with traffic control, either traffic signals or a roundabout. The proposed alternatives are discussed below.

1.4 Project Alternatives

1.4.1 Build Alternatives

Two Build Alternatives were identified in the Draft Initial Study/Negative Declaration (IS/ND). This includes Build Alternative 1 – Signalized Intersection (Alt 1) and Build Alternative 2 – Roundabout (Alt 2). Since preparation and circulation of the Draft IS/ND, Alt 2 has been revised to reflect public input and in consideration of environmental impacts, feasibility, and costs. The revised Alt 2 design includes a smaller footprint as compared to the original Alt 2, as further described below. Additional details were also incorporated related to safety.

The reduced roundabout size reflects collaboration between Caltrans Headquarters and the project design team. Caltrans Headquarters has been closely working with districts across the state to design smaller roundabouts that will have less impact on the surrounding environment, require less land acquisition, and result in lower overall costs for the state.

1.4.1.1 Build Alternative 1 – Signalized Intersection

Alt 1 proposed to install traffic signals, 10-foot shoulders, 6-foot sidewalks, and crosswalks on all four legs of the intersection (Figures 2–6). The existing, raised “porkchop” island in front of the gas station in the northwest corner of the intersection would be removed. Electrical elements would include signal poles and mast arms, light poles, pedestrian signals, traffic detection loops, electrical conduit and wire, and connection to electrical service. All existing traffic signs would be replaced with signs upgraded to the most current standards to assist in navigation and traffic management. The drainage systems for the intersection would be rebuilt to meet the requirements of the expanded intersection. Construction is estimated to take 3 months to complete. During construction, traffic would be handled by one-way traffic control for each direction.

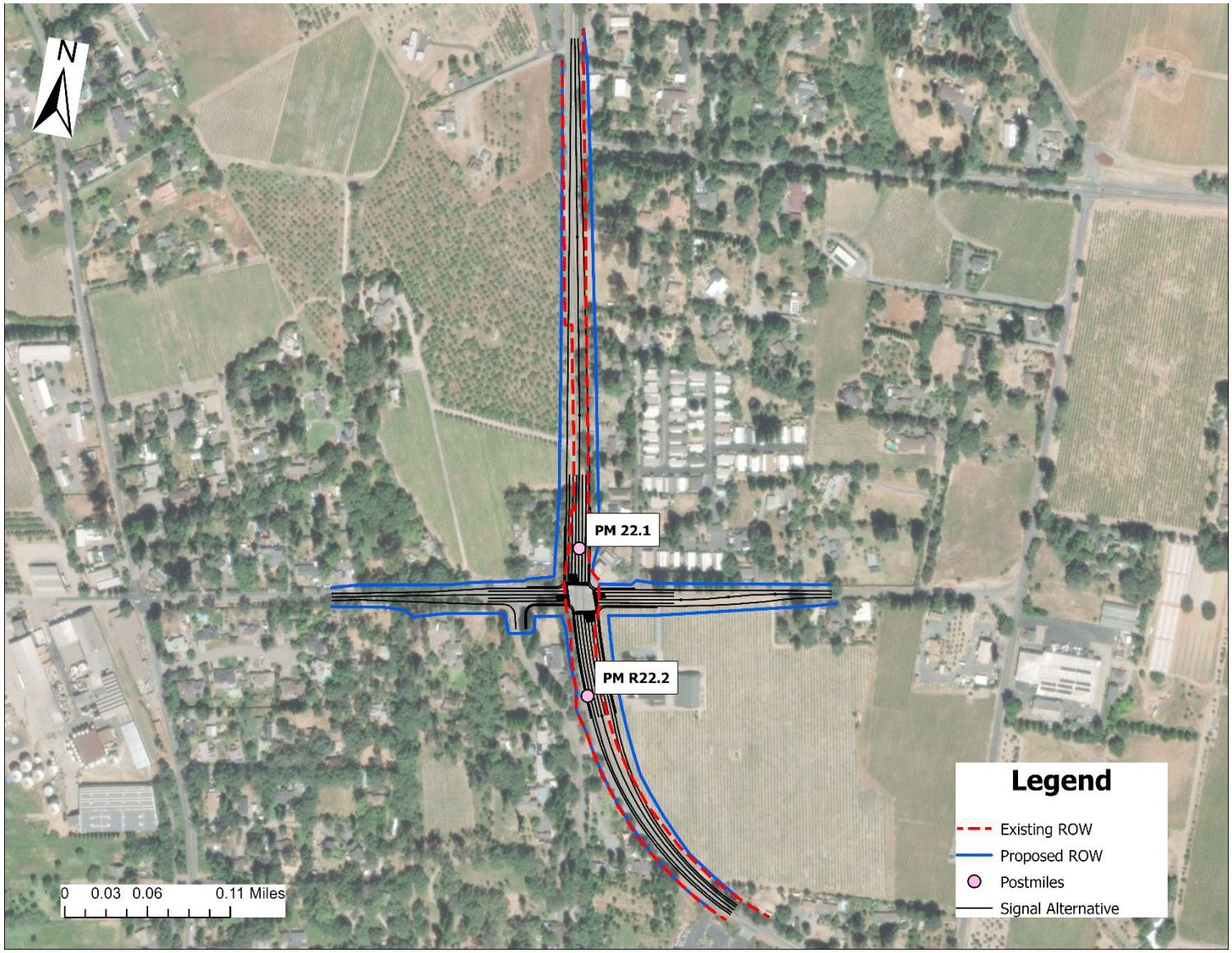


Figure 2. Overview of Alt 1. SR 116 runs north to south, while Green Valley Road runs east to west.

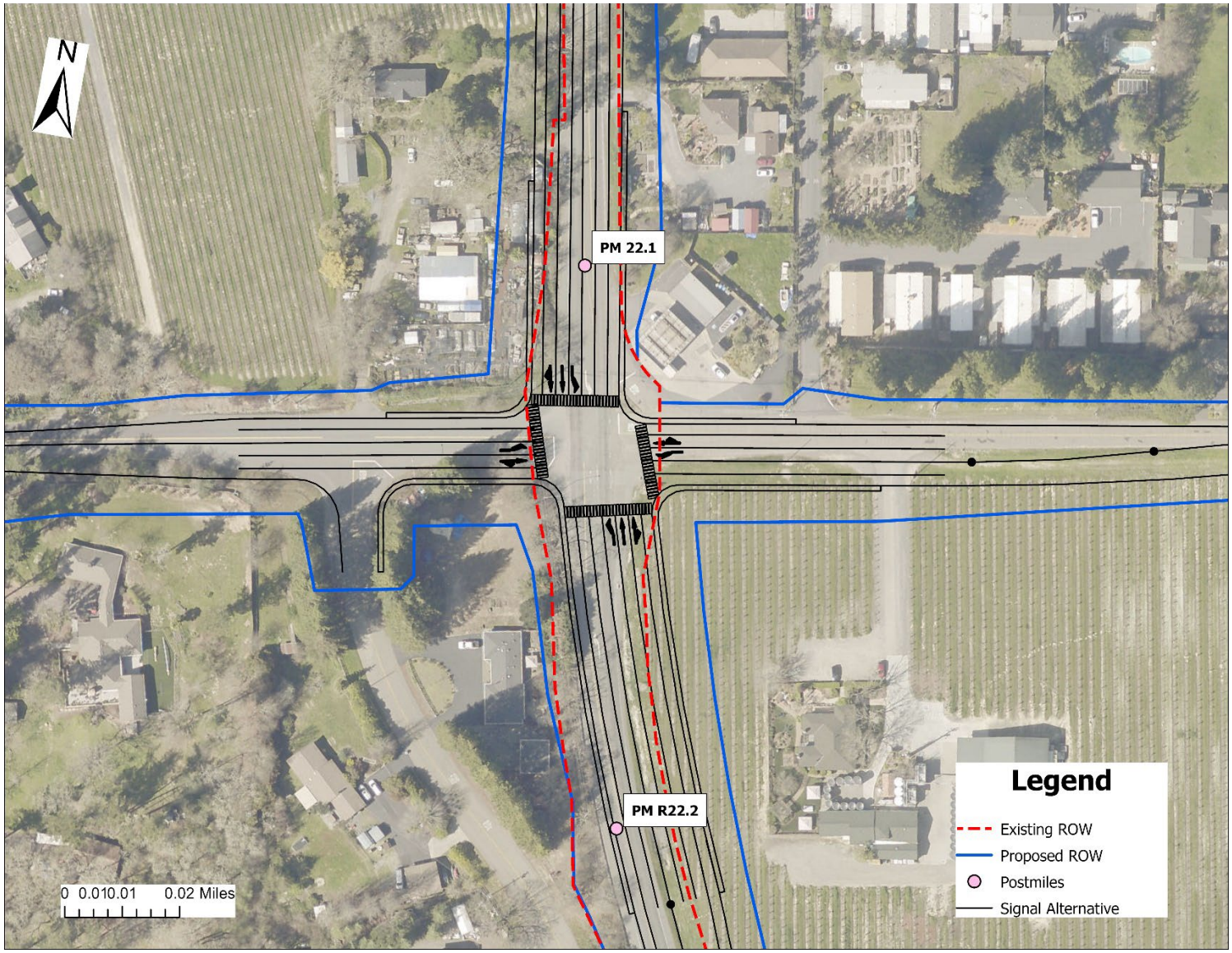


Figure 3. Center view of Alt 1. SR 116 runs north to south, while Green Valley Road runs east to west.

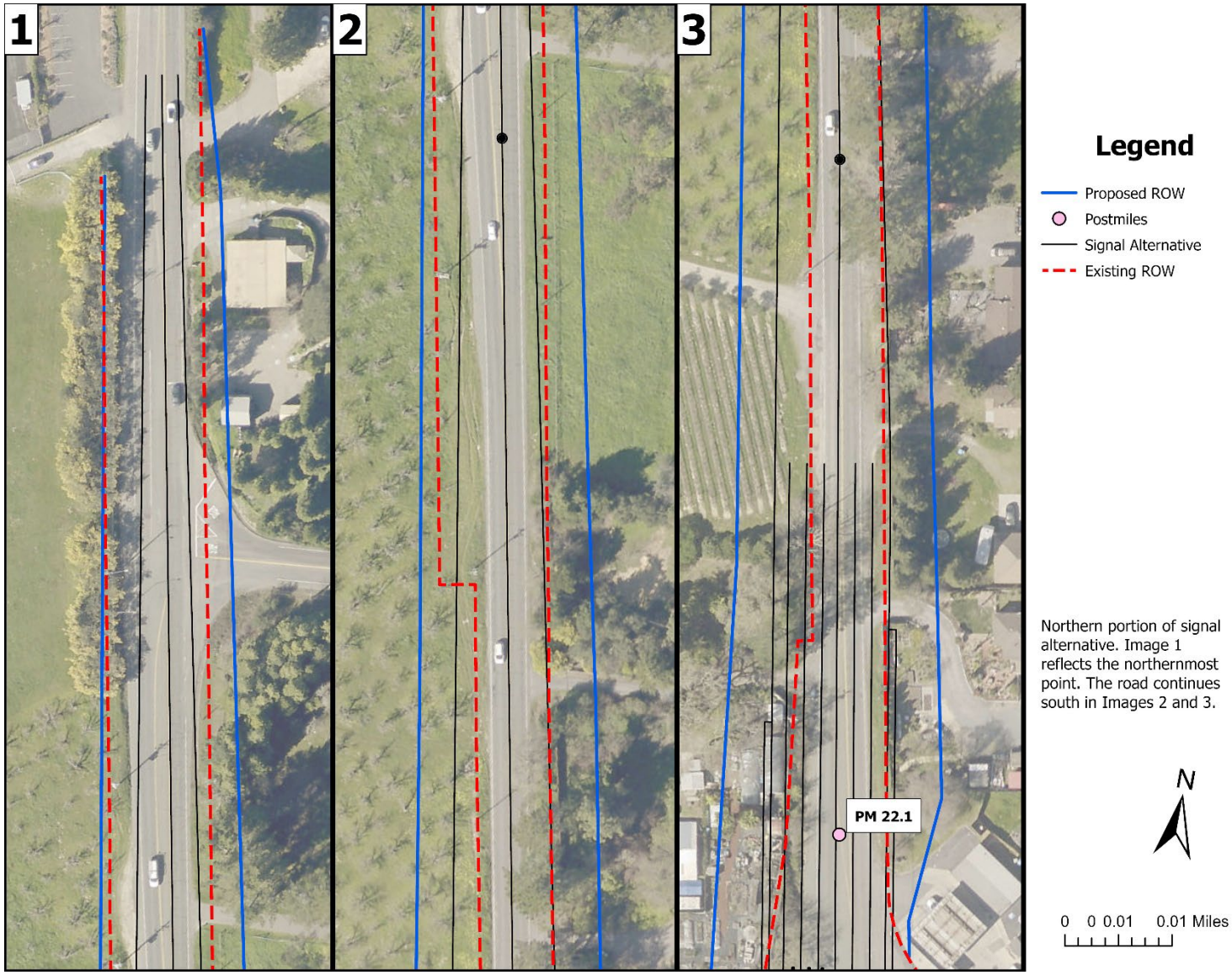


Figure 4. Northern view of Alt 1 along SR 116.

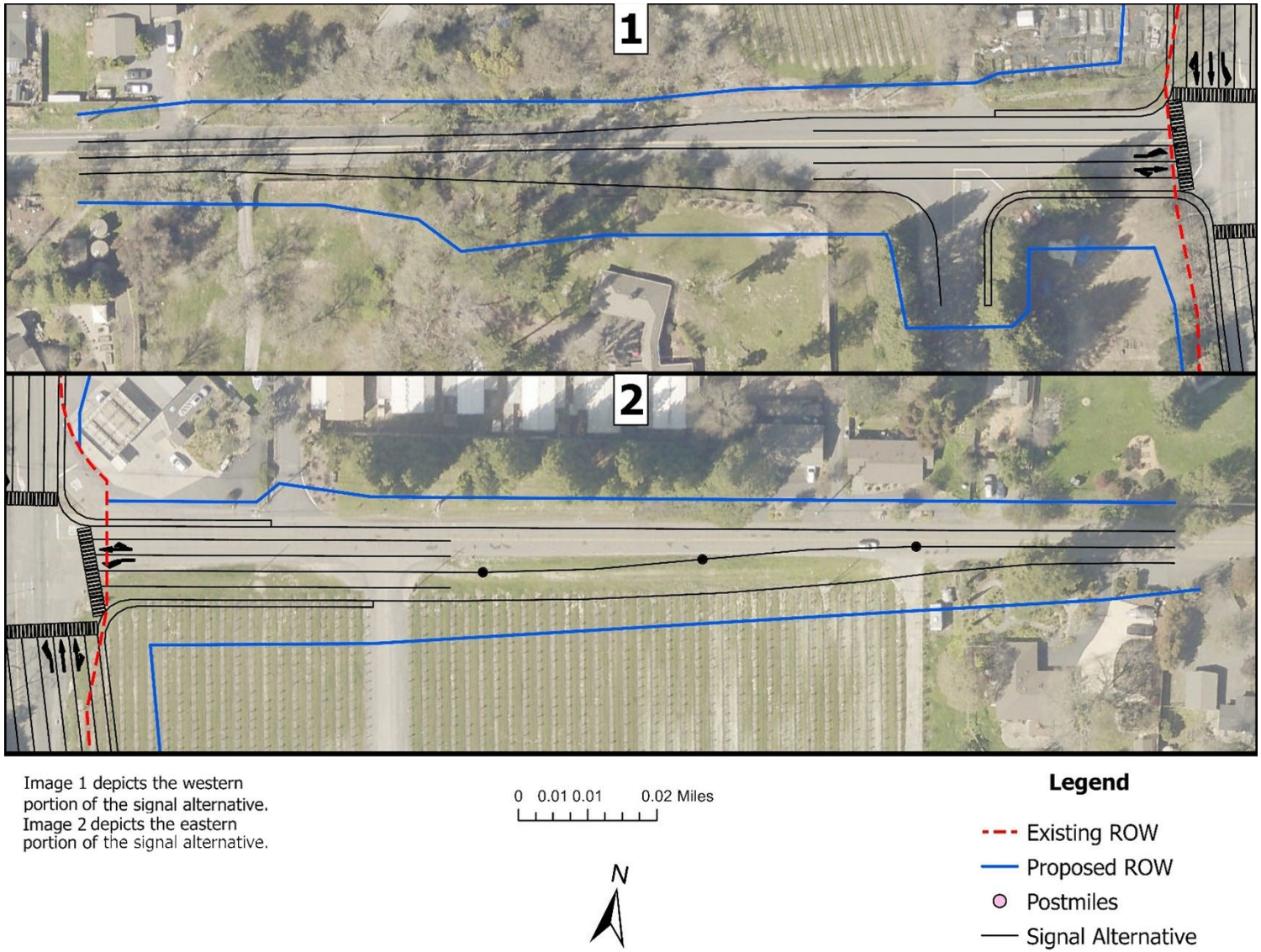


Figure 5. Eastern and western overview of Alt 1 along Green Valley Road.

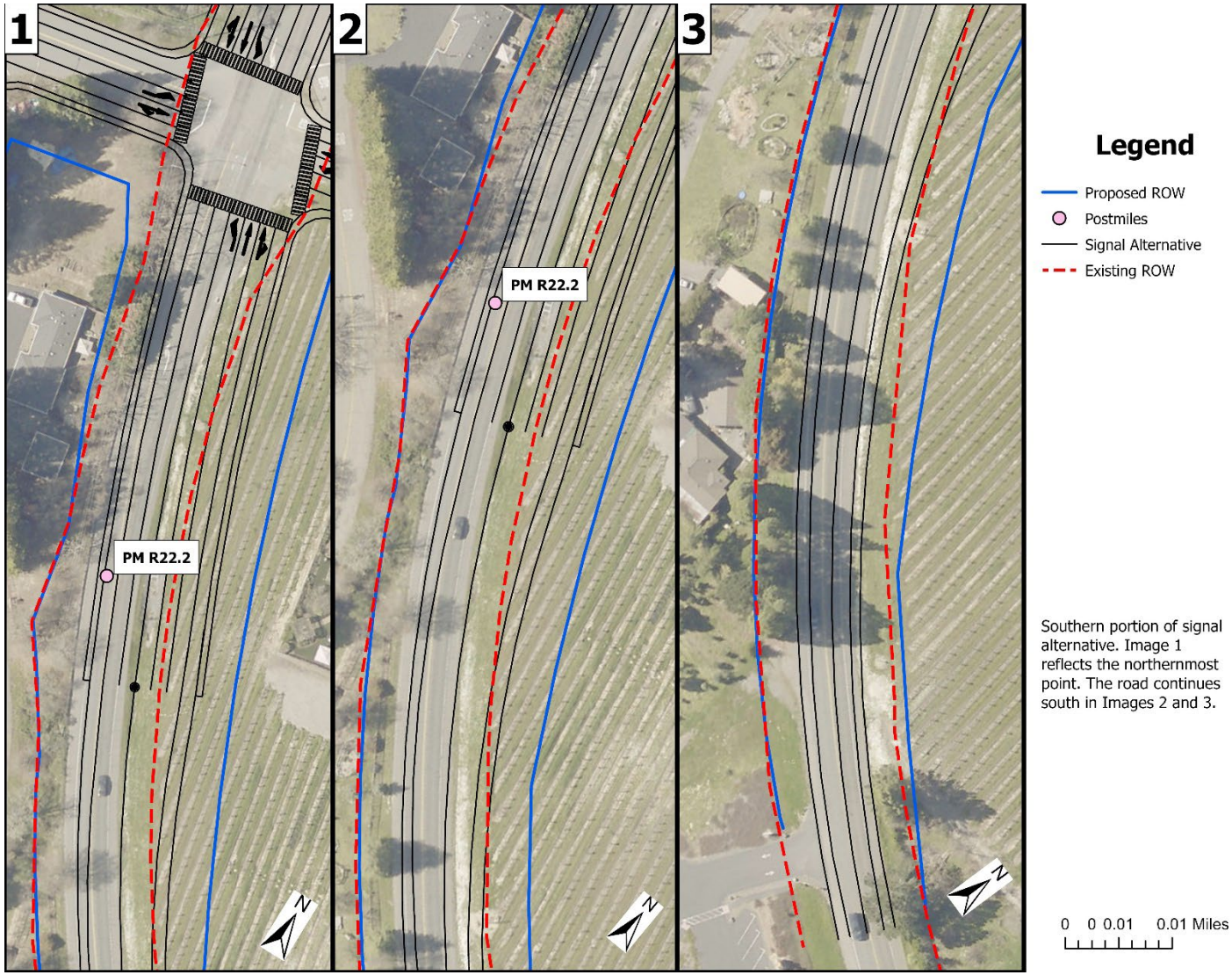


Figure 6. Southern overview of Alt 1 along Green Valley Road.

While the current design is preliminary, due to the extent of widening within the project area, approximately 128 trees would need to be removed. Utility owners within the project limits are Pacific Gas & Electric (PG&E), AT&T and Comcast (telecom), and Sonoma Water. Existing utility poles would be relocated outside of the new state right of way (ROW) as needed.

The existing configuration of SR 116 would be widened near the intersection to provide five lanes at the signalized intersection for traffic approaching from both north and south. This configuration includes one left-turn lane, one through lane, and one right-turn lane in each direction of travel, while oncoming traffic would have a through lane and a merge lane for traffic making a right turn from Green Valley Road. Once past the intersection, the highway gradually merges back to the existing condition (one lane in each direction).

On Green Valley Road, the existing two-lane configuration would expand to three lanes at the signals. This includes one left-turn lane and one through lane with a right-turn lane for vehicles turning right onto SR 116, while opposing traffic would have a combined through lane and merge lane for traffic making a right turn from SR 116.

Right of Way

Alt 1 would require 45 permanent partial acquisitions and temporary construction easements (TCEs) from private property owners and Permits to Enter and Construct (PTE&C) from the County of Sonoma (Table 1; Appendix F). These assumptions are preliminary and subject to change.

Table 1. Proposed ROW acquisitions by Assessor Parcel Number (APN) for Alt 1.

APN	Area (ft^2)
County	123,042
130-110-037	62,983
130-110-027	506
130-110-017	1402
130-101-009	629
130-101-008	7641
130-101-007	10612
130-070-019	1483
130-070-019	33,233
130-070-018	1,300
130-070-014	16,705
130-060-068	4,318
130-060-067	7,071
130-060-056	4,577
130-060-049	704
130-060-048	4,958
130-060-047	8,269
130-060-045	3,015
130-060-031	3,143
130-060-011	5,250
130-060-009	2,664
Total Area	**303,505**

1.4.1.2 Build Alternative 2 – Roundabout

Alt 2 proposes to construct a 4-legged roundabout with single entrance and exit lanes (Figure 7). The roundabout will be approximately 130 feet in diameter. SR 116 is part of a 65-foot maximum length (California legal truck length) kingpin-to-rear-axle (how long a trailer is from the point it hooks onto the truck to the back wheels) advisory route (roadway where truck access is recommended based on compliance with an adopted kingpin-to-rear-axle length threshold). Alt 2 will be designed to accommodate vehicles of this size.

Alt 2 will include 8- to 10-foot-wide shared-use raised paths in all four directions to accommodate both bicyclists and pedestrians. Bicyclists will be permitted to use the shared-use paths, with appropriate signage provided, and the preferred Alt 2 design will allow for future conversion to Class II bicycle lanes consistent with the Caltrans District 4 Bike Plan and the Sonoma County Transportation Authority (SCTA) Bicycle and Pedestrian Master Plan. Pedestrians will also use the shared-use raised paths, which will

be separated from vehicular traffic by a 2- to 3-foot landscape buffer. Marked crosswalks will be provided on all four legs of the roundabout and will include flashing beacon lights and overhead street lighting to enhance pedestrian visibility and safety.

Alt 2 proposes new streetlights and their associated pull boxes, conduits and wires, and connections to electrical service. All existing traffic signs will be replaced with signs upgraded to the current standards to assist in navigation and traffic management. The drainage systems will be rebuilt to meet the requirements of the roundabout.

Tree removal and clearing and grubbing within the Alt 2 boundary will be required. Based on the current layout and cut-and-fill line, it is likely that approximately 40 trees with a 4-inch diameter at breast height (DBH) or greater will need to be removed. However, more extensive excavation or fill work, or adjustments to the roadway layout, could require that more trees be removed. The trees to be removed are predominantly a mix of redwoods and native oaks. Alt 2 will also require the removal of smaller shrubs and groundcovers, as well as a portion of the vineyard plantings in the southeast quadrant. Where space allows, replacement plantings will be installed, and a 3-year plant establishment period will be provided.

Construction is estimated to take approximately 6 months to complete. During construction, traffic will be handled by one-way traffic control for each direction. The construction scope will be divided into four quadrants (southwest, southeast, northwest, northeast), with lane and shoulder closures, including the work on the central island, roadway, sidewalks, drainage improvements, and utility relocations. Temporary railing will be used to protect the construction site from traffic in stages.

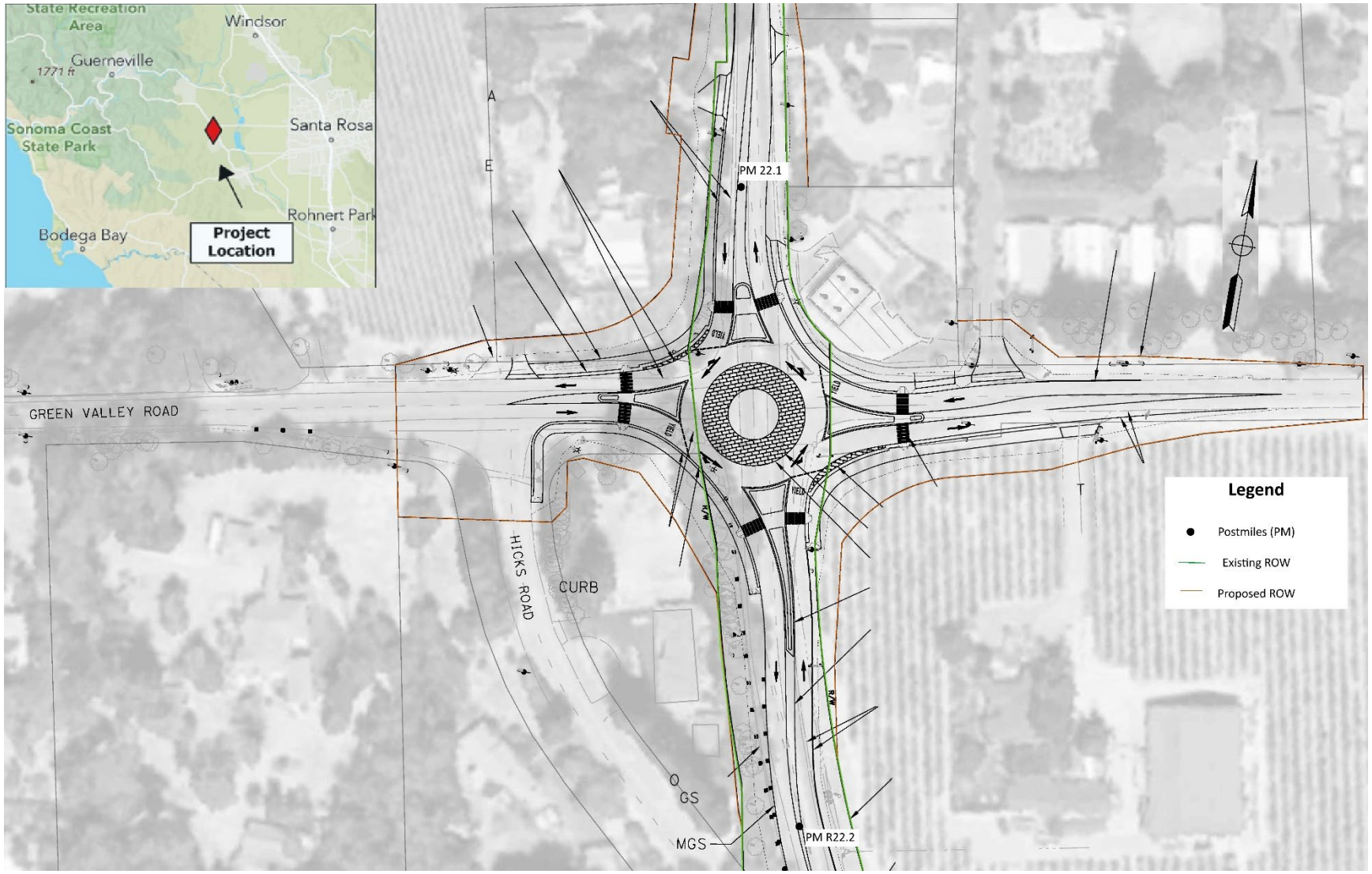


Figure 7. Overview of Alt 2.

Right of Way

Alt 2 will require 18 permanent partial acquisitions and TCEs from private property owners, PTE&C from the County of Sonoma, partial fee acquisitions, and an acquisition of title of public ROW under Streets and Highways Code Section 83 from the County of Sonoma (Table 2 and Appendix F). These assumptions are preliminary and subject to change.

Table 2**.** Proposed ROW acquisitions by Assessor Parcel Number (APN) for Alt 2.

APN	**Acquisition Type**	**Area (ft^2)**
1 130-060-011	Fee	692
2 130-070-019	Fee	1,846
3 130-070-014	Fee	13,082
4 130-070-019	Fee	1,250
5 130-101-009	Fee	2,198
6 130-101-008	Fee	5,134
7 130-110-037	Fee	11,450
8 130-110-037	Fee	2,644
9 130-060-031	Fee	2,270
10 130-060-031	Fee	695
11 130-060-010	Fee	2,098
12 130-060-010	Fee	187
13 130-060-010	TCE (Driveway)	178
14 130-060-031	TCE (Driveway)	955
15 130-070-014	TCE (Driveway)	219
16 130-110-037	TCE (Driveway)	978
17 County	County Transfer Deed	26,549
18 County	County Transfer Deed	26,212
	Total Area	**98,637**

1.4.2 No-Build (No-Action) Alternative

If the No-Build Alternative was chosen, no improvements to SR 116 would have been implemented, and the intersection with Green Valley Road would remain in its existing configuration.

1.5 Selection of the Preferred Alternative

Caltrans has identified Alt 2 as the preferred alternative due to its ability to best fulfill the project purpose and need of reducing the potential for collisions and decreasing the severity of collisions that may occur.

The safety performance of each alternative was evaluated through Caltrans' Intersection Safety and Operational Assessment Process (ISOAP), which identified Alt 2 as providing greater safety benefits compared to Alt 1. As part of the ISOAP, a safety performance assessment was conducted using the Federal Highway Administration's (FHWA's) Safety Performance for Intersection Control Evaluation (SPICE) tool, which estimates the expected number of collisions for various intersection control strategies. Based on the SPICE analysis, Alt 2 is expected to provide better safety performance than both a traffic signal and the existing stop-controlled condition, resulting in a lower future collision rate. Alt 2 is also anticipated to reduce collision severity by decreasing the number of conflict points, lowering vehicle speeds, simplifying driver decision-making, and eliminating broadside or head-on type conflicts.

While neither of the Build Alternatives would result in significant adverse impacts to the environment, in comparison to Alt 1, Caltrans engineers and specialists identified Alt 2 as having less potential to result in adverse impact on the project limits and surrounding. Additional details on these findings are provided in Chapter 2.

1.6 Construction Methodology

The project is anticipated to start construction in 2027 and end in 2028. Construction-related activities will be mostly limited to daytime hours. However, some work may occur during nighttime hours to avoid temporary highway closures for tasks that could interfere with traffic or create safety hazards. Such tasks include pavement resurfacing, re-striping operations, and traffic control setup.

Prior to the beginning of construction-related activities, construction area signs and environmentally sensitive area (ESA) fencing will be installed. Temporary water pollution and erosion control best management practices (BMPs) will also be installed. ESA fencing outlines the construction site limits while also protecting vegetation, trees, and other similarly sensitive areas from construction-related activities. Construction staging areas will not be allowed in locations that damage or remove native vegetation and located to shield residents and motorists from impacts to the maximum extent possible.

Stages of construction for both Build Alternatives will occur as follows.

- Remove vegetation, then stockpile excess material for re-use.
- Demolish existing features to acquire additional ROW, remove the existing traffic island.
- Widen, resurface/reconstruct, and restripe the existing roadway on SR 116 northbound.
- Widen, resurface/reconstruct, and restripe the existing roadway on SR 116 southbound.
- Widen, resurface/reconstruct, and restripe the existing roadway on Green Valley Road westbound.
- Widen, resurface/reconstruct, and restripe the existing roadway on Green Valley Road eastbound.
- Modify the drainage systems.
- Install electrical components.
- Construct Americans with Disabilities Act (ADA) features.

Traffic control and various stages of construction work will occur for both Build Alternatives. As construction ends, all temporary construction-related materials, such as ESA fencing and temporary stormwater construction site BMPs, will be removed.

1.7 Standard Measures and Best Management Practices Included in All Build Alternatives

Under CEQA, “mitigation” is defined as avoiding, minimizing, rectifying, reducing/eliminating, and compensating for a significant impact. In contrast, Standard Measures and BMPs are prescriptive and sufficiently standardized to be generally applicable, and do not require special tailoring for a project. These are measures that typically result from laws, permits, agreements, guidelines, resource management plans, and resource agency directives and policies. For this reason, the measures and practices are not considered “mitigation” under CEQA; rather, they are included as part of the project description in environmental documents.

This project contains a number of standardized Project Features (PFs), standard practices (measures), and BMPs that are employed on most, if not all, Caltrans projects and were not developed in response to any specific environmental impact resulting from the proposed project.

Refer to Appendix B for a summary of PFs and Avoidance and Minimization Measures (AMMs) for this project.

1.8 Discussion of the National Environmental Policy Act Categorical Exclusion

This document contains information regarding compliance with CEQA and other state laws and regulations. Separate environmental documentation, supporting a Categorical Exclusion determination, has been prepared in accordance with the National Environmental Policy Act (NEPA). When needed for clarity, or as required by CEQA, this document may contain references to federal laws and/or regulations (e.g., CEQA requires consideration of adverse effects on Federal Endangered Species Act species).

1.9 Permits and Approvals Needed

Permits, licenses, agreements, and certifications are required for project construction for both Build Alternatives from the Regional Water Quality Control Board (RWQCB) and U.S. Fish and Wildlife Service (USFWS; Table 3).

Table 3. Permits and approvals needed for the project.

Agency	Permit/Approval	Status
RWQCB (North Coast, Region 1)	Waste Discharge Requirement (WDR)	Caltrans has requested technical assistance. Application would be drafted and submitted after project approval.
USFWS	Biological Opinion (BO)	Caltrans has requested technical assistance. USFWS will not consult until a preferred Build Alternative has been formally selected. Completing section 7 during the Plans, Specifications, & Estimates (PS&E) will not compromise project delivery.
RWQCB (North Coast, Region 1)	National Pollutant Discharge Elimination System (NPDES) Permit	Application would be drafted and submitted after project approval.
RWQCB (North Coast, Region 1)	Construction General Permit (CGP)	Application would be drafted and submitted after project approval.

Chapter 2 CEQA Evaluation

2.1 CEQA Environmental Checklist

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

PFs, 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.

“No Impact” determinations in each section are based on the scope, description, and location of the proposed project as well as the appropriate technical report (bound separately in Volume 2), and no further discussion is included in this document.

2.1.1 Aesthetics

Considering the information in the Visual Impact Assessment (06/20/2025) and supplemental Visual Impact Assessment (01/23/2026), the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Aesthetics
a) Have a substantial adverse effect on a scenic vista?	**Less Than Significant Impact**
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	**Less Than Significant Impact**

Question—Would the project:	CEQA Significance Determinations for Aesthetics
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**

Affected Environment

The proposed project is in the Central California Foothills and Coastal Mountains ecoregion of northern California. The project corridor (i.e., area of land that is visible from, adjacent to, and outside the ROW, and is determined by topography, vegetation, and viewing distance) is in an agricultural valley between east and west portions of the coast range mountains and coast range segments.

The landscape within the project corridor is characterized by the relatively flat and open area of the Santa Rosa Plain to the east with more varied and rolling topography west and north of the project site. Landcover consists of a mix of vineyards and orchards, with intermittent stretches of wildland and cultivated trees and shrubs lining the corridor. In general, the project is within a semi-rural environment with more urbanized communities to the east and more rural communities to the west.

SR 116 is within an *Officially Designated State Scenic Highway* that extends from Sebastopol to SR 1 in Jenner, Sonoma County. This location does not have *Classified Landscape Freeway status* or state plantings. Scenic resources have not been identified within the corridor in a Scenic Resource Evaluation; however, the Open Space and Resource Conservation Element of the Sonoma County General Plan (2020) includes vineyards in Sonoma County as landscapes of special importance. Additionally, several large native oak trees exist within the project area. In accordance with the 1988 Sonoma

County Scenic Highway Corridor Study and the Sonoma County General Plan 2020, tree removals must be minimized and replanted if removed.

Environmental Consequences

Visual environmental disturbance during construction is anticipated under both Build Alternatives (construction vehicle presence, construction signs, material storage, occasional night lighting, and demolition of existing pavement).

The discussion of impacts under each of the following CEQA checklist questions is broken up by Build Alternative. As discussed in Section 1.5, Alt 2 has been identified as the preferred alternative. Project impacts to aesthetics range from none to less than significant.

a) **Less Than Significant Impact**

No designated scenic vistas were identified within the project study area. However, scenic views of a nearby vineyard as well as surrounding semirural and agrarian landscape would be impacted:

- **Alt 1:** Traffic signals would appear in the foreground, but these vertical elements are narrow and would not greatly impact scenic views. Tree removals would open scenic views of the coastal mountains to the west. This would have a moderate degree of visual impacts on existing scenic views, and they would not be substantially affected.

- **Alt 2:** Project elements would appear in the foreground of views from most areas of the two roadways but would not otherwise negatively impact scenic views. Tree removals would open scenic views of the coastal mountains to the west. This would have a moderate degree of visual impacts on scenic views and would be less than substantial.

b) **Less than Significant Impact**

The removal of large, mature trees would likely be the most noticeable impact to scenic resources in the area, however other elements are largely unimpacted.

- **Alt 1:** Approximately 128 trees, including mature trees along both sides of SR 116 and along Green Valley Road west of the intersection,

would be removed to accommodate the increased roadway width and realignment for the traffic signal. As noted above, some of the tree removals would allow for increased views of hills to the west, but removals in general would impact the overall visual quality of the corridor. This impact would be minimized by replanting trees on site to the maximum extent practicable within the ROW. With minimization measures, impacts of this alternative would rise to a level considered to be moderate, but less than significant.

- **Alt 2:** Although approximately 40 trees would be removed, no trees were identified as a scenic resource. As noted, some of the tree removals would allow for increased views of hills to the west. However, tree removal by the project would impact the overall visual quality of the corridor in general. This impact can be minimized by onsite replanting to the maximum extent practicable within the ROW. With minimization measures, impacts of Alt 2 would rise to a level considered to be moderate, but less than significant.

c) **Less than Significant Impact**

Project actions under both Build Alternatives, such as roadway widening, realignment, signal installation, roundabout elements, and tree removal would result in degradation of the visual character or quality of the highway corridor. Tree removal in the highway foreground, increased roadway dominance from increased paving, and visual clutter from added signage and other built elements would result in declines in the overall corridor visual quality. With recommended minimization measures, adverse effects on visual resources would become less-than-substantial in the long term.

- **Alt 1:** The addition of new elements like traffic signals would slightly alter the existing visual character and quality of the site by increasing visual clutter. However, the greatest changes to the visual quality would be substantially wider and uniform asphalt paved areas and extensive tree removals. The existing visual character or quality of the project site and its surroundings would be degraded. However, with minimization measures, the impacts would be moderate, but less than significant.

- **Alt 2:** The addition of the roundabout and associated built elements would alter the existing visual character and quality of the site by adding elements typically seen in more urban settings to a semi-rural intersection where these proposed elements are not generally found. These new elements, in addition to the expanded paved area, and tree removals to accommodate the roundabout would degrade the existing visual character and quality of the project site and its surroundings. However, with minimization measures, these impacts would be moderate-low and less than significant.

d) **Less than Significant Impact**

Traffic signals and lighting at Alt 2 would add new sources of light and glare to an area that is currently only lightly illuminated. Construction lighting for both Build Alternatives would be temporary, shielded and directed toward the area of work, and would not constitute a substantial source of light outside the work area.

- **Alt 1:** Traffic signals and advance warning beacons would need to be shielded to the extent feasible but would be visible from some distance regardless. In addition, the removal of existing screening vegetation along the west side of the highway would result in increased light trespass from car headlights. With minimization measures, impacts would be moderate, but less than significant.

- **Alt 2:** Increases in light and glare would include construction lighting, advance warning beacons, and several overhead streetlights. In addition, the removal of existing screening vegetation along the west side of the highway would result in increased light trespass from car headlights. With minimization measures, impacts would be moderate, but less than significant.

Avoidance, Minimization, and/or Mitigation Measures

Caltrans would incorporate the following AMMs into the project, which would be implemented during the design and construction phase to minimize or avoid potential impacts to aesthetics:

AM-AES-1: Construction materials and equipment, to the extent practicable, will be stored in staging areas beyond the view of the traveling public and residential properties.

AM-AES-2: When lighting is added as a permanent feature, it will be designed so that adjacent areas are shielded from light intrusion.

AM-AES-3: Architectural treatment of surfaces (e.g., texture and color matching) will blend in with the surrounding area to the extent practicable.

2.1.2 Agriculture and Forestry Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection 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.

Considering information in the Sonoma County 2022 Census of Agriculture, Natural Resources Conservation Service (NRCS) California Important Farmland (2020), California Division of Land Resource Protection Williamson Act Enrollment (2024), and the Farmland Conversion Impact Rating For Corridor Type Projects Form (NRCS-CPA-106; Appendix G) the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Agriculture and Forest Resources
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	**Less Than Significant Impact**
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	**Less Than Significant Impact**
c) Conflict with existing zoning, 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**

Affected Environment

The U.S. Department of Agriculture's Farmland Conversion Impact Rating Form for Corridor Type Projects (AD-106) was used to determine farmland impacts for this project. The form assigns a total score of up to 260 points, 100 points for the relative value of affected farmland plus up to 160 points for the alternative assessment. A value greater than 160 would require farmland mitigation. This project has been determined to have a total score of 39 for Alt 1 and a total score of 38 for Alt 2 (reflecting the smaller roundabout design described in Section 1.4.1). As such, significant impacts to farmlands are not anticipated (Appendix G).

The Sonoma County General Plan Land Use Element incorporates policies and programs that recognize the importance of agriculture and the necessity

to manage this resource for future use. The planning document also recognizes the need to minimize the conversion of productive agricultural lands. The continued existence of large, nearby areas of agricultural zoning and Williamson Act lands, combined with the policies protecting and promoting agriculture, acknowledge agriculture's importance to Sonoma County.

Within the farmland project study area, the total acreage of prime and unique farmland equals 60.4 acres, while the total acreage of Williamson Act land is 18.18 acres. Figures 8 and 9 show the prime and unique farmland and land enrolled in the Williamson Act that is adjacent to the proposed project.

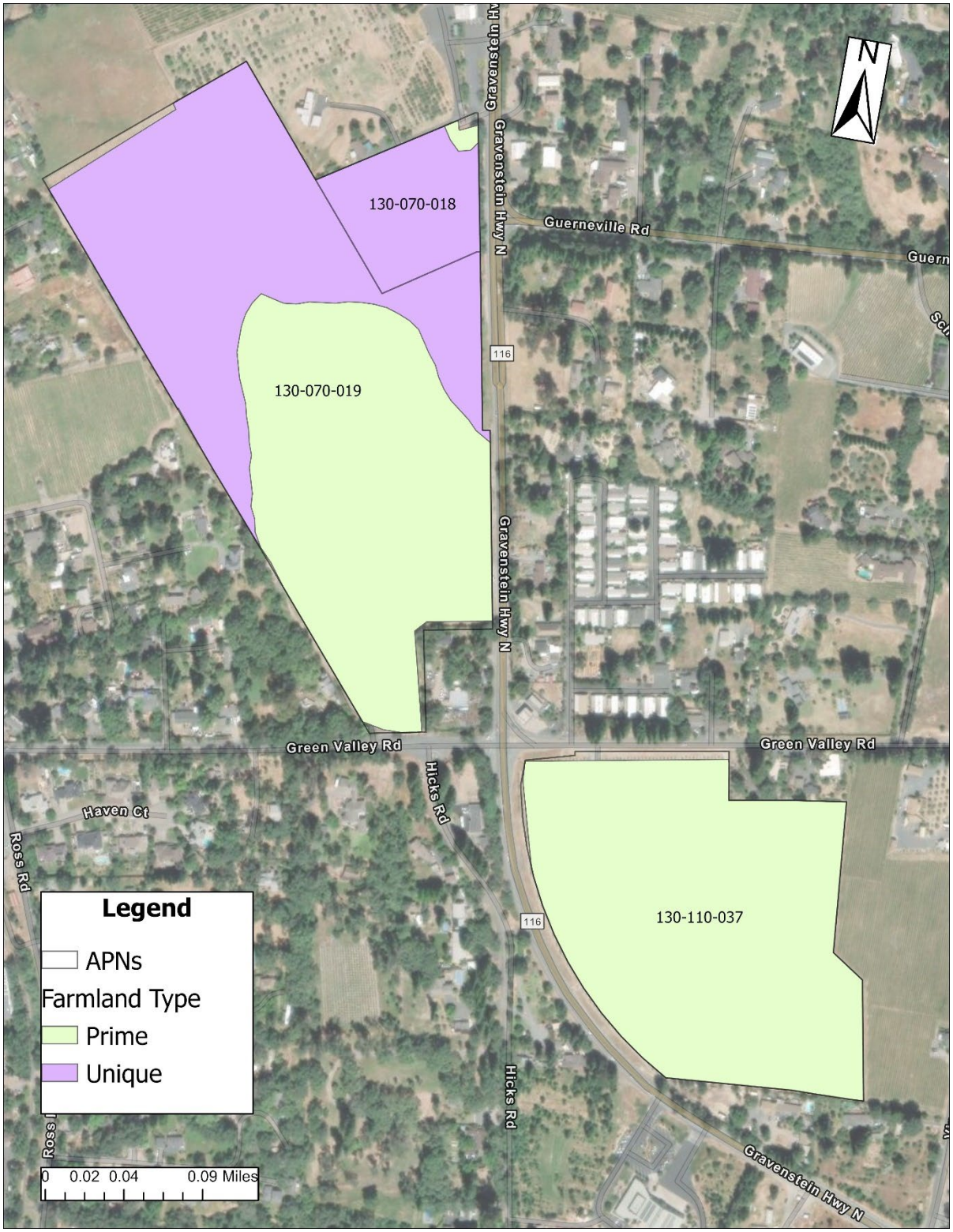


Figure 8. Prime and unique farmland within project vicinity.

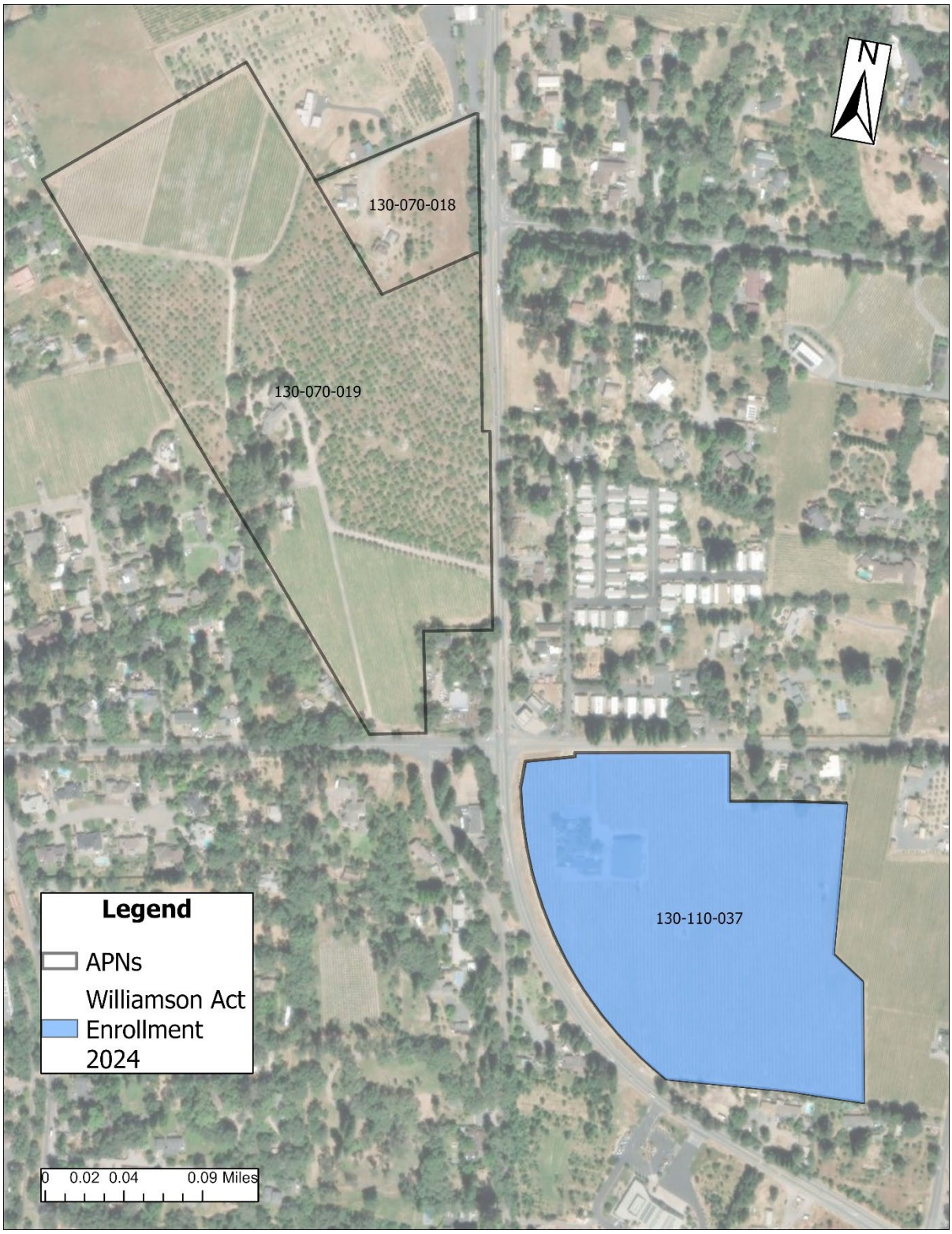


Figure 9. Land enrolled in Williamson Act.

Environmental Consequences

Within the farmland project study area, the total acreage of prime and unique farmland equals 60.4 acres, and the total acreage of prime and unique farmland that is anticipated to be directly impacted by the project work ranges from 0.20 to 1.79 acres (Figures 10 through 13).

Alt 1 would result in direct impacts to approximately 1.79 acres, with 1.65 acres of it being prime and 0.14 acres of it being unique farmland (Figures 10 and 11). This Build Alternative would require partial acquisitions from two parcels (130-070-019 and 130-110-037). Alt 2 would result in direct impacts to approximately 0.20 acres of prime farmland (Figure 12).

For either Build Alternative, partial acquisition would be required from one land parcel enrolled under the Williamson Act (130-110-037; Figure 9). Table 4 shows the various designated farmland types, parcels, and amount of farmland needed for construction, by Build Alternative. Acres acquired would not compromise the long-term agricultural capability of the designated Prime Farmland parcel.

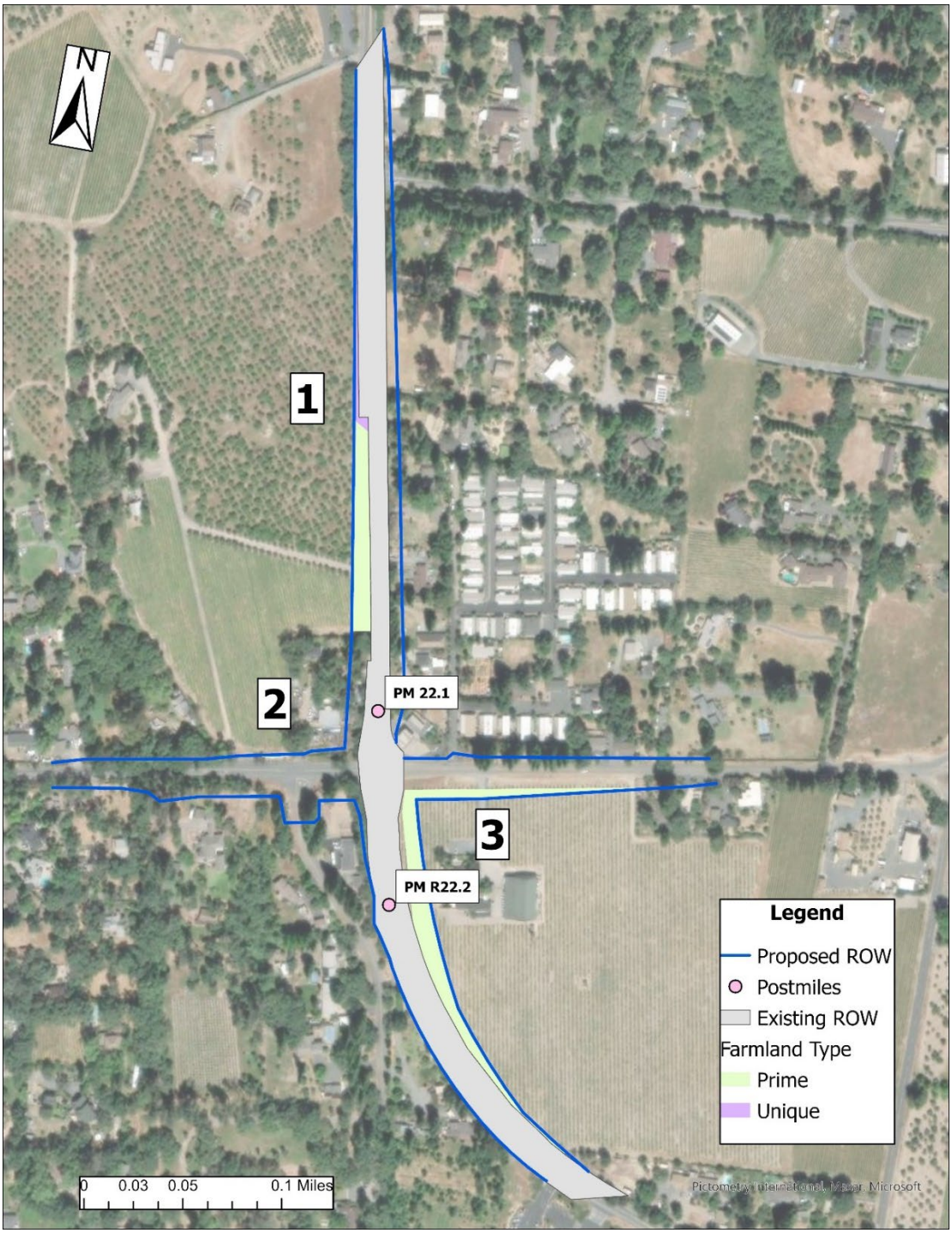


Figure 10. Designated prime farmland needed for construction of Alt 1.

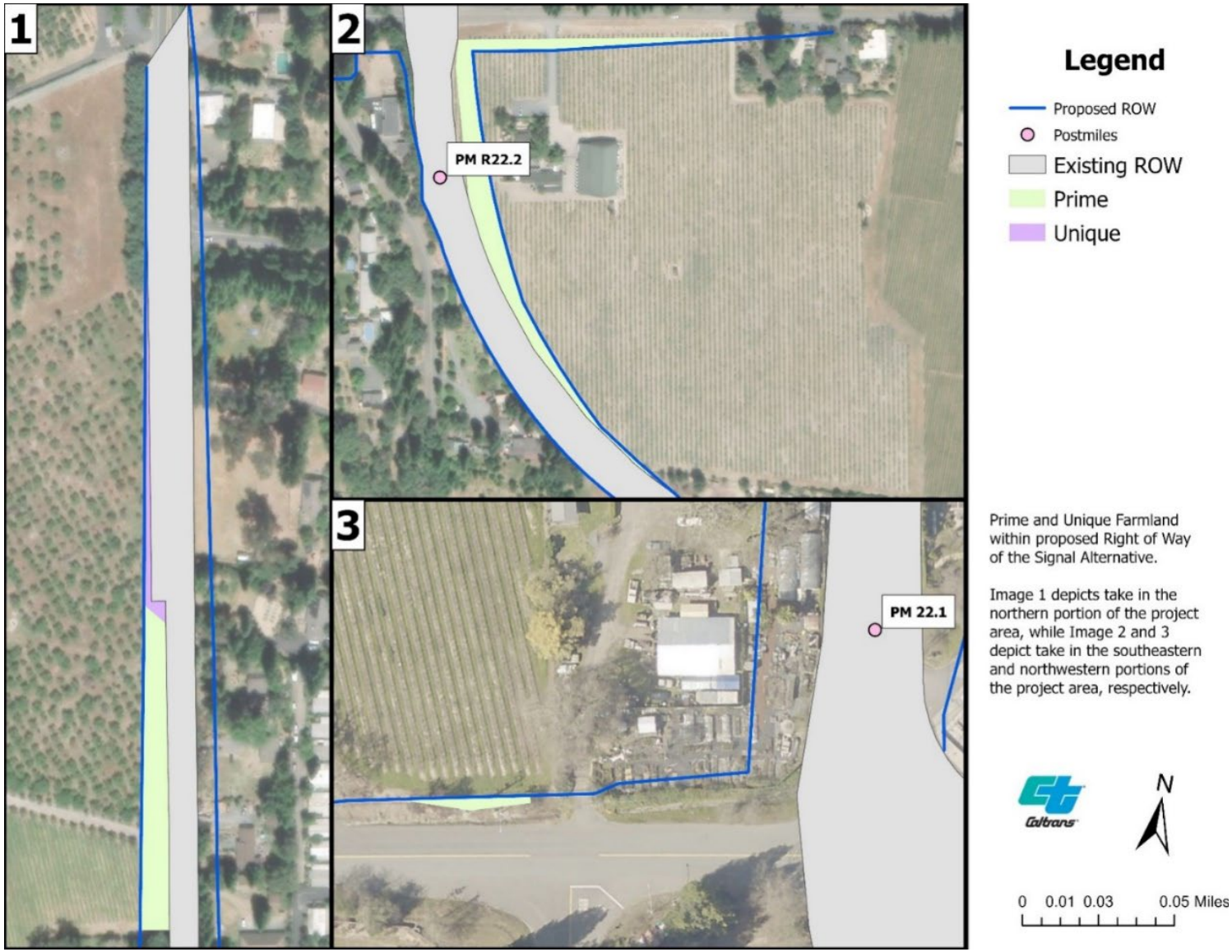


Figure 11. Detailed view of Prime and Unique farmland needed for construction of Alt 1.

Figure 12. Prime farmland needed for construction of Alt 2.

Figure 13. Williamson Act Enrolled Land needed for construction of Alt 2.

The discussion of impacts under each of the following CEQA checklist questions is broken up by Build Alternative. As discussed in Section 1.5, Alt 2 has been identified as the preferred alternative. Project impacts to agriculture and forestry resources range from none to less than significant.

a) **Less Than Significant Impact**

The project would have a less than significant impact to Sonoma County parcels identified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as a whole. Sonoma County contains 466,810 acres of farmland, of which only 1.79 or 0.20 acres are proposed to be converted for this project. This would equate to a <0.001% change to existing prime and unique farmland within the county.

Table 4. Proposed farmland conversion by Build Alternative.

Alternative	Prime and Unique Farmland (acres)	Percent of Farmland in County	Percent of Farmland in State	Farmland Conversion Impact Rating
1	1.79	<0.001%	<0.001%	39
2	0.20	<0.001%	<0.001%	38

b) **Less Than Significant Impact**

The project would not permanently affect Sonoma County parcels under a Williamson Act Contract, due to the remaining farmland still being accessible and arable. A maximum of 1.2 acres of Williamson Act Contract land is anticipated to be acquired for Alt 1, and 0.1 acres is anticipated to be acquired for Alt 2. The remaining farmland would still be viable for continued agricultural use.

c, d & e) **No Impact**

2.1.3 Air Quality

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

Considering the information in the Air Quality Conformity checklist dated 10/29/2025, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Air Quality
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?	**No 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**

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

2.1.4 Biological Resources

Considering the information in the Natural Environmental Study (NES) dated 08/12/2025, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Biological Resources
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or National Oceanic and Atmospheric Administration 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?	**No Impact**

Question—Would the project:	CEQA Significance Determinations for Biological Resources
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?	**No 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**

Affected Environment

The NES describes the biological environment and resources present, or potentially present, within the biological study area (BSA) and evaluates potential impacts to biological resources that could occur due to proposed project activities. The BSA is 14.93 acres and includes the maximum proposed ROW and project footprint of both Build Alternatives. The BSA is located within a mixed rural, residential, and commercial environment.

Areas outside of the BSA, but adjacent to the project footprint, were also assessed via visual surveys from accessible areas and aerial imagery.

Information about habitat types and special-status species with the potential to occur within the BSA was obtained from multiple sources:

- USFWS
- California Department of Fish and Wildlife (CDFW)
- California Native Plant Society
- National Wetlands Inventory
- NRCS

- Western Regional Climate Center
- iNaturalist occurrence data within 5 miles of the BSA

The sources informed the preliminary technical studies that were conducted to evaluate special-status species and resources for this NES. The result of the special-status species' evaluations, including species potential for occurrence, is provided via tables and species lists referenced in the NES.

Biological technical studies were conducted for the project and included the following:

- Reconnaissance-level habitat assessments for special-status plant and wildlife species
- A California red-legged frog (*Rana draytonii*; CRLF) habitat assessment
- Tree survey
- Jurisdictional aquatic resource delineation

Environmental Consequences

The discussion of impacts under each of the following CEQA checklist questions applies to both Build Alternatives unless otherwise noted. As discussed in Section 1.5, Alt 2 has been identified as the preferred alternative. Project impacts to biological resources range from none to less than significant.

a) **Less Than Significant Impact**

Plants

Based off habitat observed during the field assessment surveys, special-status plants have low to no potential to occur within the BSA. Habitats present within the BSA consist of highly disturbed or developed roadsides surrounded by residential, agricultural, and commercial land uses. While there are roadside swales and ditches present along the westbound shoulder of SR 116, north of Green Valley Road, these areas were observed to be comprised of non-native ruderal grasses, forbs, and pine needle duff cover. Developed areas, roadside pullouts, and degraded areas that only support ruderal and

non-native species are not considered suitable special-status plant habitats and are unlikely to support potential species.

As no suitable vernal pool or wetland habitats are present, plant species specific to these habitat types are not expected to occur within the study area. Historic occurrences of golden larkspur (*Delphinium lutem*) are noted with non-specific occurrence data overlapping with the project footprint, but this species is only known to several locations along coastal Marin and Sonoma Counties. The project area contains no suitable coastal bluff habitat, so this species is not expected to be found within the project area.

Of the 72 plant species evaluated during desktop review, none were determined to have a moderate level of potential to occur within the study area following field evaluation. The overall levels of disturbance and low-quality roadside habitats mean there is overall low potential for the occurrence of special-status plants

California Red-legged Frog

The CRLF is a federally threatened species and a California State Species of Special Concern (SSC). The BSA is within the currently known range of the CRLF, and there are three California Natural Diversity Database occurrences from 2004 to 2005 within 5 miles of the BSA. The BSA does not include suitable aquatic habitat. However, features including roadside drains and ditches could provide aquatic refuge to dispersing CRLF. Similarly, the BSA contains marginal upland dispersal habitat for the CRLF.

Caltrans has concluded that this project may affect, and is likely to adversely affect, CRLF. The implementation of PFs and AMMs will reduce the likelihood of take to occur. However, not all adverse effects and potential for take would be eliminated, as disturbance of marginally suitable upland and dispersal habitat is essential to the project. The project may result in direct temporary effects on both suitable upland dispersal habitat and individual CRLF if they were to occur within the project area during construction.

A total of 7.97 acres of fragmented dispersal habitat would be temporarily impacted and 4.32 acres of fragmented dispersal habitat would be permanently impacted by Alt 1. A total of 3.27 acres of fragmented dispersal habitat would be temporarily impacted and 1.75 acres of fragmented dispersal

habitat would be permanently impacted by Alt 2. There will be no impact to aquatic habitat.

Waters of the State

Through technical assistance and field reconnaissance, the RWQCB, Region 1 took jurisdiction of the existing roadside ditches along Green Valley Road west of the intersection, determining them to be waters of the state. Caltrans determined there will be no permanent impact to aquatic habitat.

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

2.1.5 Cultural Resources

Considering the information in the Section 106 Closeout Memo dated 05/21/2025, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Cultural Resources
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	**No Impact**
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	**No Impact**
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	**No Impact**

a, b, & c) **No Impact**

2.1.6 Energy

Considering the information in the Energy Analysis Memo dated 03/12/2025, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Energy
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	**Less Than Significant Impact**
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	**No Impact**

Affected Environment

Energy use in the region is primarily tied to the transportation sector, which represents the greatest portion of statewide petroleum consumption and is a major contributor to greenhouse gas (GHG) emissions. Fuel used by both passenger and commercial vehicles traveling through the project area is the dominant source of operational energy demand. Construction activities associated with proposed improvements would require energy use, primarily in the form of petroleum-based fuels used to power construction equipment, haul trucks, and worker vehicles.

California's energy regulations emphasize reducing statewide dependence on fossil fuels, improving efficiency, and decreasing GHG emissions (AB 32, CEQA Guidelines § 15126.2(b) and Appendix F). The proposed project is not capacity increasing nor will it provide congestion relief. As such, a qualitative energy analysis is required to comply with CEQA.

Environmental Consequences

Activities that consume energy also generate by-products. GHGs are the most closely studied by-products of energy consumption because they are linked to climate change. To assess energy consumed by construction equipment and vehicles, the Caltrans Construction Emissions Tool (CAL-CET) 2021 (version 1.0.3) was used to quantify carbon dioxide (CO_2) emissions. U.S. Environmental Protection Agency (EPA) GHG equivalencies formulas were used to convert CO_2 to fuel volumes (Table 5). It was assumed that diesel would be used by all construction vehicles and equipment, and gasoline would be used during workers' commutes.

Table 5. Construction equipment / vehicles fuel consumption.

Alt	Diesel (gallons)	Gasoline (gallons)	Electricity (kWh)
1	12,507	5,388	2,729.402
2	9,567	4,120	2,085.378

The discussion of impacts under each of the following CEQA checklist questions is broken up by Build Alternative. As discussed in Section 1.5, Alt 2 has been identified as the preferred alternative. Project impacts to energy range from none to less than significant.

a) **Less Than Significant Impact**

The project would consume energy during construction, operation, and maintenance activities. CAL-CET was used to quantify CO_2 emissions, which were then converted to fuel volumes with additional formulas. Alt 1 would consume 12,507 gallons of diesel and 5,388 gallons of gasoline. Alt 2 would consume 9,567 gallons of diesel and 4,120 gallons of gasoline.

b) **No Impact**

2.1.7 Geology and Soils

Considering the information in the Caltrans Geologist technical response dated 02/11/2025, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Geology and Soils
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**

Question—Would the project:	CEQA Significance Determinations for Geology and Soils
b) Result in substantial soil erosion or the loss of topsoil?	**No Impact**
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in onsite or offsite 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 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**

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

2.1.8 Greenhouse Gas Emissions

Considering the information in the *Construction-related Greenhouse Gas Emissions Analysis* dated 03/12/2025, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Greenhouse Gas Emissions
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**

Affected Environment

Construction-generated GHG includes emissions resulting from material processing by onsite construction equipment, workers commuting to and from

the project site, and traffic delays due to construction. The emissions will be produced at different rates throughout the project depending on the activities involved at various phases of construction. The analysis was focused on vehicle-emitted GHG. CO_2 is the single most important GHG pollutant due to its abundance when compared with other vehicle-emitted GHG, including methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbon (HFCs) and black carbon (BC).

Environmental Consequences

Construction-related GHG emissions were calculated using CAL-CET. The table below summarizes construction related emissions, including total CO_2e (carbon dioxide equivalent) emissions (Table 6). CO_2e is a standard unit that allows the climate impact of different GHGs to be compared by converting them into a single metric using their global warming potential (GWP). This method enables consistent reporting, comparison, and tracking of all greenhouse gas emissions by expressing them in terms of CO_2 that would produce an equivalent warming effect.

Table 6. Summary of construction-related GHG emissions.

	Parameters				**Project Total**
Build Alternative	*CO_2 (tons)*	*CH_4 (tons)*	*N_2O (tons)*	*HFC (tons)*	*CO2e (metric tons)*
Alt 1	194	0.004	0.011	0.006	198
Alt 2	148	0.003	0.009	0.005	151

The discussion of impacts under each of the following CEQA checklist questions is broken up by Build Alternative. As discussed in Section 1.5, Alt 2 has been identified as the preferred alternative. Project impacts to GHG emissions range from none to less than significant.

a) **<u>Less Than Significant Impact</u>**

Construction-generated GHG includes emissions resulting from material processing by onsite construction equipment, workers commuting to and from the project site, and traffic delays due to construction. The emissions will be produced at different rates throughout the project depending on the activities involved at various phases of construction. The analysis was focused on vehicle-emitted GHG. CO_2 is the single most important GHG pollutant due to

its abundance when compared with other vehicle-emitted GHG, including CH_4, N_2O), HFCs, and BC.

Construction-related GHG emissions were calculated using CAL-CET, version 1.0.3. Alt 1 is estimated to produce 194 tons of CO_2, 0.004 tons of CH_4, 0.011 tons of N_2O, and 0.006 tons of HFC, for a total of 198 metric tons of CO_2e. Alt 2 is estimated to produce 148 tons of CO_2, 0.003 tons of CH_4, 0.009 tons of N_2O, and 0.005 tons of HFC, for a total of 151 metric tons of CO_2e. The project would not increase SR 116 transportation capacity and therefore would not generate long-term GHG emissions. Therefore, impacts would be less than significant.

b) **No Impact**

2.1.9 Hazards and Hazardous Materials

Considering the information in the email correspondence with the Caltrans Hazardous Waste specialist dated 09/30/2025, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Hazards and Hazardous Materials
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	**No 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?	**No 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?	**Less than significant**

Question—Would the project:	CEQA Significance Determinations for Hazards and Hazardous Materials
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?	**No Impact**
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	**No Impact**

Affected Environment

A gas station, Bridgeway Gas, is located within 100 feet northeast of the intersection at 4115 Gravenstein Highway N. The Dutton Estate Winery vineyard is located within 50 feet southeast of the intersection at 8757 Green Valley Road. Two rural residential properties are located directly adjacent to the project footprint. Other properties are located nearby, on SR 116 northbound.

Based on RWQCB databases including Geotracker, groundwater underneath the intersection is contaminated with gasoline originally released from the gas station prior to 1991. Renovations in 1998 removed two leaking underground storage tanks. Further measures taken to clean up the site since then include soil vapor extraction in 1998 and 2001 as well as ozone injection between 2018 and 2020. Fourteen monitoring wells were installed for post-remedial monitoring of the affected groundwater which is not currently being used as a source of drinking water.

Environmental Consequences

The discussion of impacts under each of the following CEQA checklist questions applies to both Build Alternatives unless otherwise noted. As discussed in Section 1.5, Alt 2 has been identified as the preferred alternative. Project impacts range from none to less than significant.

a, b, & c) **No Impact**

d) **Less Than Significant**

The project may encounter contaminated groundwater from a previously leaking underground fuel tank at the gas station on the northeast of the intersection. Caltrans special provisions for investigation, characterization, and disposal (PF-HAZ-02 and PF-HAZ-03) would reduce the risk of worker and public exposure to a less-than-significant level.

e, f, & g) **No Impact**

2.1.10 Hydrology and Water Quality

Considering the information in the Hydraulic Floodplain Assessment memo dated 06/04/2024 and Water Quality Study dated 03/27/2024, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Hydrology and Water Quality
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface water or groundwater quality?	**No Impact**
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	**No Impact**

Question—Would the project:	CEQA Significance Determinations for Hydrology and Water Quality
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: (i) result in substantial erosion or siltation onsite or offsite;	**No Impact**
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite 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**

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

2.1.11 Land Use and Planning

Considering the Land Use Element information in the Sonoma County General Plan 2020, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Land Use and Planning
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**

a and b) **No Impact**

2.1.12 Mineral Resources

Because this project does not deal with any mineral resources within its limits, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Mineral Resources
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**

a and b) **No Impact**

2.1.13 Noise

Considering the information in the construction-related Noise Analysis dated 03/12/2025, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Noise
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**

Question—Would the project:	CEQA Significance Determinations for Noise
b) Generation of excessive groundborne vibration or groundborne noise levels?	**No 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**

Affected Environment

The proposed project takes place in a rural to semi-rural community that includes vineyards, farms, residential and small businesses. There are six different residences that are considered sensitive noise receptors due to their vicinity to the project. Since the project is not a Type 1 project per 23 CFR 772, noise abatement need not be considered, therefore a noise study is not required.

Representative receptors chosen for this study are shown below (Table 7 and Figures 14 and 15).

Table 7. Receptor identification for noise study.

Label	Receptor Type	Build Alternative
R1	Residential	1 and 2
R2	Residential	1
R3	Residential	1 and 2
R4	Residential	1 and 2
R5	Residential	1 and 2
R6, R7	Residential	1 and 2

Figure 14. Representative receptor locations (R1 – R7) for Alt 1.

Figure 15. Representative receptor locations (R1, R3 – R7) for Alt 2.

Environmental Consequences

The Roadway Construction Noise Model (RCNM), FHWA's national model, was used to estimate the noise levels during construction. RCNM includes representative sound levels for the most common types of construction equipment and the estimated usage factor of each equipment. The usage factor represents the percentage of time that the equipment would be operating at full power. Vehicles and equipment likely to be used during each phase of construction were input into RCNM to estimate the maximum (Lmax) and the average hourly noise levels (Leq) at various distances.

Caltrans 2024 Standard Specifications 14-8.02 requires Lmax not exceed 86 A-weighted decibels (dBA) at 50 feet from the job site from 9:00 p.m. to 6:00 a.m. for residences and hotels. For Alt 1, analysis shows construction noise levels due to excavation (R6 and R7) and paving (R1, R2, R3, R5, R6, and R7) exceed this standard affecting residential receptors (Table 8). Residents will not be affected by curb ramp construction activities since those activities do not exceed Lmax standards. For Alt 2, analysis shows construction noise levels due to excavation (R1, R6, R7), paving (R1, R4, R5, R6, and R7), and curb ramp work (R6) exceed this standard affecting residential receptors (Table 9).

Table 8. Summary of construction noise results for Alt 1.

		Excavation		Paving/Striping	
Receptor Map Label	Receptor Distance (ft)	Lmax	Leq	Lmax	Leq
HP	50	85	83.8	**89.5**	85.9
HP	100	79	77.8	83.5	79.9
HP	200	73	71.7	77.5	73.9
HP	500	65	63.8	69.5	65.9
R1	45	85.9	84.7	**90.4**	**86.9**
R2	57	83.9	82.6	**88.4**	84.8
R3	61	83.3	82.1	**87.8**	84.2
R4	80	80.9	79.7	85.4	81.9
R5	73	81.7	80.5	**86.2**	82.7
R6	44	**86.1**	84.9	**86.2**	82.7
R7	30	**89.4**	**88.2**	**93.9**	**90.4**

Table 9. Summary of construction noise results for Alt 2.

	Excavation			Paving/Striping			Curb Ramps		
Receptor	Receptor Distance (ft)	Lmax	Leq	Receptor Distance (ft)	Lmax	Leq	Receptor Distance (ft)	Lmax	Leq
HP	50	85	83.8	50	**89.5**	**87.4**	50	85	83.6
HP	100	79	77.8	100	83.5	81.3	100	79	77.5
HP	200	73	71.7	200	77.5	75.3	200	73	71.5
HP	500	65	63.8	500	69.5	67.4	500	65	63.6
R1	43	**86.3**	85.1	43	**90.8**	**88.7**	76	81.4	79.9
R2	131	76.6	75.4	131	81.1	79	N/A	N/A	N/A
R3	79	81	79.8	79	85.5	83.4	N/A	N/A	N/A
R4	68	82.3	81.1	68	**86.8**	84.7	N/A	N/A	N/A
R5	68	82.3	81.1	68	**86.8**	84.7	N/A	N/A	N/A
R6	38	**87.4**	**86.2**	38	**91.9**	**89.7**	43	**86.3**	84.9
R7	26	**90.7**	**89.5**	26	**95.2**	**93**	N/A	N/A	N/A

The discussion of impacts under each of the following CEQA checklist questions applies to both Build Alternatives unless otherwise noted. As discussed in Section 1.5, Alt 2 has been identified as the preferred alternative. Project impacts from noise range from none to less than significant.

a) **Less Than Significant Impact**

A temporary increase in noise level is expected due to short-term construction activities over several months. Caltrans' standard noise reduction PFs and AMMs (shown below) will reduce the potential for temporary effects due to increased ambient noise levels. Therefore, the impact would be less than significant.

b, and c) **No Impact**

Avoidance, Minimization, and/or Mitigation Measures

The following AMMs would be implemented:

PF-NOI-1: Noise control and monitoring will be included as part of the Contract documents to minimize construction noise. Construction noise

level shall not exceed 86 dBA Lmax at 50 feet from the job site from 9:00 p.m. to 6:00 a.m.

PF-NOI-2: Public outreach shall be required throughout the project duration of construction to update nearby residents, businesses, and other project stakeholders on upcoming construction activities and any changes to the project construction timeline.

PF-NOI-3: Where practicable, loud operations will be scheduled occur within the same time frame. The total noise level will not be significantly greater than the level produced if operations are performed separately.

PF-NOI-4: Avoid unnecessary idling of internal combustion engines within 100 feet of sensitive receptors.

PF-NOI-5: Locate all stationary noise-generating construction equipment as far as practical from noise-sensitive receptors or provide baffled housing or sound aprons to equipment when sensitive receptors adjoin or are near a construction project area.

PF-NOI-6: Equip all internal combustion engine driven equipment with manufacturer recommended intake and exhaust mufflers that are in good condition and appropriate for the equipment.

PF-NOI-7: No construction equipment will be delivered before 6:00 a.m..

2.1.14 Population and Housing

Considering the information in the Housing Element of the Sonoma County General Plan 2020, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Population and Housing
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**

a and b) **No Impact**

2.1.15 Public Services

Considering the Public Facilities and Services Element information in the Sonoma County General Plan 2020, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Public Services
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**

a) **No Impact**

2.1.16 Recreation

Considering the information in the Open Space and Resource Conservation Element of the Sonoma County General Plan 2020, the following significance determinations have been made:

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

a & b) **No Impact**

2.1.17 Transportation

Considering the information in Caltrans Director's Policy 37 and Sonoma Countywide Transportation Plan, and with preparation of a project-specific Caltrans Transportation Management Plan (TMP), the following significance determinations have been made:

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

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

2.1.18 Tribal Cultural Resources

Considering the information in the Section 106 Closeout Memo dated 5/21/2025, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Tribal Cultural Resources
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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	**Less Than Significant Impact**

Affected Environment

As noted in the Section 106 Closeout Memo, Caltrans District 4 Professionally Qualified Staff (PQS) conducted a cultural resources investigation for the project. An Area of Potential Effects (APE) was established to include the entire area of project activities. A records search with the Native American Heritage Commission (NAHC); tribal consultation with the Cloverdale Rancheria of Pomo Indians, Robinson Rancheria of Pomo Indians, Pinoleville Pomo Nation, Middletown Rancheria, Lytton Rancheria, Kashia Band of Pomo Indians of the Stewarts Point Rancheria, Guidiville Rancheria of California, Dry Creek Rancheria of Pomo Indians, and Federated Indians of Graton Rancheria (FIGR); and field surveys at the project site did not result in the identification of archaeological resources; however, consultation with FIGR determined that the project area is sensitive for tribal cultural resources.

Environmental Consequences

The discussion of impacts under each of the following CEQA checklist questions applies to both Build Alternatives unless otherwise noted. As

discussed in Section 1.5, Alt 2 has been identified as the preferred alternative. Project impacts to tribal cultural resources range from none to less than significant.

a) **No Impact**

b) **Less than Significant Impact**

Within the project APE, the finding is No Historical Properties Affected because no archaeological or historic properties were identified from the cultural studies. FIGR responded to Caltrans' initial consultation request on February 9, 2024, requesting formal consultation under AB 52 and Section 106 of the National Historic Preservation Act. The project was discussed with the Tribe at the quarterly meeting held on July 25, 2024, as well as email correspondence between February 23, 2024, and September 1, 2024. A FIGR representative accompanied the Caltrans archaeologist during an archaeological pedestrian survey of the entire project APE on August 28, 2024, with negative results. Copies of the cultural resources reports for the project were sent to FIGR on October 8, 2024, for their comments and files. Although no archaeological or historic resource was identified, FIGR did identify the project location as sensitive for tribal cultural resources and recommended monitoring to avoid and minimize potential impacts. The finding is No Historical Properties Affected.

Avoidance, Minimization, and/or Mitigation Measures

The following AMMs would be implemented:

PF-CUL-1: Unanticipated Discovery. In the event that archaeological resources (sites, features, or artifacts) are exposed during construction activities, all construction work occurring within 60 feet of the find shall immediately stop until a qualified archaeologist, that meets the Secretary of the Interior Professional Qualifications for Archaeology, can evaluate the significance of the find in consultation with the Tribe to determine whether or not additional study is warranted. Additional archaeological survey will be needed if project limits are extended beyond the present survey limits. Contact the Lead Caltrans Archaeologist in the Office of Cultural Resource Studies. If any Tribal Cultural Resources (TCR) as defined by the Tribe (FIGR) and CEQA are found during construction, a PQS archaeologist shall

assess the find. The Office of Cultural Resource Studies will notify local consulting Tribes if the resource is determined to be a TCR and consult with the contractor and the Tribe to determine whether the resources can be avoided by the project. If the TCR cannot be avoided, then further consultation efforts with the Tribes would be necessary to determine its treatment.

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

AMM-TCR-1: Prior to the initiation of construction for the project, the project contractor, staff, and construction crews shall be made aware of the potential to encounter cultural resources and TCRs (including the traditional importance of resources such as cultural landscapes, significant waterways, and ethnobotanical plants) through a presentation provided by an archaeologist and a representative from FIGR.

AMM-TCR-2: Construction Training, Monitoring, and Discovery Plan for Potential Tribal Cultural Resources. Caltrans will work with FIGR to develop and implement a construction training, monitoring, and discovery plan for encountering potential TCRs in the project construction area. The plan may include, but is not limited to, the following:

- Archaeological awareness and TCRs sensitivity training of construction staff, with information about the possibility of encountering cultural

resources (including TCRs) and the appearance and types of resources that could be encountered during project construction.

- Native American and archaeological monitoring during ground disturbing activities, as determined through consultation among Caltrans and FIGR prior to construction.
- Work stoppage and tribal consultation protocols if previously unidentified cultural resources are discovered. Recommendations for treatment and disposition of finds could include, but are not limited to, the collection, recordation, and analysis of any significant cultural materials, or the transfer of TCRs to Tribal representatives for appropriate treatment.
- Implementing a construction training, monitoring, and discovery plan would avoid or reduce impacts to potential TCRs by providing for resource avoidance or protection-in-place measures where possible, and treatment of resources in accordance with tribal cultural values when avoidance or protection is not feasible. The plan for this project will be developed in coordination with FIGR representatives.

2.1.19 Utilities and Service Systems

Considering the information in Section 1.3, Project Description, and construction details provided by Caltrans engineers for the smaller roundabout design, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Utilities and Service Systems
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	**No 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**

Question—Would the project:	CEQA Significance Determinations for Utilities and Service Systems
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**

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

2.1.20 Wildfire

Considering the information in the Sonoma County Fire Hazard Severity Zone Map, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Wildfire
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	**No Impact**
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	**No Impact**
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	**No Impact**

Question—Would the project:	CEQA Significance Determinations for Wildfire
flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	

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

2.1.21 Mandatory Findings of Significance

Considering the technical study information referenced earlier in this document, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Mandatory Findings of Significance
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.)	**No 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**

a) **Less Than Significant Impact**

The project would not have a significant impact on individual species or sensitive habitats. The project would not substantially degrade the quality of

the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or substantially reduce the number of or restrict the range of a rare or endangered plant or animal. The project would generate temporary and permanent impacts to CRLF upland habitat. AMMs would be implemented to minimize these anticipated impacts. Coordination with the appropriate regulatory agencies would also be conducted in the later stages of the project to ensure that, should special-status animals, plants, or habitats be discovered during pre-construction surveys or construction monitoring, potential impacts to animals and habitats would remain less than significant. During construction, ground-disturbing activities are anticipated; standard PFs and AMMs described in Appendix B would avoid and/or minimize impacts to special-status species and habitats. to less than significant levels.

b) **No Impact**

c) **Less Than Significant Impact**

The project would have no impact on air quality, cultural resources, geology and soils, hydrology and water quality, land use and planning, mineral resources, population and housing, public services, recreation, utilities and service systems, and wildfire. The project would have less-than-significant impacts on aesthetics, agriculture and forestry resources, biological resources, energy, GHG emissions, hazards and hazardous materials, noise, transportation, and tribal cultural resources. Implementation of PFs and AMMs would further reduce these impacts. Construction-related activities would temporarily increase criteria air pollutant emissions, ambient noise and vibration levels, and soil disturbance and transport. The project would incorporate PFs and AMMs to avoid or minimize potentially adverse effects to humans during construction. Therefore, the project would not have a substantial direct or indirect impact on the human environment. Impacts would be less than significant.

Chapter 3 Coordination

Early and continuing coordination with the general public and public agencies is an essential part of the environmental process. It helps planners determine the necessary scope of environmental documentation and level of analysis required, and to identify potential impacts and avoidance, minimization, and/or mitigation measures and related environmental impacts. Agency and tribal consultation and public participation for this project have been accomplished through a variety of formal and informal methods such as Project Development Team meetings, interagency coordination meetings, and field visits. This chapter summarizes the results of Caltrans' efforts to fully identify, address, and resolve project-related issues through early and continuing coordination.

3.1 Native American Tribal Coordination

Tribal consultation was conducted by Caltrans professionally qualified staff. See Sections 2.1.5 (Cultural Resources) and 2.1.18 (Tribal Cultural Resources) for comments and recommendations from local tribes.

3.2 Resource Agency Coordination

At this time, the only agencies currently anticipated for discussions regarding permits are the North Coast RWQCB and USFWS.

The USFWS coordination proceeded as follows:

- March 29, 2024 – Caltrans biologists requested technical assistance from USFWS.
- May 16, 2024 – Caltrans biologists discussed the Biological Assessment. USFWS concurred with consultation.

The North Coast RWQCB coordination proceeded as follows:

- May 20, 2024 – Caltrans biologists requested technical assistance from North Coast RWQCB, providing project details.

- June 26, 2024 – Caltrans biologists met with NCRWQCB at the project location. Additional project details are needed to draw permit conclusions.

3.3 Draft Initial Study with Proposed Negative Declaration Circulation Period

Public outreach took place during the circulation period of the Draft Initial Study with Proposed Negative Declaration. Caltrans filed a Notice of Completion and Notice of Availability for the Draft Environmental Document with the State Clearinghouse on November 7, 2025. This filing began a 30-day public review and comment period that extended from November 7, 2025, to December 7, 2025, although Caltrans continued to accept public comments received through December 8, 2025. During this period, the public was provided with the opportunity to review and comment on the document. Additionally, an in-person public open house was held on November 19, 2025, as described below.

Notice of the Draft IS/ND circulation and public meeting was provided in the following ways:

- Postcard mailers delivered to approximately 4,563 addresses in multiple postal zones located in Sebastopol, Forestville, and Santa Rosa, California.
- Newspaper advertisement published in the print versions of the *Press Democrat* on Friday, November 7, 2025.
- Courtesy letters to elected officials.

The review period and instructions for submitting comments were also included on the first page of the Draft Initial Study with Proposed Negative Declaration. The Draft Environmental Document was also available for review at: https://dot.ca.gov/caltrans-near-me/district-4/d4-popular-links/d4-environmental-docs.

An in-person public open house was held on Wednesday, November 19, 2025 at 6:30 p.m. The in-person meeting was held at the Graton Fire Department located at 3750 Gravenstein Highway N, Sebastopol, California. Doors opened for the in-person open house at 6:00 p.m.

Caltrans led a presentation starting at approximately 6:30 p.m. that provided an overview of the project and the environmental process, followed by a question-and-answer session. In-person meeting attendees were invited to submit questions using speaker request cards. Approximately 84 members of the public attended in person.

The purpose of the meeting was to provide information to the public about the proposed improvements, notify the public about the Draft IS/ND, and solicit public comment on the document. Attendees were encouraged to submit comments in writing via comment cards at the in-person public meeting, email, or postal mail. Comments were requested to be submitted by December 7, 2025, though Caltrans continued to accept public comments received through December 8, 2025.

Caltrans received 210 comments during and after the public review and comment period. All formal comments have been addressed, and responses are included in Section 3.4. Some responses have been grouped to address comments that had similar themes or were repeat comments.

3.4 Comments and Responses

In accordance with CEQA Guidelines Section 15088, this document includes written responses to all comments received by Caltrans on the Draft IS/ND during the public review period. Caltrans has prepared written responses to comments related to potentially adverse environmental effects of the proposed project, as well as topics raised by commenters that are unrelated to environmental impacts under CEQA. Section 3.4.1 presents a series of “Master Responses” to key topics that were raised by multiple commenters. Section 3.4.2 presents the full text of each public comment, grouped first by organization and then by individuals. Responses follow each comment; most comments are addressed through reference to the Master Responses in Section 3.4.1, with tailored replies provided for select comments.

3.4.1 Master Responses

Several of the comment letters on the Draft IS/ND repeat comment topics. The following “Master Responses” consolidate information on these subjects to provide a more comprehensive response. Responses to individual comments in Section 3.4.2 cite the following Master Responses for ease of reference.

3.4.1.1 MR 1 – Selection of Preferred Alternative

Several comments were received that expressed support for the Signalized Intersection (Alt 1), the Roundabout (Alt 2), or general support or opposition for both Build Alternatives. As described in Section 1.5 of the Final IS/ND, Caltrans has identified Alt 2 as the preferred alternative due to its ability to best fulfill the project purpose and need of reducing the potential for collisions and decreasing the severity of collisions that may occur. CEQA Guidelines Section 15088 requires that a lead agency respond to comments that raise significant environmental issues. Comments regarding general support or opposition to an alternative do not raise significant environmental issues or provide input about the environmental analysis or conclusions in the Draft IS/ND. Nonetheless, additional detail on the section of the preferred alternative is provided here.

Since preparation and circulation of the Draft IS/ND, the design for Alt 2 has been revised to reflect public input and in consideration of environmental impacts, feasibility, and costs. The revised Alt 2 design includes a smaller footprint as compared to the original Alt 2, as further described in Section 1.4 of the Final IS/ND. While neither of the Build Alternatives would result in significant adverse impacts to the environment, Caltrans engineers and specialists determined the revised roundabout as having less potential to result in adverse impact on the project limits and surrounding environment as compared to the signalized intersection alternative.

The original Build Alternative designs were developed and refined to reflect established Caltrans standards and existing conditions, including the Caltrans Highway Design Manual, the National Cooperative Highway Research Program (NCHRP), existing and future traffic counts, and the existing and future conditions of the project intersection. Both the original and revised roundabout designs are consistent with these standards and conditions. This includes meeting the NCHRP standards required for trucks and buses to perform turns through the intersection, with design speeds below 25 miles per hour (mph), and ensuring adequate visibility and sightlines for drivers. Through close work with Caltrans Headquarters, the project design team was able to reduce the size of the roundabout while also complying with these performance checks. The roadway widths are governed mainly by truck and bus turning radii and the speed control of the roundabout. The Caltrans Intersection Safety and Operational Assessment Process (ISOAP) studied the

current and future traffic counts of the intersection and recommended single-lane legs for all four legs of the roundabout.

Safety performance of each alternative was evaluated through the ISOAP, which identified the roundabout as providing greater safety benefits than both the signalized intersection and No-Build Alternative. The ISOAP likewise found the roundabout would provide better bicycle and pedestrian facilities compared to the traffic signal. As part of the ISOAP, a safety performance assessment was conducted using the FHWA's SPICE tool, which estimates the expected number of collisions for various intersection control strategies. Based on the SPICE analysis, the roundabout is expected to provide better safety performance than either a traffic signal or the existing stop-controlled condition, resulting in a 60% lower future collision rate over 20 years. The roundabout is also anticipated to reduce collision severity by decreasing the number of conflict points, lowering vehicle speeds, simplifying driver decision-making, and eliminating broadside or head-on type conflict.

While the roundabout was identified as the preferred alternative due to its ability to best fulfill the project purpose and need of improving intersection safety, the roundabout provides additional advantages over the signalized intersection. Compared to the signalized intersection, the roundabout would require less ROW acquisition need and reduce tree removal. The revised Alt 2 design for a smaller roundabout further reduces these impacts, as quantified in Chapter 1 of the Final IS/ND. In addition, roundabouts can reduce noise impacts by allowing vehicles to operate at lower, more consistent speeds, which minimizes excessive braking and engine noise. Roundabouts can also promote a continuous flow of traffic. Compared to intersections with traffic signals, drivers do not have to wait for a green light at a roundabout to get through the intersection. Traffic is not required to stop—only yield—so the intersection can accommodate more movements in the same amount of time. Because vehicles do not have to stop completely or accelerate from a stop, there are also benefits to fuel consumption and air quality. From a maintenance standpoint, roundabouts require significantly less ongoing maintenance than signalized intersections because they operate without signal equipment, electrical systems, or detection infrastructure. This results in lower maintenance costs, fewer equipment failures, and improved long-term reliability. Moreover, other than roadway lighting, the operation of roundabouts is not impacted during power outage.

As detailed in Section 1.4.1 of the Final IS/ND, the revised roundabout design would require removing approximately 40 trees to facilitate design and construction, reflecting established roadway design standards. This is fewer trees than the original roundabout design (estimated 58 trees) and signalized intersection (128 trees), and replacement plantings will be installed where space allows.

3.4.1.2 MR 2 – Support for Signalized Intersection (Alt 1)

Several comments were received that expressed support for the Signalized Intersection (Alt 1) and/or requested that Caltrans pursue and construct Alt 1 instead of Alt 2. As noted in Section 1.5 of the Final IS/ND, Caltrans has identified Alt 2 as the preferred alternative due to its ability to best fulfill the project purpose and need of improving intersection safety by reducing broadside collisions.

While neither Build Alternative would result in significant environmental impacts, Caltrans engineers and specialists determined that the roundabout would have less potential to result in adverse impacts on the project limits and surrounding environment compared to the signalized intersection. Refer to MR 1 for a summary of considerations informing decision-makers regarding the selection of the preferred Build Alternative, including a summary of variables reviewed as compared between Build Alternatives 1 and 2.

In addition to the variables reviewed and compared in MR 1 (e.g., ROW acquisitions and tree removal), Alt 2 would result in reduced impacts on other CEQA resource areas compared to Alt 1. As described in their respective sections in the Final IS/ND (i.e., Agriculture and Forestry Resources (Section 2.1.2) and Biological Resources (Section 2.1.4)), Alt 1 would result in greater agriculture resource impacts and greater impacts to select biological resources (specifically CRLF habitat) than Alt 2.

CEQA Guidelines Section 15088 requires that a lead agency respond to comments that raise significant environmental issues. Comments regarding general support or opposition to an alternative do not raise significant environmental issues or provide input about the environmental analysis or conclusions in the Draft IS/ND.

3.4.1.3 MR 3 – General Support or Opposition of Alternatives (Either Build Alternative or the No-Build (No-Action) Alternative)

Numerous comments were received that expressed general support and/or general opposition to the implementation of parts or all of the Build Alternatives and/or the No-Build (No-Action) Alternative. General opposition to selection of either Build Alternative is considered general support of the No-Build (No-Action) Alternative, or an alternative that results in no improvements such that the intersection of SR 116 and Green Valley Road would remain in its existing configuration. Many of these comments request that Caltrans decline an alternative or pursue the commenters' preferred alternative selection. These comments often include the commenters' personal anecdotes, experiences, background, and observations as they relate to their general comments. While general comments concerning support for, or opposition to, the alternatives are reviewed and acknowledged, these comments are not directed at the adequacy of the IS/ND for addressing adverse physical impacts associated with the proposed project, nor do these comments contain an argument raising significant environmental issues. CEQA Guidelines Section 15088 requires that a lead agency respond to comments that raise significant environmental issues. For this reason, general comments are acknowledged and published for public disclosure and for decision-maker consideration. However, no further edits to the Draft IS/ND have been made in response to these comments. To the extent that commenters raise specific environmental concerns regarding the project in support of their position, such comments are addressed within the other Master Responses or responses to individual comments.

3.4.1.4 MR 4 – Alternative Design Concepts or Offsite Improvements

Several commenters suggested alternative design concepts, challenged the design concepts that were considered as part of the proposed Build Alternatives, recommended offsite improvements, and/or challenged the range of alternatives that were considered. CEQA Guidelines do not require that a lead agency explore alternative design concepts for an IS/ND. In the case of an IS/ND, CEQA requires that the proposed project is designed such that impacts are less than significant. CEQA does not require the inclusion of additional build alternatives, design elements, or interim improvements, as the proposed Build Alternatives sufficiently address the project's purpose and need while minimizing environmental impacts to a less-than-significant level.

Caltrans developed conceptual designs based on established standards and site-specific conditions. Roadway widths were mainly determined by truck and bus turning radii and roundabout speed control requirements. The ISOAP analyzed current and future traffic volumes and recommended single-lane approaches for all four legs of the roundabout. These factors guided conceptual designs presented in the IS/ND.

In addition to Alt 1, three other signalized alternatives featuring varying shoulder widths were analyzed and rejected before pursuing Alt 1 for the proposed project as an optional design. These rejected alternatives included the following:

- Fully actuated traffic signal system with left-turn pockets on all legs, 8-foot-wide shoulders on SR 116 and Green Valley Road, removal of the existing traffic island, elimination of free right turns, and addition of crosswalks
- Fully actuated signal with left-turn pockets on all legs, minimum 4-foot-wide shoulders on SR 116, removal of the traffic island, elimination of free right turns, and addition of crosswalks
- Fully actuated signal without left-turn pockets on Green Valley Road, minimum 4-foot-wide shoulders on SR 116, removal of the traffic island, elimination of free right turns, and addition of crosswalks

Roadway widening was determined necessary for the signal alternative to accommodate the future design year capacity, standard lane, and standard shoulder configurations. Based on the ISOAP completed by Caltrans, Alt 1 and Alt 2 presented in the IS/ND would mitigate more than 90% of collisions; therefore, these design options were pursued further for evaluation in the IS/ND. No other Build Alternatives were considered for further study in the IS/ND.

As explained above, CEQA does not require the inclusion of additional build alternatives, design elements, or interim improvements, as the proposed Build Alternatives sufficiently address the project's purpose and need while minimizing environmental impacts to a less-than-significant level. The proposed project does not include intersection improvements at other locations, nor does it preclude Caltrans or other agencies from pursuing

future offsite roadway improvement projects within their respective jurisdictions.

As described in Section 1.4.1 of the Final IS/ND, since preparation and circulation of the Draft IS/ND, Alt 2 has been revised to reflect public input and in consideration of environmental impacts, feasibility, and costs. The revised Alt 2 design includes a smaller footprint, resulting in reduced ROW acquisitions and reduced number of tree removals relative to the original design considered in the Draft IS/ND, among other reduced environmental impacts.

3.4.1.5 MR 5 – Roundabout Design Adequacy and Safety

Several comments were received that expressed concerns with roundabout safety. Caltrans has identified Alt 2 – Roundabout as the preferred alternative due to its ability to best fulfill the project purpose and need of reducing the potential for collisions and decreasing the severity of collisions that may occur. The Build Alternative designs were developed to meet established NCHRP standards required for trucks and buses to perform turns through the intersection, with design speeds below 25 mph, and ensuring adequate visibility and sightlines for drivers. This includes designing the roundabout to accommodate the California Legal Vehicle Truck (65-foot length); such vehicles will be able to make all roundabout turns including U-turns. Safety performance of each alternative was evaluated through the ISOAP, which included SPICE analysis identifying the roundabout as providing better safety performance than both a traffic signal and the existing stop-controlled condition, resulting in a lower future collision rate. Caltrans is also committed to providing additional site visits and outreach to refine the roundabout design and familiarize the public with project design and operation.

Caltrans will conduct site visits in Spring 2026 to review the intersection and adjacent properties. During these visits, Caltrans staff will discuss the proposed roundabout layouts with adjacent property owners to identify and understand any potential field issues that should be considered in the design refinements. By Fall 2026, Caltrans is expected to develop revised draft layouts for the preferred alternative. A public outreach meeting will also occur to share the draft plans with the community. Caltrans will create and maintain a portal link for the project to include general project information, schedule, latest status, documents, and related links. This will include videos to show

how the roundabout can be navigated by drivers, pedestrians, or cyclists. Roundabouts have been successfully implemented in both urban and rural environments and are often favored for their operational and safety benefits. This includes the SR 116/SR 121 roundabout, which was successfully constructed and has been operating effectively since late 2025.

Caltrans does not have enforcement authority or discretion with respect to traffic violations, including but not limited to excessive speed or driving under the influence of substances. The proposed roundabout would nonetheless be expected to reduce vehicle speeds by design, as it requires entry speeds of 25 mph or less, with associated signage to be provided in accordance with Caltrans Highway Design Manual, Chapter 400, Section 405.10.

3.4.1.6 MR 6 – Local Business Interruption

Several comments expressed concerns regarding potential adverse impacts on the gas station located in the northwest quadrant of the SR 116 and Green Valley Road intersection, as well as general business interruptions during construction.

Implementation of either proposed Build Alternative includes access points to and from the gas station and convenience store, Bridgeway Gas #2, located 100 feet northeast of the intersection at 4115 Gravenstein Highway N. Currently, there are no specific ingress and egress points along the property line of the gas station, and drivers can enter and exit this property at any point. Both proposed Build Alternatives include designs that incorporate a driveway on SR 116 and Green Valley Road, maintaining access to this facility. The proposed roundabout design does not include plans to construct or operate any facilities on the gas station property, nor does it propose any temporary work areas at this property. The proposed project does not include any land acquisitions of gas station property. The proposed project, therefore, would not result in any direct temporary or permanent physical impacts to the gas station and convenience store facilities. The proposed project does not propose the removal or relocation of gasoline pumps or any other ancillary facilities, nor does it propose reducing patron access that supports this local business.

In response to comments related to temporary disruption to the gas station's existing business, as described in the Final IS/ND in Section 1.4.1,

construction of Alt 2 – Roundabout is estimated to take approximately 6 months to complete. During construction, traffic will be managed by one-way traffic control in each direction. Access to the gas station business and all other driveways will remain open during construction. As described in Section 1.4.1, the construction scope will be divided into four quadrants, with temporary lane and shoulder closures, including the work on the central island, roadway, sidewalks, drainage improvements, and utility relocations.

Caltrans acknowledges that temporary traffic-related access limitations to Bridgeway Gas #2 may occur during the 6-month construction period. However, CEQA Guidelines Section 15382 states that a “significant effect” is a substantial adverse change in physical conditions, and economic or social change, by itself, is not recognized as a significant environmental effect; it may only be considered when used to determine the significance of a related physical change. Stated in another way, CEQA does not recognize social or economic changes as significant environmental effects, rather CEQA is designed to recognize reasonably foreseeable physical changes that would be caused by the project. It is speculative to assume that short-term detours or traffic delays resulting from the proposed project would indirectly result in a substantial number of lost customers, such that lost revenue would cause a physical change to the environment (e.g., dilapidation of the gas station). Caltrans asserts that short-term detours or traffic delays would not result in physical environmental changes and therefore are not recognized as a CEQA-significant impact. As described in the analysis provided within the Final IS/ND, no significant adverse direct or indirect impacts would occur, including those relevant to local businesses, such as air quality (e.g., increased idling), disruptive noise and vibration, or physical damage to gas station facilities. Nevertheless, Caltrans is committed to working with local business owners throughout the duration of this project to minimize short-term disruptions to customers. Caltrans is committed to maintaining access to local businesses, as feasible, and reducing any perceived economic or social effects, while ensuring clear communication and community support during all phases of implementation.

3.4.1.7 MR 7 – Noticing and Solicitation for Review and Comment on the IS/ND

Several commenters requested clarification as to the process for public notification and solicitation for comment on the proposed project, or

expressed dissatisfaction with the public outreach process. These comments included general and detailed feedback as to the mailed notices, public meeting held on Wednesday November 19, 2025, and general notification to the community.

As required by CEQA Guidelines Section 15072, Caltrans issued a Notice of Intent (NOI) to Adopt a Negative Declaration to the public and regulatory agencies. As further described in Section 3.3 of the Final IS/ND, Caltrans also filed a Notice of Completion for the Draft Environmental Document with the State Clearinghouse on November 7, 2025, in accordance with CEQA requirements. This filing began a 30-day public review and comment period that extended from November 7 to December 7, 2025, although Caltrans continued to accept public comments received through December 8, 2025.

Public notification included an advertisement published in *The Press Democrat* on Friday November 7, 2025, which summarized the proposed project and provided details about the Draft IS/ND, the Draft IS/ND review period, and information regarding where the environmental document could be reviewed and how to provide comment. In addition, hardcopies of the Draft IS/ND were made available for review at the Caltrans District 4 office, located at 111 Grand Avenue, Oakland, California, 94612.

An in-person open house was held on Wednesday, November 19, 2025, at 6:30 p.m. at the Graton Fire Department located at 3750 Gravenstein Highway N, Sebastopol, California. While CEQA does not require a public meeting to be held for an IS/ND, it does mandate a formal NOI be circulated and a public review period (typically 30 days, though not less than 20 days) during which written comments can be submitted (CEQA Guidelines §§ 15070–15075). Caltrans asserts that all CEQA lead agency noticing and public participation responsibilities during the public review process have been fulfilled.

Moving forward, Caltrans will continue to adhere to all procedural requirements of CEQA Guidelines. Following consideration of comments received on the Draft IS/ND, Caltrans has prepared this Final IS/ND, which includes responses to comments and revisions as appropriate. The Final IS/ND will be provided to the Caltrans decision-making body for its consideration prior to taking action on the proposed project. In addition,

Caltrans will hold an additional public meeting in fall 2026 to present and discuss the final roundabout design. Relevant project information, including key documents, schedules, and updates, will be maintained on the project website at https://engage.dot.ca.gov/greenvalleyreport, which will be updated as new information becomes available. Caltrans remains committed to a transparent environmental process and to working collaboratively with community members, stakeholders, and interested parties throughout the remainder of the CEQA process and project development.

3.4.1.8 MR 8 – Roundabout Bicycle and Pedestrian Safety

Several commenters provided comments regarding bicycle and pedestrian facilities and safety associated with the proposed project. Bicyclists and pedestrians currently ride or walk along the shoulders or the unpaved area beyond the paved shoulders; no designated bicycle facilities are in place. Presently, there are no paved sidewalks or marked crosswalks at the project site. Traffic management at the intersection is currently limited to stop signs on Green Valley Road, with left-turn lanes onto SR 116.

Additional details regarding pedestrian and bicycle facilities have been added to Section 1.4 of the Final IS/ND. The proposed roundabout would include 8- to 10-foot-wide shared-use raised paths in all four directions to accommodate both bicyclists and pedestrians. Bicyclists would be permitted to use the shared-use paths, with appropriate signage provided, and the preferred roundabout design would allow for future conversion to Class II bicycle lanes consistent with the Caltrans District 4 Bike Plan and the SCTA Bicycle and Pedestrian Master Plan. Pedestrians would also use the shared-use raised paths, which would be separated from vehicular traffic by a 2- to 3-foot landscape buffer. Marked crosswalks would be provided on all four legs of the roundabout and would include flashing beacon lights and overhead street lighting to enhance pedestrian visibility and safety.

Trails in the project vicinity are not located within Caltrans ROW, and existing bus stop locations are outside the project limits. Therefore, no direct trail or bus stop access improvements are proposed as part of the project. However, the proposed sidewalks and marked crosswalks within the project limits will improve pedestrian safety and accessibility for transit and trail users by providing safer connections across the intersection.

3.4.1.9 MR 9 – Mailer Corrections

Several commenters notified Caltrans regarding labeling errors identified on the mailers pertaining to street names. Caltrans appreciates commenters alerting Caltrans to the mislabeling of streets in mailed notices. Figures included in the Draft and Final IS/ND and presented at the public meeting include figures with correct labels. While Caltrans acknowledges that mislabeled streets may be perceived by reviewers as causing confusion, this error does not result in any substantive changes to the Final IS/ND and the corresponding analysis. Accordingly, Caltrans does not intend to recirculate additional mailers. No revisions to the Final IS/ND have been made in response to these comments.

3.4.2 Responses to Comments from Organizations and Individuals

Written comments were received from five self-identified organizations and 136 individuals during the public review period for the Draft IS/ND. The text of each public comment is presented below. Responses follow each comment. Text changes incorporated into the IS/ND resulting from the comments are summarized in the responses or described in the Master Responses references in the individual responses. Revisions made after the public review period are indicated by a vertical line in the margin of the Final IS/ND text, similar to the one shown to the left of this paragraph.

3.4.2.1 Comment O-1: Mia Champion, Champion Design

Comment O-1-1

A little background before I give my thoughts. I am a graduate from Cal Poly Pomona with a degree in Landscape Architecture. I born, raised, grew up and have lived in Sebastopol the majority of my life. Living between Occidental and Graton I frequent this area. Bridgeway gas is my preferred gas station and to do that I travel down Green Valley and cross over Hwy. 116. I also have many customers/clients that I travel to Forestville and outlying areas to visit. I travel that same route and turn North on Hwy.116 or at times come from Sebastopol.

I have had many experiences with round-a-bouts that work, like in Lake County along Hwy. 20 (2 location). I have also experienced a round-a-bout that is mediocre which is Hwy.36 outside Chester, CA. It is understandable that in some circumstances round-abouts make sense. They may cost more

to start with but the overall cost in 20 years is far less. Maintaining a light and using electricity has a continual cost.

This location in particular seems to me a light would be more effective. Very little traffic comes from Green Valley while most traffic is the north and south traffic on Hwy.116. Very few people make the left from Green Valley onto 116 south because it is a short section of road and there is a light at Muller and Hwy.116. Making a right going north is easy to do. The biggest challenge is making the left from Green Valley onto 116 North or making the left from 116 North onto Green Valley heading west. This can easily be handled by a light. The amount of land consumed by a round-a-bout is not needed in this area. If you'd really want to put a round-a-bout in a better location is Mirabel and River Road. This area is far more hazardous than Green Valley and Hwy.116. Thing to think about if you did put in a round-a-bout. What happens at the Terribe T (116 and Guerneville Road) What will you do there in the future? A light? Seems silly to come from a round-a-bout to a light a 1/4 mile down the road. Consistency is important for driver safety.

Response to Comment O-1-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 2 – Support for Signalized Intersection (Alt 1).

See response to MR 4 – Alternative Design Concepts or Offsite Improvements.

3.4.2.2 Comment O-2: Joe Dutton, Dutton Estate Winery

Comment O-2-1

I am writing to request that CalTrans installs the proposed traffic signal, the preferred safety and traffic management solution, rather than the proposed roundabout at the intersection of Highway I 16 and Green Valley Road.

As business owners operating along this corridor, we are deeply concerned about the extended construction timeline required for a roundabout. The multi-month disruption, lane closures, and detours would significantly impact on our customer access, deliveries, and daily business traffic. A traditional signalized intersection can be completed in a shorter and more controlled construction window, minimizing long-term harm to surrounding businesses.

Beyond construction impacts, the traffic patterns on Highway 116 and Green Valley Road are not compatible with a roundabout. This area is heavily used by large commercial vehicles traveling to and from Manzana Products and Traditional Medicinals, two major companies located on Green Valley Road. Their trucks routinely climb the uphill grade toward the proposed intersection. Heavy trucks ascending that slope require additional acceleration distance, wider turning radiuses, and predictable stopping points. A roundabout compromises all three.

Roundabouts can be effective in compact urban or town-center environments. However, this corridor carries fast-moving highway traffic, agricultural haulers, gravel trucks, and heavy commercial vehicles- not the quieter, lower-speed patterns where roundabouts excel.

For these reasons, we strongly urge CalTrans to install a traffic signal rather than a roundabout. It is the safer, more functional, and less disruptive solution for residents, businesses. and the vital commercial operations that rely on this route.

Response to Comment O-2-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 2 – Support for Signalized Intersection (Alt 1).

See response to MR 5 – Roundabout Design Adequacy and Safety.

See response to MR 6 – Business Interruption.

3.4.2.3 Comment O-3: Jordan Dutton, Dutton Ranch

Comment O-3-1

I am emailing on behalf of a surrounding local business to express our strong support for the installation of a traffic signal at the intersection of Highway 116 and Green Valley Road. Please see letter attached from our Owner, Steve Dutton [see Comment 0-5-1]. Our team believes that a traffic signal is the most effective solution to improve safety, manage traffic flow, and protect both residents and visitors who rely on this corridor every day. We appreciate your consideration and hope CalTrans will move forward with the signal option to ensure the long-term safety and efficiency of this intersection.

Response to Comment O-3-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 2 – Support for Signalized Intersection (Alt 1).

See response to MR 5 – Roundabout Design Adequacy and Safety.

See response to MR 6 – Business Interruption.

3.4.2.4 Comment O-4: Kylie Dutton, Dutton Estate Winery, Sebastopol Vineyards & Winery Corp

Comment O-4-1

I am emailing on behalf of a surrounding local business to express our strong support for the installation of a traffic signal at the intersection of Highway 116 and Green Valley Road. Please see letter attached from our Owner, Steve Dutton [see Comment 0-5-1]. Our team believes that a traffic signal is the most effective solution to improve safety, manage traffic flow, and protect both residents and visitors who rely on this corridor every day. We appreciate your consideration and hope CalTrans will move forward with the signal option to ensure the long-term safety and efficiency of this intersection.

Response to Comment O-4-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 2 – Support for Signalized Intersection (Alt 1).

See response to MR 5 – Roundabout Design Adequacy and Safety.

See response to MR 6 – Business Interruption.

3.4.2.5 Comment O-5: Steve Dutton, Dutton Ranch Corp

Comment O-5-1

I am writing to request that CalTrans installs the proposed traffic signal, the preferred safety and traffic management solution, rather than the proposed roundabout at the intersection of Highway I 16 and Green Valley Road.

As business owners operating along this corridor, we are deeply concerned about the extended construction timeline required for a roundabout. The

multi-month disruption, lane closures, and detours would significantly impact on our deliveries, and daily business traffic. A traditional signalized intersection can be completed in a shorter and more controlled construction window, minimizing long-term harm to surrounding businesses.

Beyond construction impacts, the traffic patterns on Highway 116 and Green Valley Road are not compatible with a roundabout. This area is heavily used by large commercial vehicles traveling to and from Manzana Products and Traditional Medicinals, two major companies located on Green Valley Road. Their trucks routinely climb the uphill grade toward the proposed intersection. Heavy trucks ascending that slope require additional acceleration distance, wider turning radiuses, and predictable stopping points. A roundabout compromises all three. As someone whose fleet of commercial trucks routinely uses this intersection to haul fruit to Manzana Products and wineries a traffic signal would be a much safer choice for my drivers, vehicles, and the general public.

Roundabouts can be effective in compact urban or town-center environments. However, this corridor carries fast-moving highway traffic, agricultural haulers, gravel trucks, and heavy commercial vehicles - not the quieter, lower-speed patterns where roundabouts excel.

For these reasons, we strongly urge CalTrans to install a traffic signal rather than a roundabout. It is the safer, more functional, and less disruptive solution for residents, businesses. and the vital commercial operations that rely on this route.

Response to Comment O-5-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 2 – Support for Signalized Intersection (Alt 1).

See response to MR 5 – Roundabout Design Adequacy and Safety.

See response to MR 6 – Business Interruption.

3.4.2.6 Comment O-6: North Coast Regional Water Quality Control Board

Comment O-6-1

Hello Daniel,

Attached please find the CEQA comment letter From the North Coast Regional Water Board and State Board. We appreciate the opportunity to work with Caltrans Staff on this and the pre-project consultation site visit. We are available for future discussions about the project. If you have any questions about our comments, please feel free to reach out to me.

Dear Daniel Chan,

On November 14, 2025, the North Coast Regional Water Quality Control Board (Regional Water Board) received an Initial Study with proposed Negative Declaration (draft IS/ND) from the California Department of Transportation (Caltrans) for the State Route 116 (SR 116) Green Valley Road Safety Improvements Project (Project). The draft IS/ND reviews and evaluates the impacts of two alternatives to improve safety at the intersection of Green Valley Road and SR 116. The draft IS/ND comment period requires submittal of comments no later than December 7, 2025. The Regional Water Board hereby submits the following comments.

Project Description

Caltrans proposes the Project on SR 116 in Sonoma County between postmiles 21.63 and R22.63. SR 116 is a two-lane conventional highway, and the intersection is controlled by stop signs only on Green Valley Road in both directions of travel. The Project alternatives propose to replace the stops signs with either a signalized intersection or roundabout. The signalized intersection would realign and widen the SR 116 and Green Valley Road intersection. The roundabout would construct an 180-foot-diameter roundabout shifted about 35 feet southwest of the existing intersection. Both alternatives would improve safety for the traveling public by reducing the potential and severity of collisions at the intersection.

Regional Water Board Permitting

The proposed Project will require a waste discharge requirement (WDR) under the Porter-Cologne Water Quality Control Act (Water Code, § 13000 et seq.). The Construction General Permit will also apply to the proposed Project.

Regional Water Board Comments:

Draft IS/ND Chapter 1 Proposed Project

Section 1.8: Permits and Approvals Needed. Table 3. Permits and approvals needed for Project, page 15.

Comment 1): Correct the permit/approval entitled “water” discharge requirement to “waste” discharge requirement.

Comment 2): Table 3 should include mention of compliance with the National Pollutant Discharge Elimination System Program (NPDES) and the Construction General Permit (CGP) as it is mentioned in other areas that Caltrans will enroll the project in this General Permit.

Response to Comment O-6-1

Thank you for your comments. Caltrans acknowledges and confirms the accuracy of the description of the project and the permitting landscape anticipated from the North Coast RWQCB (Water Board).

In response to Comment 1, Caltrans appreciates the corrections provided by the Water Board and has incorporated this edit into the Final IS/ND (see Chapter 1.9).

In response to Comment 2, Caltrans confirms that the proposed project would require a waste discharge requirement (WDR) under the Porter-Cologne Water Quality Control Act (Water Code, § 13000 et seq.) and CGP. Caltrans has incorporated these line items into Table 3 of the Final IS/ND (see Section 1.9).

Comment O-6-2

Comment 3): According to the Right of Way subsections under Section 1.4.1 Build Alternatives (pages 9 and 12), both alternatives would require Permits

to Enter and Construct from the County of Sonoma; these should be added to this section and Table 3.

Comment 4): According to a separate “Project Description” document submitted to the Regional Water Board, Section 1.7.2 Impacts on Vegetation (on document page 7) states that the Project may also require a tree removal permit from Sonoma County if trees greater than 4 inches in diameter at breast height will be removed from outside the Caltrans right-of-way. Both alternatives identify numerous trees to be removed, therefore this permit should likely be added to the table.

Response to Comment O-6-2

In response to Comments 3 and 4, Caltrans appreciates the comments and the opportunity to clarify the project’s permitting framework. Caltrans is coordinating with Sonoma County regarding project access, tree removal, and construction activities as part of interagency coordination and good-faith collaboration. However, County permits do not supersede State jurisdiction. As a State agency acting within its statutory authority, Caltrans is not required to obtain County approvals to implement the proposed project. Coordination with Sonoma County is being conducted to minimize potential impacts and facilitate communication, not because County authorization is required. For this reason, Table 3 will not be revised to suggest County discretionary approval.

Comment O-6-3

Draft IS/ND Chapter 2 CEQA Evaluation

Section 2.1: CEQA Environmental Checklist. Second paragraph, page 16 – “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 Best Management Practices 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.”

Comment 5): The Regional Water Board recommends that project features which are standardized measures should be considered mitigation. Under CEQA, mitigation is defined as avoiding, minimizing, rectifying, reducing, and

compensating for any potential impacts (CEQA 15370). Per Lotus vs. Department of Transportation (2014) 223 Cal.App.4th 645 (Lotus) and California Code of Regulations, Title 14 Section 15370, significance determinations should be made prior to inclusion of avoidance and minimization measures. If a Project's impact is considered significant, mitigation measures are applied to reduce impacts to be less-than-significant. Avoidance and minimization measures should only be used when the impacts addressed are not inherently significant.

Response to Comment O-6-3

Thank you for the recommendation regarding the treatment of standardized Project Features (PFs). In the Draft IS/ND, PFs are standard Caltrans design and construction practices incorporated into most if not all projects irrespective of environmental setting. These features are part of the proposed project as designed and were not developed to reduce the severity of any specific significant impact from this project.

No revisions are proposed to reclassify standardized PFs as mitigation or to alter the significance determinations in response to this recommendation.

Comment O-6-4

Section 2.1 CEQA Environmental Checklist, third paragraph, page 16 – "'No Impact' determinations in each section are based on the scope, description, and location of the proposed project as well as the appropriate technical report (bound separately in Volume 2), and no further discussion is included in this document."

Comment 6): The Regional Water Board recommends including supporting information from technical studies instead of referencing them in a line of text before the significance determinations. The CEQA process is intended to facilitate public participation; referencing these studies while making them an additional document request is an unnecessary obstacle to the intended transparency of the process.

Response to Comment O-6-4

The Draft IS/ND relies on supporting technical studies that are incorporated by reference and available for public review, consistent with CEQA Guidelines. This approach allows the document to remain clear and focused

while still providing access to the detailed analyses that support the significance determinations. The document is considered adequate for public disclosure, and no changes are proposed in response to this comment.

Comment O-6-5

Section 2.1.4 Biological Resources, Question a), Less that Significant Impact, page 31 and California Red-legged Frog (CRLF), second paragraph, page 34 – "Caltrans has concluded that this project may affect, and is likely to adversely affect, CRLF. The implementation of Project features and AMMs will reduce the likelihood of take to occur. However, not all adverse effects and potential for take would be eliminated as disturbance of marginally suitable upland and dispersal habitat is essential to the Project. The Project may result in direct temporary effects on both suitable upland dispersal habitat and individual CRLF if they were to occur within the project area during construction."

Comment 7): The Regional Water Board recommends a significance determination of Less than Significant Impact with Mitigation Incorporated. Caltrans has determined that the Project "may affect, and is likely to adversely affect" California red-legged frog. Avoidance and minimization measures are not sufficient to reduce the potential for take and Caltrans initiated formal consultation with the U.S. Fish and Wildlife Service for a Biological Opinion. By seeking a permit for potential impacts, and abiding by AMMs and permit conditions, the Project is mitigating the impact to a less than significant level and should be stated as such.

Response to Comment O-6-5

See response to Comment O-6-4. Caltrans recognizes the Water Board's recommendation.

Comment O-6-6

Because much of the technical discussion for Section 2.1.4 Biological Resources is referred to the Natural Environment Study (NES), comments on this document are as follows.

NES Chapter 1 Introduction

Figure 1-2A, Maps 2 through 5; Roundabout Alternative Project Footprint, Elements and Biological Study Area (BSA), pages between 1-4 and 1-5.

NES Comment 8): The red-lined boundary in this figure should be identified in the map legend.

Figure 1-2B, Maps 1 through 5; Signal Alternative Project Footprint, Elements and BSA, pages between 1-4 and 1-5.

NES Comment 9): This figure should include the BSA boundary.

Figures 1-2A and 1-2B, all Map pages.

NES Comment 10): The Regional Water Board recommends adding the mapped drainage features in their entirety to both figures, so the location of the project footprint of each alternative will depict impact and avoidance of each feature.

Response to Comment O-6-6

Comments provided by the Water Board regarding suggested edits to the figures included in the NES are noted. No revisions to the figures included in the NES have been made in response to this comment.

Comment O-6-7

NES Section 1.3.1 Pre-Construction Site Preparation, third paragraph, page 1-5 – “The project would reseed or plant locally native species to revegetate disturbed areas. Replacement planting would include a minimum 1-year plant establishment period. A truck-watering irrigation system will be used during this period based on type of plants and season.”

NES Comment 11): For any impacted waters of the state or riparian areas the application package for the Project’s WDRs should include this and other details in support of a restoration plan for temporary impacts. In accordance with the State Wetland Definition and Procedures for Discharges of Dredge or Fill Material to Waters of the State (Procedures), “In all cases where temporary impacts are proposed, a draft restoration plan that outlines design, implementation, assessment, and maintenance for restoring areas of temporary impact to pre-project conditions. The design components shall include the objectives of the restoration plan; grading plan of disturbed areas

to pre-project contours; a planting palette with plant species native to the area; seed collection locations; and an invasive species management plan. The implementation component shall include all proposed actions to implement the plan (e.g., re-contouring, initial planting, site stabilization, removal of temporary structures) and a schedule for completing those actions. The maintenance and assessment components shall include a description of performance standards used to evaluate attainment of objectives; the timeframe for determining attainment of performance standards; and maintenance requirements (e.g., watering, weeding, replanting and invasive species control).” For revegetation of disturbed soil areas in uplands please comply with the Construction General Stormwater NPDES permit standards.

Response to Comment O-6-7

Caltrans acknowledges the Water Board’s comment pertaining to the level of detail requested for a restoration plan to address temporary impacts to waters of the state, riparian areas, and upland disturbed soils. At this time, a project-specific restoration plan has not been prepared, as design details necessary to support a detailed plan have not yet been finalized.

General revegetation measures are described in NES Section 1.3.1 to disclose the anticipated approach for restoring temporarily disturbed areas. A detailed restoration plan, consistent with applicable regulatory requirements, would be prepared during the PS&E phase, when final project design, impact footprints, and construction methods are further refined.

The restoration plan would be developed, as applicable, in coordination with the appropriate regulatory agencies and would address restoration objectives, implementation measures, and maintenance consistent with permit requirements, including those related to temporary impacts and stormwater management.

Comment O-6-8

NES Section 1.3.7 Right of Way, first paragraph, page 2-1 – “There is a known fuel hydrocarbon groundwater plume within the Project Area originating from a commercial service station located at the northeast corner of the intersection. The proposed alternatives will be designed in such a way to avoid this station.”

NES Comment 12): Because the Project proposes excavation depths of up to eight feet and pile-drilling of up to fourteen feet, and because work within the compacted road-lens may occur year-round, the Project may be required to have a plan for encountering and dewatering contaminated groundwater and proper disposal thereof. Consultation with Regional Water Board staff overseeing groundwater cleanup for CASE #: 1TSO249 may be advised to ensure your project does not impact contamination or cleanup efforts. Link to case in Geotracker: GeoTracker https://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0609700188

Response to Comment O-6-8

Caltrans acknowledges the comment regarding the presence of a known hydrocarbon groundwater plume within the project area and the potential need for procedures related to encountering contaminated groundwater during construction. This comment is noted.

Caltrans is committed to coordinating with regulatory agencies, as appropriate and as required, during project development and implementation to avoid adverse effects on existing contamination and ongoing cleanup efforts. Any necessary measures related to groundwater management and disposal would be addressed, consistent with applicable regulations and permit requirements.

Comment O-6-9

NES Chapter 3 Environmental Setting

NES Figure 3-1, Vegetation Types and Aquatic Resources, Maps 1 through 5, pages between 3-3 and 3-4.

NES Comment 13): Culverted features should be added to the map legend for this figure. Greater distinction between representations of existing drainages and waters of the state would also improve understanding; these features' colors are very similar.

NES Chapter 4 Results: Biological Resources, Discussion of Impacts and Mitigation

Figure 4-1A Roundabout Alternative, Potential Impacts to Vegetation Types and Aquatic Resources, Maps 2 and 3, pages between 4-4 and 4-5.

NES Comment 14): Culverted features should be added to the map legend for this figure.

NES Section 4.1.3. Wetlands and Other Water of the United States, 4.1.3.1 Survey Results, Table 4-2. Aquatic Resources within the Study Area, page 4-8.

NES Comment 15): The Regional Water Board recommends depicting the feature identifications in Table 4-2 as labels for the aquatic resources depicted on Figures 3-1 and 4-1. Example: from table 4-2 features D-1, D-2 where are these on any of the included maps? They should be identified along with the culverts. In section 4.1.3 Caltrans discusses jurisdictional waters of the state so it may be more appropriate for the title of this section to include “other waters of the United States and state of California”. Maps that depict jurisdictional features such as waters of the US, jurisdictional wetlands, non-wetland “other” waters of the state and non-jurisdictional features such as stormwater BMPs, should label them as such. Maps included such as 1-3 and 4-1A and B should clearly identify the jurisdictional waters of the state since the Regional Water Board had previously determined their jurisdiction rather than just listing them as “drainage”.

NES Section 4.1.3.2 Project Impacts, page 4-9 – “Both the signal and roundabout alternatives would result in the relocation of the roadside ditches deemed jurisdictional by North Coast Regional Water Quality Control Board. The signal alternative would impact up to 506 linear feet of jurisdictional ditch, while the roundabout would impact up to 100 linear feet of jurisdictional ditch. However, impacts would be considered temporary as new roadside ditches would need to be constructed to convey stormwater runoff and the ditches would be replaced in kind. The exact amount of replacement ditch will be determined in the design phase.”

NES Comment 16): Temporary and permanent impacts will be determined with the final design and quantity of replacement ditch proposed in the application package of the Project’s WDR. If the difference between impacted ditch and constructed ditch results in an overall loss of linear feet, this loss may be considered a permanent impact.

Chapter 5 Permits, Laws, Regulations, and Conclusions

Section 5.4 Wetlands and Other Waters Coordination Summary, first paragraph, page 5-2 – "The State Water Resources Control Board consists of various regional water quality control boards (RWQCBs); the North Coast RWQCB regulates waters of the state in the BSA."

NES Comment 17): The State Water Resources Control Board and the nine Regional Water Quality Control Boards, collectively the Water Boards, are semiautonomous and regulate water quality within their jurisdiction. The North Coast Regional Water Quality Control Board will regulate the Project's impacts to waters of the state.

Section 5.4 Wetlands and Other Waters Coordination Summary, second paragraph, page 5-2 – "Waters of the U.S. and waters of the state may include navigable waters such as streams and rivers and other waters with a hydrologic connection to navigable water bodies (wetlands, backwaters, sloughs, marshes) including up to the OHWM. In addition, waters of the state may include "isolated" waters and wetlands that may not be jurisdictional under Section 404 of the CWA. A Section 404 permit may be necessary if a project will result in the fill or dredging of waters under USACE jurisdiction."

NES Comment 18): The Regional Water Board recommends edits to better distinguish between USACE and Water Boards' jurisdictions. The terms "waters of the U.S." and "ordinary high-water mark" (OHWM) are federal terms. Waters of the state are defined in the Porter-Cologne Water Quality Control Act as "any surface or groundwater, including saline waters, within the boundaries of the state." All waters of the U.S. are also waters of the state, so waters of the U.S. are a subset of waters of the state. Water Boards' jurisdiction for waters of the state may extend to an area beyond the federal OHWM where Project activities may impact beneficial uses of water.

Response to Comment O-6-9

In response to Comment 13, regarding map symbology and the depiction of culverted features on Figure 3-1, this comment is noted. Figure 3-1 is intended to present a general overview of vegetation types and aquatic resources within the BSA and is not intended to serve as a jurisdictional delineation map. The existing symbology is considered sufficient for the

purpose of describing environmental setting. No revisions to the figure or legend are proposed in response to this comment.

In response to Comment 14, the recommendation to include culverted features in the legend for Figure 4-1A is noted. Figure 4-1A is intended to illustrate the general relationship between the Roundabout Alternative and nearby biological resources and does not depict all drainage infrastructure or jurisdictional distinctions in detail. The figure is considered adequate to support the impact analysis presented. No revisions are proposed in response to this comment.

In response to Comment 15, the Water Board's comments regarding labeling of aquatic resource features, section titling, and clarification of jurisdictional status on maps are noted. The Initial Study includes Table 4-2 to summarize aquatic resources identified within the study area and provides descriptive discussion of jurisdictional waters in Section 4.1.3. Figures included in the document are intended to support the environmental analysis at an appropriate level of detail and are not intended to function as regulatory delineation exhibits.

Jurisdictional determinations and regulatory requirements applicable to waters of the state would be addressed through coordination with the appropriate agencies during project permitting. No changes to figure labeling, section titles, or map symbology are proposed in response to this comment.

In response to Comment 16 regarding the distinction between temporary and permanent impacts associated with roadside ditch relocation is noted. As described in the IS/ND, impact estimates are based on the level of detail available at this stage of project design. Final quantities and design details, including the extent of replacement features, would be refined during final design and addressed as part of the WDR application, as applicable. The conclusions presented in the IS/ND are based on the current conceptual design and remain appropriate for CEQA purposes. No revisions are proposed in response to this comment.

In response to Comment 17, clarifying the organizational relationship and regulatory roles of the State Water Resources Control Board and the RWQCBs, this comment is noted. The IS/ND appropriately identifies the North Coast RWQCB as the agency responsible for regulating impacts to

waters of the state within the project area. No revisions to the NES are proposed in response to this comment.

In response to Comment 18, distinctions between federal and state jurisdiction, including the definitions of “waters of the U.S.,” “ordinary high-water mark,” and “waters of the state” under the Porter-Cologne Water Quality Control Act, is acknowledged. The IS/ND recognizes that waters of the state include all surface and groundwater within California and that Water Boards’ jurisdiction may extend beyond federally defined waters where project activities could affect beneficial uses.

The discussion in Section 5.4 is intended to provide a general overview of applicable regulatory frameworks rather than an exhaustive jurisdictional analysis. Coordination with the appropriate regulatory agencies and compliance with all applicable permitting requirements would occur during project implementation. No revisions to the document are proposed in response to this comment.

Comment O-6-10

Section 2.1.9 Hazards and Hazardous Materials, Environmental Consequences, d) Less than Significant, page 41 – “The project may encounter contaminated groundwater from a previously leaking underground fuel tank at the gas station on the northeast of the intersection. Caltrans special provisions for investigation, characterization, and disposal (PF-HAZ-02 and PF-HAZ-03) would reduce the risk of worker and public exposure to a less-than-significant level.”

Comment 19): The Regional Water Board recommends that Caltrans consult with Regional Water Board staff who oversee the groundwater protection and cleanup at the cleanup site (information linked above) during project development. Groundwater protection and permitting would be outside the scope of the WDRs permit for impacts to surface waters. Authorization for work that may impact groundwater or interfere with ongoing groundwater cleanup or requirements for addressing what to do if you encounter contaminated groundwater needs to be handled by the Regional Water Board’s groundwater protection unit (Case file linked above).

Response to Comment O-6-10

Caltrans acknowledges the Water Board's recommendation to coordinate on the topics of groundwater protection and cleanup. As described in Section 2.1.9, the project would implement Caltrans standard special provisions for the investigation, characterization, and disposal of contaminated materials, which are intended to reduce potential risks to workers and the public. Any additional coordination or permitting related to groundwater protection or cleanup would be addressed, as appropriate, through existing regulatory processes during project development and construction. No revisions to the document are proposed in response to this comment.

Comment O-6-11

Because the technical discussion for Section 2.1.10 Hydrology and Water Quality is referred to the Water Quality Study, this document was obtained for review and informed comments below on the draft IS/ND.

Section 2.1.10 Hydrology and Water Quality, Question c) parts (i-iii), No Impact, page 42.

Comment 20): The draft IS/ND references the Project's Water Quality Study but does not explicitly quantify the area of new impervious surface proposed for each Project alternative. Quantities for each alternative should be identified, and because both Project alternatives would increase the impervious surface area as identified in the Water Quality Study, a rationale to support the "No Impact" significance determination should be provided.

Response to Comment O-6-11

The comment regarding quantification of impervious surface and the significance determination for hydrology and water quality is noted. The IS/ND references the Water Quality Study to support its analysis and conclusions, which are based on conceptual project design information available at this stage. Detailed quantities, including precise impervious surface calculations for each project alternative, would be refined during the PS&E phase following project approval. Stormwater drainage design and water quality treatment measures would also be developed at that time to ensure compliance with applicable regulatory requirements. The "No Impact" determination reflects the level of detail appropriate for the IS/ND and the assumption that the project would be implemented in accordance with

applicable design standards and stormwater management requirements. No revisions to the IS/ND are proposed in response to this comment.

Comment O-6-12

Draft IS/ND, Appendix B Summary of Project Features and Avoidance, Minimization, and/or Mitigation Summary

Project feature PF-WQ-01: Compliance with Water Quality Permits and Programs, page 67:

a) “The Project will comply with the provisions of the National Pollutant Discharge Elimination System (NPDES) Permit and Waste Discharge Requirements for Caltrans Order No. 2020-0033-DWQ, NPDES No. CAS00003, for projects that result in a land disturbance of one acre or more, and the Construction General Permit (Order 2009 – 0009-DWQ), and any subsequent permits in effect at the time of construction.”

b) “Since the Project has an approved Project Initiation Report prior to January 1, 2023, it will be ‘grandfathered’ and can continue to apply one-acre minimum threshold of the 2012 Caltrans Permit.”

c) “As a component of the CGP, the Project will prepare and implement a SWPPP to address all construction related activities, equipment, and materials that have the potential to impact water quality. The SWPPP will identify the sources of pollutants that may affect the quality of stormwater and include BMPs to control the pollutants, such as sediment control, catch basin inlet protection, construction materials management and non-stormwater BMPs.”

Comment 21): The Order and NPDES Nos. of the Caltrans Statewide Stormwater Permit Order are incorrect. The Regional Water Board recommends the following citation for this Order: “NPDES Statewide Stormwater Permit and WDRs for State of California Department of Transportation, (Order 2022-0033-DWQ; NPDES No. CAS000003)”, effective January 1, 2023. Also, the reissued CGP can be cited as follows: NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (General Permit; Order 2022-0057-DWQ; NPDES No. CAS000002)”, effective September 1, 2023.

Response to Comment O-6-12

Citations referenced within project feature PF-WQ-01 have been corrected in the Final IS/ND (Appendix B).

Comment O-6-13

Comment 22): The Regional Water Board recommends either removing or clarifying the statement regarding the Project's "grandfathered" status to apply a "one-acre minimum threshold" from the NPDES Statewide Storm Water Permit WDRs for State of California Department of Transportation (Order 2012-0011-DWQ, NPDES No. CAS000003), effective July 1, 2013. This Order was replaced by Order 2022-0033-DWQ. Furthermore, the Water Quality Study quantifies new impervious surface area for both alternatives as greater than or equal to one acre. It is therefore unclear how "grandfathering" applies to the Project given the statement implies that the Project's impacts are less than one acre.

Comment 23): The Regional Water Board recommends parsing discussion of compliance with the Caltrans Statewide Stormwater Permit Order and CGP in PF-WQ-01 to avoid potential confusion or conflation of permit requirements.

Thank you for providing the opportunity for the Regional Water Board to comment on this draft IS/ND. If you have any questions or comments or would like to discuss these recommendations, please contact Environmental Scientist, Susan Stewart at Susan.Stewart@waterboards.ca.gov or Sr. Environmental Scientist, Gil Falcone at Gil.Falcone@waterboards.ca.gov.

Response to Comment O-6-13

In response to Comment 22, Caltrans appreciates this comment and correction. Caltrans has removed the statement regarding the project's "grandfathered" status to apply a "one-acre minimum threshold" from the NPDES Statewide Storm Water Permit WDRs for State of California Department of Transportation (Order 2012-0011-DWQ, NPDES No. CAS000003), effective July 1, 2013.

Comment 23 regarding clarification of PF-WQ-01 and distinguishing requirements under the Caltrans Statewide Stormwater Permit and the Construction General Permit is noted. The existing text is considered

adequate for the level of detail appropriate to the IS/ND, and no changes to the document are proposed in response to this comment.

3.4.2.7 Comment O-7: Emily Shartin, Sonoma County Bicycle Coalition

Comment O-7-1

The Sonoma County Bicycle Coalition supports the construction of a roundabout at Highway 116 and Green Valley Road in Graton as a means of slowing traffic and eliminating crash points.

We would like this roundabout design to include facilities for cyclists. We understand that the Caltrans District 4 Pedestrian and Bicycle Branch has recommended 6’ shoulders throughout the project, which could be converted into bike lanes in line with future plans for the highway. We don’t see these shoulders in your renderings and ask for their inclusion.

Additionally, there should be ramps connecting the shoulders to the sidewalks so cyclists can use the sidewalks to navigate the roundabout if they choose. There will be cyclists who are confident enough to ride through the roundabout, but others will feel more comfortable in a more protected space.

We understand that bike facilities in this area are currently minimal, but Sonoma County is working to finalize its Active Transportation Plan, which does include bike lanes on Highway 116. It would be a waste if a large construction project like this did not help to advance those plans.

Lastly, we are disappointed not to have been notified about (and therefore to have missed) the public meeting on this project in November and ask to be included as stakeholder in Caltrans projects in Sonoma County moving forward. Thank you for your consideration.

Response to Comment O-7-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 7 – Noticing and Solicitation for Review and Comment on the IS/ND.

See response to MR 8 – Roundabout Bicycle and Pedestrian Safety.

Caltrans acknowledges the Sonoma County Bicycle Coalitions request to be added to Caltrans' permanent list of interested stakeholders for noticing on future Caltrans projects located in Sonoma County.

3.4.2.8 Comment I-1: Leslie Ades

Comment I-1-1

Sorry for late response One of my kids was married on Saturday so I was quite busy recently.

1. I vote for roundabout. Safer traffic flow and drivers will not "run" through as they can with a traffic light.

2. Better looking that another light.

3. No electrical needed, no power issues.

Thank you for your consideration.

Response to Comment I-1-1

See response to MR 1 – Selection of Preferred Alternative.

3.4.2.9 Comment I-2: Kathy Avilla

Comment I-2-1

Regarding a roundabout VS 4-way stop: I vote for the roundabout. Drivers will and do run through stop signs out here. I've lived on the north side of Greenvalley Rd on Ross road since 1983. I cannot tell you how many times I've witnessed drivers going through the 4-way stop at Ross and Greenvalley roads without stopping. Also, I honestly believe drivers these days don't know the rules for simultaneous cars taking turns at a 4-way stop. The roundabout will keep traffic flowing without cars driving straight through. I believe it will assure safety. Thank you for considering my vote.

Response to Comment I-2-1

See response to MR 1 – Selection of Preferred Alternative.

3.4.2.10 Comment I-3: Felicia Bander

Comment I-3-1

I would much prefer a traffic circle to a signal. I live off of Ross Station Rd; I traverse this intersection many times/week. I sincerely hope that this is the choice that is agreed upon; stopping traffic there would be so much worse that the orderly cooperation of drivers at a traffic circle that would allow a more steady flow of traffic.

Response to Comment I-3-1

See response to MR 1 – Selection of Preferred Alternative.

3.4.2.11 Comment I-4: Susan Barnes

Comment I-4-1

Dear CalTrans Reps and other officials - I would like to support and amplify the comments of my neighbor Terry Winter. I believe the roundabout is a great solution for what now is a dangerous intersection. There's a lot of truck traffic that blocks visibility in many directions and summer tourism makes for the traffic impacts more dangerous. The roundabout would slow traffic down, but not stop traffic flow. The visibility problem would be solved I would increase safety.

I support the proposed change.

Response to Comment I-4-1

See response to MR 1 – Selection of Preferred Alternative.

3.4.2.12 Comment I-5: Allison Benelli

Comment I-5-1

My preference on the proposed traffic light vs. round-a-bout at green valley road and 116 would be traffic light. Green valley road does not have constant vehicles and a round about would unnecessarily slow down a major rural highway. A light would allow traffic to keep moving except when someone is there. Also there are many trucks and heavy equipment coming from the quarries that would be negatively affected by a roundabout. It's also consistent with the rest of the highway which has lights at mueller and Graton rd. Also, people here really struggle with roundabouts as we are not

accustomed to them. The one that was just installed between Napa and Sonoma is for many people challenging and confusing. A light would've been a far greater improvement. Please consider putting a light to keep traffic flowing, consider the vehicles in our rural area and keep driving simple and expected.

Response to Comment I-5-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 2 – Support for Signalized Intersection (Alt 1).

See response to MR 5 – Roundabout Design Adequacy and Safety.

3.4.2.13 Comment I-6: Jo Bentz

Comment I-6-1

I live in Graton on Graton Road and use the Hwy116-Green Valley Road intersection many times a week. It is dangerous, mainly because of the high speed of traffic on 116.

I would really like to see a roundabout there, not a signal. The traffic crossing 116 at Green Valley is less than Mueller and Graton Roads, where there are already signals. A roundabout would slow down the 116 traffic and allow safe mergers from Green Valley Road.

Thank you for allowing these comments.

PS-Another terrible intersection is High School Road and Occidental Road. Very dangerous. I have seen so many near accidents there.

Response to Comment I-6-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 4 – Alternative Design Concepts or Offsite Improvements.

See response to MR 5 – Roundabout Design Adequacy and Safety.

3.4.2.14 Comment I-7: Deena Berens

Comment I-7-1

I was at the meeting last night. I have a few comments.

1. The light at 116 and Vine Hill Road is fairly new and did not require cutting down many trees or additional lanes and sidewalk. Works just fine and did not disturb the surrounding landscape. Why wouldn't something similar work for 116 and Green Valley?

2. Since the project won't possibly happen until 2028, we need something sooner. How about a flashing red stop sign on the west side of Green Valley, since that seems to be the stop sign missed most often. Also clearing away some of the brush on the south side of the road around the sign.

3. Addition of a crosswalk with a flashing warning light on 116 North and South.

Thank you for your consideration.

Response to Comment I-7-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 3 – General Support or Opposition of Alternatives (Either Build Alternative or the No-Build (No-Action) Alternative.

See response to MR 4 – Alternative Design Concepts or Offsite Improvements.

3.4.2.15 Comment I-8: Ellen Brand

Comment I-8-1

As a person who uses this intersection several times a day, I welcome any improvement at this site. It is impossible to safely cross this intersection on Green Valley Road, and I believe a roundabout or a signal would make my life much easier and the intersection much safer.

I prefer the roundabout option because I know slowing down the traffic but allowing it to flow would be the safest, and best alternative for this site. Roundabouts are new for many people but easy to use once they are experienced.

Response to Comment I-8-1

See response to MR 1 – Selection of Preferred Alternative.

3.4.2.16 Comment I-9: Tony Bryhan

Comment I-9-1

My wife and I support modernizing California highways, roads and streets with roundabouts.

We've driven thousands of miles in Europe over decades. Roundabouts are a practical solution for timely and efficient transportation.

Response to Comment I-9-1

See response to MR 1 – Selection of Preferred Alternative.

3.4.2.17 Comment I-10: Francois A. Bush

Comment I-10-1

As a resident and homeowner just down the way from the SR 116 (Gravenstein Hwy) and Green Valley Road intersection near Graton, I appreciate that CalTrans is looking for solutions for this occasionally dangerous intersection. I also appreciate that CalTrans is looking beyond the old "typical" signalized intersection and is considering putting in a round-a-bout. My family of five are all drivers but we are also all cyclists, and as cyclists, I think the roundabout design is much safer than the current 2-way stop sign or if a traffic signal is put in place at this intersection.

I have reviewed the Mitigated Negative Declaration for the project and feel that the information provided in that document further points to a roundabout being a less intrusive solution overall compared to a signalized intersection.

I also attended the public meeting on the proposed upgrades to the intersection held at the Graton Fire Department on November 19. While the meeting was a bit unorganized and relatively heated (from the grumpy ppl in attendance), I appreciated that CalTrans reached out to the community for this discussion.

Response to Comment I-10-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 7 – Noticing and Solicitation for Review and Comment on the IS/ND.

See response to MR 8 – Roundabout Bicycle and Pedestrian Safety.

Comment I-10-2

The main pros I see for installing a roundabout at the intersection rather than signalizing the intersection are as follows:

- Slows traffic down on Hwy 116, where ppl are often driving well above the posted speed limit of 45 mph
- Would likely slow traffic somewhat going up and down Green Valley Road where the posted speed limit is 35 mph
- easier to cross both roads for pedestrians
- easier to cross Hwy 116 for cyclists
- more in tune with the rural nature of this portion of Scenic Hwy 116 (the last traffic light going north from Sebastopol is at Vine Hill Road) and the next traffic light is over ten miles away in Guerneville, CA)
- Far less likely to have broadside collisions (crashes / "accidents") than either the 2-way stop or signalized intersection, and the impacts of potential collisions will be far less than broadside or "head on" collisions that are NOT adequately controlled by the current or proposed signalized intersections.
- Do not cause traffic to "stop and idle" unnecessarily, reducing exhaust emissions to nearby residential properties
- Work better in the case of emergency such as evacuations which have been required in the past due to "wildfire risks"
- Better for the overall environment, especially considering the current intersection appears to be large enough as is to install an appropriate-sized roundabout, and based on the MitNegDec information, would require fewer trees to be removed and fewer adjacent properties to be obtained/accessed for the highway and roundabout right-of-way.

- Lower overall maintenance and energy costs as signal maintenance and power is a "back-end" cost that is not always taken into consideration.

Response to Comment I-10-2

See response to MR 1 – Selection of Preferred Alternative.

Comment I-10-3

On a personal note, I have lived in this area since 2001 and saw the signals get installed at Graton Road and 116 as well as Vine Hill Road and 116, and have also seen the issues with the Occidental Road and 116 as the traffic in and out of and around Sebastopol has gotten heavier. The Graton and Vine Hill Rd signals work "ok" for now, but the Occidental Road /116 signal has been a pretty perfect example of the limitations of a signalized intersection. Due to issues with ppl turning left off Occidental onto 116, whether going northbound or southbound onto the highway, the signals have now had to act more like 3-way signals, with Hwy 116 getting green lights north and southbound, but with Occidental Road requiring separate green lights for the east- bound and west-bound traffic, causing more backed up stopped and idling traffic on both Hwy 116 and those travelling the opposite way on Occidental Rd. Seems to me that the same issue will likely happen at some point at both Graton and Vine Hill Roads, and would likely also happen at Green Valley Road if a signal was placed at this intersection.

Another issue with signalized intersections vs. a roundabout is the driver speeding up to make the light issue - where drivers don't want to be stuck behind a "slow to change" traffic light, whether approaching the light from the main thoroughfare (Hwy 116) or from the secondary side streets. There's no reason to "gun it" when approaching a roundabout, which is safer all around.

Again, appreciate that CalTrans is considering a roundabout for this intersection. I have seen the work you've done at various other State highways, including the 116/121 intersection near Sonoma, and found those to be well designed and far more efficient than signalized intersections. Please keep looking forward to these sort of innovative ideas for creating safer and more efficient traffic alternatives.

Response to Comment I-10-3

See response to MR 1 – Selection of Preferred Alternative.

3.4.2.18 Comment I-11: Ariana Canova-Grant

Comment I-11-1

First, please please install a roundabout at the SR-116 and Green Valley Road intersection!

Second, thank you for considering improvements for this intersection. I have spent my whole life (of 43 years!) traveling through this intersection and it has only become more concerning over time with the significant increase in traffic and increasingly distracted drivers. I cross this intersection upwards of 6 times a day to bring our young kids to and from school so I am very pleased that changes are coming.

Also, although we are less familiar with roundabouts, I have trust in people to learn how to use them. The few times I have been in Healdsburg and used the roundabout to get into downtown, it has been a joy to see traffic flowing instead of sitting.

I would also strongly suggest replacing the stop light at SR-116 and Mueller/Vine Hill with a roundabout as well. There are an excessive, but necessary, amount of stop lights along SR-116 between Sebastopol and Forestville. I feel like some of the more minor intersections could use roundabouts in lieu of stop lights and more roundabouts could be added to slow traffic and improve safety (think Oak Grove as parents try to go to/frim school).

Response to Comment I-11-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 4 – Alternative Design Concepts or Offsite Improvements.

See response to MR 5 – Roundabout Design Adequacy and Safety.

3.4.2.19 Comment I-12: Don and Brenda Carpenello

Comment I-12-1

We love the idea of a roundabout at Hwy 116 and Green Valley Rd. Would keep speeds down and traffic flowing!

Response to Comment I-12-1

See response to MR 1 – Selection of Preferred Alternative.

3.4.2.20 Comment I-13: Ernie Carpenter

Comment I-13-1

Dear Mr. Chan,

I attended the meeting at the Graton Firehouse regarding the safety project above. I attended with an open mind, with questions. Generally, I like roundabouts and attended the Forestville meeting at the school library some months ago. I support the roundabout installation at Mirabel and 116. It will calm traffic, slow gravel trucks and have much less impact as it is a “T situation" with no cross street.

Response to Comment I-13-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 3 – General Support or Opposition of Alternatives (Either Build Alternative or the No-Build (No-Action) Alternative).

Comment I-13-2

Disappointment at the meeting

There was no parking at the fire station when I arrived at 625 p.m. Full up, necessitating that one park along Highway 116 and walk in the dark on the edge line with passing traffic on a major unlit highway to the meeting. Forestville, by contrast, had plenty of parking. There was no podium, microphone, or person to mediate and ensure a good flow. Questions could not be heard, and staff often did not speak clearly, so the audience could not hear. Citizens noted throughout the meeting that speakers could not be heard.

Response to Comment I-13-2

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 7 – Noticing and Solicitation for Review and Comment on the IS/ND.

Caltrans acknowledges the commenter's disappointment with the meeting accommodations. Caltrans is committed to ensuring public engagement and participation in the CEQA process for all Caltrans projects is successful for those communities of interest. Caltrans will consider these comments for future public meetings.

Comment I-13-3

Material presented

Before the meeting, I went to the District 4 website and found the project. The only information about the project was the same two diagrams mailed with the meeting announcement. I had expected that some charts and diagrams would be presented at the meeting. I expected some environmental information and documents, traffic counts, and turning movements. None of that was available. When I spoke to staff at the meeting, I requested that this information be put on the District 4 website. I was referred to another staff member who gave me a sheet of QR codes that I opened on this day. The same information as on the District 4 website. Zilch.

Why have a public meeting if people cant hear you, there is no printed information, and worse, it turned out that the Initial Study under CEQA had indicated no impact. No public input to that decision. Your staff stated two things that caught my attention: you had already concluded "no impact "in the Initial Study, so no further environmental work is needed. Staff stated that one hundred sixty-eight (168) oak(?)trees would come out, be cut down with the roundabout.

The meeting was not for CEQA, as the initial study had been done. The meeting was not recorded. Therefore, one concludes it was a public relations shuck and jive meeting. Meaning profunctory and so Caltrans can say they had a meeting on the project.

Again, none of the documents are online at the time of this writing.

Response to Comment I-13-3

See response to MR 7 – Noticing and Solicitation for Review and Comment on the IS/ND.

As mentioned by the commenter, the IS/ND identifies less-than-significant impacts or no impacts for all resource categories, including aesthetics, agriculture and forestry resources, biological resources, energy, hazards and hazardous materials, noise, tribal cultural resources, and mandatory findings of significance. The commenter specifically requests clarification regarding impact from tree removals.

As described in Section 1.4.1 of the Final IS/ND, based on the current layout and cut-and-fill line, it is estimated that approximately 40 trees with a 4-inch DBH or greater would need to be removed. However, more extensive excavation or fill work, or adjustments to the roadway layout, could require that more trees be removed. The trees to be removed are predominantly a mix of redwoods and native oaks. The project would also require the removal of smaller shrubs and groundcovers as well as a portion of the vineyard plantings in the southeast quadrant. Where space allows, replacement plantings will be installed, and a 3-year plant establishment period will be provided.

Further, as described in Appendix B of the IS/ND, Summary of Project Features and Avoidance, Minimization, and/or Mitigation Summary, PF-BIO-11: Replant, Reseed, and Restore Disturbed Areas, commits Caltrans to restore temporarily disturbed areas to the maximum extent practicable. Specifically, where disturbance includes the removal of trees and woody shrubs, native species will be replanted, based on the local species composition.

Caltrans asserts that the Draft and Final IS/ND, maps, and project information remains available to download at the District 4 Environmental Documents by County website (https://dot.ca.gov/caltrans-near-me/district-4/d4-projects/116-at-greenvalley-road-intersection-improvement-project).

Comment I-13-4

The Project

I am forced to a conclusion regarding the project without information. I fully understand that most likely, Caltrans sees this as a minor project compared to others. Perhaps it is, but you asked the public's opinion and held a meeting. The Roundabout appears as overkill. It is a project not needed at this spot. It takes out the oak trees that we care for. I am unable to find material online regarding mitigation, like replanting trees elsewhere.

Response to Comment I-13-4

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 3 – General Support or Opposition of Alternatives (Either Build Alternative or the No-Build (No-Action) Alternative).

See response to MR 7 – Noticing and Solicitation for Review and Comment on the IS/ND.

As discussed in Section 1.2.2 of the IS/ND, the proposed project is needed to address deficiencies identified in the Traffic Investigation Report (October 1, 2010, to September 30, 2013) and 5-year collision data (January 1, 2020, to December 31, 2024

Caltrans asserts that the purpose of the meeting was held to provide information to the public about the proposed improvements and to notify the public about publication and solicit comments on the Draft IS/ND.

Comment I-13-5

You have a stoplight at Muelller and 116, and then traffic speeds up. Now in a short distance, traffic will have to deal with a roundabout, then speed up again for another troubled intersection at Guerneville Road.

Response to Comment I-13-5

The purpose of the proposed project is the improvement of safety and traffic conditions at the intersection of SR 116 and Green Valley Road. Caltrans cannot comment or provide response on the traffic conditions of intersections outside the scope of the proposed project.

Comment I-13-6

You have added pedestrian crosswalks that somehow collect pedestrians into an area in the middle of the road, and then they continue across the highway. It is unclear due to a lack of information on the design. Regardless of what the "engineer manuals" state, you will be creating a pedestrian hazard at this intersection with the roundabout. Should you want pedestrian lanes, that demands a stoplight. Please do not send pedestrians across this intersection without a light. I do not have faith that the driver will understand the roundabout and crosswalks at this heavily trafficked intersection.

Response to Comment I-13-6

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 5 – Roundabout Design Adequacy and Safety.

See response to MR 8 – Roundabout Bicycle and Pedestrian Safety.

Comment I-13-7

The Problem

Firstly, I have driven this intersection for fifty-five years. There should be no issue with Green Valley East of 116. That is lightly travelled given the other three legs of the intersection. The problem is where the Eastbound crest of Green Valley meets Highway 116. Stop bar locations on Green Valley make it impossible to see traffic going South (coming from Forestville). A car blocks the view, a truck makes it impossible to see oncoming traffic. You just have to wait for that stopped vehicle to clear to safely turn right.

Creating sight distance toward Forestville at this intersection will help. A rightturn lane from Green Valley to 116 will help. I don't know that you can move the stop bars back from 116 but it would help with seeing oncoming cars. Perhaps if the sight distance on the west of 116 toward Forestville can be lengthened. Your accident and turning movements would help determine if the project can be downsized and be safe.

Response to Comment I-13-7

See response to MR 1 – Selection of Preferred Alternative.

Caltrans acknowledges the commenter's background and feedback related to contributing factors resulting in existing traffic conditions at the proposed project intersection.

Caltrans asserts that the proposed project is needed to address deficiencies identified in the Traffic Investigation Report (October 1, 2010, to September 30, 2013) and 5-year collision data (January 1, 2020, to December 31, 2024).

Comment I-13-8

Conclusion

If I have the two choices provided, I choose the stoplight. There is less impact on trees and the neighborhood. Please do not allow pedestrian crosswalk without a stoplight. The roundabout design with pedestrian walkways is dangerous. People drive very fast on 116. Crossing in the dark here would be pedestrian roulette. with cars.

I also support a project that has less of an impact. This is Sonoma County, and we like our trees. I request that you mark the trees to be removed. Please revisit the tree removal issue and reduce the tree-take number.

Please post traffic counts, the initial study, and project design to your CalTrans District 4 website today, as the public has until December 7 to comment.

Response to Comment I-13-8

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 3 – General Support or Opposition of Alternatives (Either Build Alternative or the No-Build (No-Action) Alternative).

See response to MR 5 – Roundabout Design Adequacy and Safety.

See response to MR 8 – Roundabout Bicycle and Pedestrian Safety.

Caltrans asserts that the Draft and Final IS/ND, maps, and project information remains available to download at the District 4 Environmental Documents by County website (https://dot.ca.gov/caltrans-near-me/district-4/d4-projects/116-at-greenvalley-road-intersection-improvement-project).

Comment I-13-9

A safety project is much needed at this intersection. To comment on the Draft Environmental Study, it is necessary to mix some project details and refer to other Caltrans projects on Highway 116.

Response to Comment I-13-9

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 4 – Alternative Design Concepts or Offsite Improvements.

The proposed project has independent utility, and there are no related projects planned by Caltrans that would directly affect the analysis presented in the IS/ND.

Comment I-13-10

In the legislative intent of CEQA 21000, Chapter One, (a) The maintenance of a quality environment for the people of this state now and in the future is a matter of deep concern. Additional Legislature Intent sections (a), (b. (c) and (g) make clear that the quality of life for humans is also to be considered. Your roundabout, Alternative 2 does not address the impact of the legislative intent upon humans of a 180-foot-wide roadway with unregulated pedestrian crosswalks. This should be analyzed in relation to the accident rates on Highway 116, future projects to install HAWK systems, and the age factors of the pedestrians. There is a mostly senior mobile home park within 500 feet.

Simply stated, you do not adequately analyze the potential impact on pedestrians in any part of the Initial Study. The roadway width is increasing to 180 feet, and by your own document, you are adding “elements typically seen in urban settings” (p19). Your Section 2.1.17 Transportation, in Question, box c) states the following:

c) substantially increase hazards due to a geometric design feature (sharp curves or or dangerous intersections) or incompatible uses (farm equipment)? No Impact

This No Impact Finding cannot be made with Alternative 2: Roundabout. Here is my smart telephone application finding: “Articles on the pedestrian interface

with vehicles at roundabouts focus heavily on safety, accessibility, and design optimization to manage the interaction between slow-moving vehicles and crossing pedestrians. Roundabouts are generally shown to be safer for both vehicles and pedestrians compared to traditional intersections, primarily due to lower vehicle speeds and fewer severe conflict points. However, ensuring consistent and safe pedestrian access, particularly at multi-lane roundabouts, remains a key research area."

The last sentence is the primary concern. Please provide the research that tells you that pedestrian crossings using the proposed design will have no "safety impacts".

Response to Comment I-13-10

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 8 – Roundabout Bicycle and Pedestrian Safety.

Caltrans asserts that pedestrian safety has been addressed through the transportation and traffic analysis section of the IS/ND. Per the CEQA Guidelines, the document reviews criteria set forth in the Appendix G checklist, including analyzing whether the project would conflict with existing pedestrian or multimodal circulation plans, ordinances, or policies; increase hazards due to design features; or provide inadequate emergency access.

Comment I-13-11

I have traveled Highway 116 from Stony Point Road to Guerneville. There are many cross walks for pedestrians. My windshield survey is that there are only six uncontrolled pedestrian crossings in those miles. There is one in Sebastopol. Three in Forestville, and two in Guerneville. The City of Sebastopol has requested that the last uncontrolled crossing have the HAWK system(High Intensity Activated CrossWalK signals, a pedestrian-activated safety feature for busy streets that uses overhead beacons to stop traffic for walkers or cyclists, featuring a unique double-red light for drivers and allowing traffic to flow freely when not in use, making intersections safer.)

Your Guerneville Project for the downtown has the following language: "To enhance pedestrian safety, Caltrans will install pedestrian hybrid beacons and curb extensions at intersections of SR-116 at Church and Mill Streets. The

new pedestrian signals will be a High-Intensity Activated Cross Walk beacons **(HAWK), which will alert motorists to the presence of pedestrians."**

You should be aware that Forestville School provides a crossing guard with vest and a crossing Stop Sign during morning and afternoon hours when students arrive and leave school. This leaves four unregulated crosswalks.

As you know, the City of Sebastopol and Caltrans have been addressing pedestrian safety for years. This has been due to the unfortunate interface between vehicles and pedestrians. The pedestrian always loses that interface, contact, and collision with a vehicle.

Yet, Caltrans proposes to add not one, but two (2) pedestrian crosswalks with the proposed Alternative 2, at Green Valley Road. A location where there are currently no crosswalks, sidewalks, or traffic control lights. You do not propose the HAWK system or any other pedestrian activated signal with Alternative 2.

One should not assume that drivers are saner just four miles away then they are in Sebastopol, yet all crosswalks on 116 in Sebastopol will be fitted with a pedestrian controlled. crossing light.

Response to Comment I-13-11

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 8 – Roundabout Bicycle and Pedestrian Safety.

Caltrans cannot comment or provide response on the traffic conditions of intersections outside the scope of the proposed project. Similarly, Caltrans cannot provide comment as to signalized features, such as the High Intensity Activated Crosswalk (HAWK) and the application of such a system for another project.

As described in Section 1.4.1 of the Final IS/ND, marked crosswalks would be provided on all four legs of the roundabout and would include flashing beacon lights and overhead street lighting to enhance pedestrian visibility and safety.

Comment I-13-12

It is unclear from the project description if sidewalks are to be added. Please note that there is an agricultural parcel to the southeast. There is no need to have two (2) pedestrian crossings on 116 as proposed with alternative two as this potentially doubles the unsafe impact. The Southerly crosswalk on 116 would be a crosswalk to nowhere from nowhere. That is, there is no sidewalks or safe pedestrian walkways on Green Valley Road.

Alternative 2 will add an unfamiliar road condition, more urban in design, wider crossing, with multiple lanes, hence restricting vision of pedestrians from vehicles in outer lanes. Pedestrians are expected to cue or stack up in the middle of the roundabout, awaiting an opening to safely cross.

Response to Comment I-13-12

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 8 – Roundabout Bicycle and Pedestrian Safety.

Comment I-13-13

Your project is “to reduce the potential and severity of collisions at the intersection” and in another place it states, “the purpose is to improve the safety”. I do not doubt that Alternative 2 will meet this purpose for vehicles. It may well be a disaster for pedestrians and bicycles. The bicycle access is unclear in the project description.

Response to Comment I-13-13

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 8 – Roundabout Bicycle and Pedestrian Safety.

Comment I-13-14

The project will accommodate trucks sixty-five feet in length. There are several semitrucks a day going West on Green Valley to the Commercial Zone on Ross Road and Green Valley. There are semitrucks daily to Traditional Medicinals tea company and others to local wineries. The issue is the trucks blocking the view of cars in the outer lanes, impairing the view of motorists to both bicycles and pedestrians. You have not adequately analyzed this condition.

Response to Comment I-13-14

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 5 – Roundabout Design Adequacy and Safety.

See response to MR 8 – Roundabout Bicycle and Pedestrian Safety.

Comment I-13-15

Therefore, you cannot make a finding of no impact. Rather, I propose amending this chart. There may be several ways to address the issue, but a statement of No Impact is not consistent with Caltrans policy or actions regarding crossings for pedestrians on 116. Below are some suggestions.

c) substantially increase hazards due to a geometric design feature (sharp curves or or dangerous intersections) or incompatible uses (farm equipment)?

a) there is an increased hazard to pedestrians with alternative 2

b) further investigation of literature and roundabouts with pedestrian crossings and multiple travel lanes is needed to ensure safety

c) A pedestrian controlled light or HAWK system is needed to ensure pedestrian safety

d)eliminate the Southern pedestrian crossing for Alternative 2

e) The roundabout. Alt 2 cannot ensure pedestrian safety

Response to Comment I-13-15

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 8 – Roundabout Bicycle and Pedestrian Safety.

Caltrans has provided responses I-13-1 through I-13-14 to respond to specific comments and provided MR 8 – Roundabout Bicycle and Pedestrian Safety. No changes to the IS/ND, impact criteria, or the impact analysis and significance determinations would be made in response to this comment.

Comment I-13-16

Tree Removal

The project finds that there is no significant impact from project tree removal. The tree removal chart was not attached as an Appendix. Therefore, the public does not know which trees are to be removed, the diameter at breast height, or the species to be removed.

The residents of Sonoma County take tree removal seriously. I attach the most recent Sonoma Count Tree Ordinance: https://permitsonoma.org/regulationsandlongrangeplans/regulationsandinitiatives/treepermitrequirements#removal

You may be exempt because of State preemptions. The environmental impact is no less because you are a state agency and not a county agency. The legislative findings for CEQA make this clear. It is noted that some trees will have to be removed. However, you should minimize that take, mitigate the loss of trees by replanting, pay the in lieu fees. I am asking you to follow and respect the local tree ordinance.

I am specifically asking you to incorporate the following findings into the Initial Study for this project:

https://permitsonoma.org/regulationsandlongrangeplans/regulationsandinitiatives/treepermitrequirements#removal

Response to Comment I-13-16

See response to MR 1 – Selection of Preferred Alternative.

As described in Section 1.4.1 of the Final IS/ND, based on the current layout and cut-and-fill line, it is estimated that approximately 40 trees with a 4-inch DBH or greater would need to be removed. However, more extensive excavation or fill work, or adjustments to the roadway layout, could require that more trees be removed. The trees to be removed are predominantly a mix of redwoods and native oaks. The project would also require the removal of smaller shrubs and groundcovers as well as a portion of the vineyard plantings in the southeast quadrant. Where space allows, replacement plantings will be installed, and a 3-year plant establishment period will be provided.

Further, as described in Appendix B of the IS/ND, Summary of Project Features and Avoidance, Minimization, and/or Mitigation Summary, PF-BIO-

11: Replant, Reseed, and Restore Disturbed Areas, commits Caltrans to restore temporarily disturbed areas to the maximum extent practicable. Specifically, where disturbance includes the removal of trees and woody shrubs, native species will be replanted, based on the local species composition.

Removal of trees within the Caltrans ROW is not subject to Sonoma County ordinances.

Comment I-13-17

Drainage and Climate Change

There is a relationship between tree removal and Climate change. Here is one of numerous articles online:

q=trees+and+climate+change&rlz=1CAACGA_enUS1137&oq=tre&gs_lcrp=EgZjaHJvbWUqDQgCEAAYkQIYgAQYigUyBggAEEUYOTIPCAEQABhDGMkDGIAEGIoFMg0IAhAAGJECGIAEGIoFMgwIAxAAGEMYgAQYigUyDAgEEAAYQxiABBiKBTIMCAUQLhgUGIcCGIAEMgYIBhBFGDwyBggHEEUYPdIBCDM4MzJqMGo3qAIAsAIA&sourceid=chrome&ie=UTF-8

There is a relationship between drainage and tree removal:

https://www.epa.gov/soakuptherain/soak-rain-trees-help-reduce-runoff#:~:text=Trees%20are%20increasingly%20recognized%20for,the%20soil%20that%20promote%20infiltration.

Your Initial Study fails to make a relationship between tree removal, climate change, and drainage. You have checked No Impact in all three boxes. Since you propose no mitigation for trees taken- slaughtered by chainsaw, you cannot find No Impact.

Response to Comment I-13-17

In response to comments related to climate change, as described in Appendix E of the IS/ND, the CEQA Guidelines generally address GHG emissions as a cumulative impact due to the global nature of climate change (PRC § 21083(b)(2)). As the California Supreme Court explained, “because of the global scale of climate change, any one project's contribution is unlikely to be significant by itself.” (Cleveland National Forest Foundation v. San Diego

Assn. of Governments (2017) 3 Cal.5th 497, 512.) In assessing cumulative impacts, it must be determined if a project's incremental effect is "cumulatively considerable" (CEQA Guidelines Sections 15064(h)(1) and 15130). To make this determination, the incremental impacts of the project are compared with the effects of past, current, and probable future projects. Although climate change is ultimately a cumulative impact, not every individual project that emits GHGs must necessarily be found to contribute to a significant cumulative impact on the environment.

As presented in Appendix E, the proposed project is a safety improvements project, resulting in minimal or no increase in operational GHG emissions. Because the project would not increase the number of travel lanes on SR 116, no increase in vehicle miles traveled (VMT) would occur. While some GHG emissions during the construction period would be unavoidable, no increase in operational GHG emissions is expected.

Impacts related to tree removals are analyzed in Section 2.1.4 of the IS/ND, Biological Resources, reviewed as part of the project's consistency with applicable ordinances or policies related to tree preservation and tree removal. Because no local policies or ordinances are applicable to the proposed project, no significant impacts are recognized in the analysis. Caltrans has its own detailed Vegetation Control Manual, which outlines how trees are inspected, pruned, and managed statewide. The manual is based on state-level legal requirements.

Impacts related to drainage are analyzed as part of Section 2.1.10 of the IS/ND, Hydrology and Water Quality. Considering the information in the Hydraulic Floodplain Assessment memo dated 06/04/2024 and Water Quality Study dated 03/27/2024, Caltrans determined no impacts related to drainage would result from the project.

The IS/ND identifies less-than-significant impacts or no impacts for air quality, GHG emissions, biological resources, and hydrology and water quality. For the reasons described above, no mitigation is required. No revisions to the IS/ND have been made in response to these comments.

Comment I-13-18

Conclusion

You have failed with your Safety analysis for Alternative 2, the Roundabout. You have not shown that pedestrians will be safe for the reasons listed above. Caltrans has systematically added HAWK systems and controlled pedestrian crossings the length of Highway 116. To state no Safety Impact to Pedestrians, a HAWK system or a pedestrian-controlled light must be installed at the intersection of Green Valley.

You have failed to analyze the multi-lane aspects of the Roundabout and the interface between pedestrians, bicycles, and vehicles. Literature indicates that vehicles using inner lanes may block the view of vehicles using outer lanes. Pedestrians are cued up in the middle of the lanes to await crossing, even while the width of the roadway is increased.

It is my conclusion that with proper pedestrian crossing lights to stop vehicles in favor of pedestrian crossing will mitigate this problem,

Response to Comment I-13-18

See response to MR 5 – Roundabout Design Adequacy and Safety.

See response to MR 8 – Roundabout Bicycle and Pedestrian Safety.

As described in Section 1.4.1 of the Final IS/ND, marked crosswalks would be provided on all four legs of the roundabout and would include flashing beacon lights and overhead street lighting to enhance pedestrian visibility and safety.

Comment I-13-19

You must mitigate tree loss by replanting trees in some protected location or paying the County an in-lieu fee to replant trees in some protected location. It would be acceptable to have some non-profit replant using the County formula. The Initial Study rises to the need for a Mitigated Negative Declaration if no tree replacement is taken.

Response to Comment I-13-19

As described above, the IS/ND determined that the proposed project would result in less-than-significant or no impacts to all resource areas, including biological resources and impact criteria related to the removal of trees. For that reason, no additional mitigation measures are warranted.

As described in Section 1.4.1 of the Final IS/ND, replacement plantings for trees removed will be installed where space allows, and a 3-year plant establishment period will be provided.

Further, as described in Appendix B of the IS/ND, Summary of Project Features and Avoidance, Minimization, and/or Mitigation Summary, PF-BIO-11: Replant, Reseed, and Restore Disturbed Areas, commits Caltrans to restore temporarily disturbed areas to the maximum extent practicable. Specifically, where disturbance includes the removal of trees and woody shrubs, native species will be replanted, based on the local species composition.

Comment I-13-20

The project rises to the need for a Mitigated Declaration if the safety factors and a control signal for pedestrians is not included.

Response to Comment I-13-20

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 5 – Roundabout Design Adequacy and Safety.

See response to MR 8 – Roundabout Bicycle and Pedestrian Safety.

3.4.2.21 Comment I-14: Lorna Catford

Comment I-14-1

It's great that you're considering a couple of different interventions to make the traffic flow safer at the intersection of Hwy 116 and Green Valley Road. And that you're encouraging public input.

I strongly urge you to put in a roundabout, not traffic lights. Having lived and travelled extensively in Europe, I am very familiar with how roundabouts can make intersections safe, save drivers time, and look beautiful, too.

Many Americans aren't familiar with them, or have only experienced those ridiculous tiny little annoying ones that mainly serve to aggravate drivers. (Virtually none of those in countries that are serious about them.) So they are sort of "NIMBY" about them. I am very glad that your diagrams in the Press Democrat seem to indicate that you're considering a fairly large one.

I hope, when considering cost, you take into account ongoing upkeep; because I would think that the electricity to run a set of lights would be more costly than occasionally mowing the grass in the middle.

Maybe there could be a contest for artists to create a sculpture for the center?

As for traffic lights; waiting for them is so annoying when heading down 116 from Forestville to Sebastopol. (Or back, obviously) Not having to stop would, I imagine, have a positive effect on drivers.

Lastly, the Healdsburg and Windsor roundabouts seem to work really well, so I'm 200% for something similar down here.

Thank you for considering my input.

Response to Comment I-14-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 4 – Alternative Design Concepts or Offsite Improvements.

3.4.2.22 Comment I-15: Don Cobb

Comment I-15-1

No on the Roundabout at Green Valley and 116. I inadvertently emailed you about "Graton Road and 116", but I meant Green Valley Road.

Response to Comment I-15-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 2 – Support for Signalized Intersection (Alt 1).

See response to MR 3 – General Support or Opposition of Alternatives (Either Build Alternative or the No-Build (No-Action) Alternative.

3.4.2.23 Comment I-16: Andrea Coburn

Comment I-16-1

I’m a resident on El Molino Ln and our family uses the intersection of Green Valley Rd. and 116 multiple times daily. We have never encountered a

problem at that intersection. We rarely have to wait any time at all and can see clearly up the road in all directions. My family's first reaction to this project is that it's not needed. If there are accidents there, it is the fault of driver's not being conscientious. There are roads that should be repaired before lights are added to this easy, free flowing intersection.

Response to Comment I-16-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 3 – General Support or Opposition of Alternatives (Either Build Alternative or the No-Build (No-Action) Alternative.

Comment I-16-2

The intersection that IS a problem is further up the road at 116 and Guerneville Rd. It has been called the "terrible T" for generations because of the accidents there. We used to have a flashing yellow light there to alert drivers that the road comes to a "T", but it was probably knocked down by one of the accidents and never replaced. Please address that intersection and, at minimum, place a yellow flashing light there.

Response to Comment I-16-2

See response to MR 4 – Alternative Design Concepts or Offsite Improvements.

Comment I-16-3

We absolutely oppose a round-a-bout if anything is done at Green Valley Rd. They create unnecessary congestion and confusion for drivers. Large trucks with trailers will have to navigate it since this is a main highway and it's just an unnecessary burden and bottleneck for our area. We also have a 40ft motorhome and tow our Jeep and will encounter this intersection every time we leave our property. This tight bottleneck is something we don't want or need. We are very opposed to the round-a-bout.

Response to Comment I-16-3

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 5 – Roundabout Design Adequacy and Safety.

Comment I-16-4

The changes done in downtown Sebastopol to add bike lanes and subtract lanes for vehicle travel have completely changed the way we do business in our area. It takes such a long time to drive through Sebastopol that we chose to drive to Santa Rosa just to avoid the bottleneck that Sebastopol has become. This project at Green Valley Rd. feels like more of the same-an unnecessary project that will result in more gridlock. We are so disappointed in money being spent in ways that don't address our real issues-crumbling roads and infrastructure

Response to Comment I-16-4

See response to MR 5 – Roundabout Design Adequacy and Safety.

Comment I-16-5

This email is from a Sebastopol native and also represents the views of our family has a whole. We have lived here for generations and hope you take our viewpoint into consideration

Response to Comment I-16-5

Thank you for your comment. Your viewpoint has been taken into consideration.

3.4.2.24 Comment I-17: Wendy Coy

Comment I-17-1

I received a mailer today about the upcoming public meeting discussing proposed changes to the Green Valley / Hwy 116 intersection.

The two maps included are mislabeled: the streets should be swapped. The street that intersects the gas station (building at a diagonal on the site) and the vineyard is Green Valley Road, which also heads west (or what looks like "up" in your map.

I'm very pleased to hear about the possibility of a roundabout there. It is a dangerous crossing.

Response to Comment I-17-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 9 – Mailer Corrections.

3.4.2.25 Comment I-18: Greg Dabel

Comment I-18-1

I can't make the public hearing, but I would like to express support for the roundabout option for traffic control at 116/Green Valley Rd.

Note: On the flyer that was mailed, it appears you mislabeled the intersection. It shows Green Valley Rd as 116 and reverse. You might want to correct that at the public meeting.

Response to Comment I-18-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 9 – Mailer Corrections.

3.4.2.26 Comment I-19: Bob Davis

Comment I-19-1

Hi Daniel,

My name is Bob Davis and I live in Forestville. I'm writing to let you know that I believe option 1 is the best choice. A Four-Way Intersection Controlled with Traffic Signals. I'll give some brief reasons for my choice below.

1) I believe construction for option 1 will be faster and less expensive.
2) I believe pedestrians crossing will be safer with lights and a very visible crosswalk.
3) I don't believe a roundabout is a good solution with the amount of large gravel trucks that travel up and down the 116.

I've nothing against roundabouts, just not in this application.

Response to Comment I-19-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 2 – Support for Signalized Intersection (Alt 1).

See response to MR 5 – Roundabout Design Adequacy and Safety.

See response to MR 8 – Roundabout Bicycle and Pedestrian Safety.

3.4.2.27 Comment I-20: Mary Davison

Comment I-20-1

My family and I drive through this intersection multiple times each week. This project is a solution in search of a problem. Why does the report on this project not contain specific details on the traffic incidents (in comparison to state norms) for this intersection? Even at the busiest times, a little patience is all that is needed to navigate this intersection. I am opposed to both proposed projects, and would prefer to see the intersection left as is. The Guerneville Road/Hwy 116 intersection is notoriously worse for collisions (going back for over fifty years, given I've lived in this area for over sixty years). Perhaps a traffic light there would make more sense; then there would be regular breaks in the traffic from both directions due to the traffic lights.

Response to Comment I-20-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 2 – Support for Signalized Intersection (Alt 1).

See response to MR 3 – General Support or Opposition of Alternatives (Either Build Alternative or the No-Build (No-Action) Alternative.

See response to MR 4 – Alternative Design Concepts or Offsite Improvements.

Comment I-20-2

I am requesting information on the specific traffic collisions at the Green Valley/Hwy 116 intersection that are referred to in the report, as well as comparable information on the Guerneville Road/Hwy 116 intersection, as well as state norms or averages for such intersections (referred to in the report, but not specifically included). I believe the stated basis for this project is inadequate and inappropriate.

Response to Comment I-20-2

See response to MR 1 – Selection of Preferred Alternative.

As discussed in Section 1.2.2 of the IS/ND, the purpose of this project is to improve safety at the SR 116 and Green Valley Road intersection by reducing the potential for collisions and decreasing the severity of collisions that may occur. The initial Traffic Investigation Report (October 1, 2010, to September 30, 2013) identified six correctible collisions within a 1-year period. Subsequent reporting during a 5-year period from July 1, 2018, to June 30, 2023, indicated a total of 18 collisions for this same intersection. Half of those collisions were reported as broadside collisions, or a vehicle collision in which the front of one vehicle strikes the side of another, usually at or close to a 90 degree angle. Similarly, the highest (55.6%) primary collision factor was “failure to yield” at the intersection. During the latest 5-year period from January 1, 2020, to December 31, 2024, records indicate a total of 15 collisions within the proposed project segment of SR 116. As with previous years, broadside collisions are the predominant collision type, and "failure to yield" is the leading primary collision factor. The commenter requests comparable information be provided at a statewide level. As discussed in Caltrans’ Draft Project Report, the segment of interest for the latest 5-year period from January 1, 2020, to December 31, 2024, has a total rate of collisions that is below the average for similar facilities statewide. Nevertheless, multi-year findings for correctible collisions and identified deficiencies provide a strong justification for safety improvements identified for the proposed project.

3.4.2.28 Comment I-21: Rachel Dawson

Comment I-21-1

I'm happy to hear CalTrans is addressing the intersection at Green Valley Rd and Hwy 116.

I've missed that stop sign on Green Valley Rd. before and it scared the F*out of me when I realized that I did! It's way off to the side tucked into a tree. Put a flashing red light or at the least, move the sign into the street, similar to Sullivan at Mill Station Rd.

I believe a 4 way is not safe and a traffic light would just clog traffic. While I do appreciate roundabouts, it might be too much for this location.

If you want to put in a roundabout, look at the Occidental Rd X Hwy 116 intersection. While the restructuring of the traffic lights have mitigated the amount of wrecks, that intersection sure could use some renovation.

Thanks for all you do!

Response to Comment I-21-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 4 – Alternative Design Concepts or Offsite Improvements.

3.4.2.29 Comment I-22: John Dierke

Comment I-22-1

Thanks for the informational mailer on the intersection improvement at the above intersection.

I SUPPORT THE FOUR-WAY INTERSECTION CONTROLLED WITH TRAFFIC SIGNALS.

As a farmer, whose family has ranched here since 1946 I'm very familiar with the area and traffic.

There are a good many farm vehicles that use that intersection as well as tanker trucks, semi's with truck trailor units, UNFAMILAR tourists who are visiting winerys and drinking. THE ROUNDABOUT FOR THE ABOVE GROUPS IS NOT A GOOD DECISION and asking for disaster.

Response to Comment I-22-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 2 – Support for Signalized Intersection (Alt 1).

See response to MR 5 – Roundabout Design Adequacy and Safety.

3.4.2.30 Comment I-23: Patricia Dines

Comment I-23-1

Hi - Can I please get more information about this proposal? Before the meeting? Is there something in writing about the reasons for doing it? I want to better understand the reasons, including any studies that have been done. I want to know if we can submit our response in writing in advance? And I want to know how the decision-making is happening. Is this just an idea? Or how far along are you in this process? Who decides? It's the first I've heard about it. I only heard about it from someone who got a notice on NextDoor. And I have concerns about either putting a traffic light OR a roundabout.

Response to Comment I-23-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 7 – Noticing and Solicitation for Review and Comment on the IS/ND.

Thank you for your comment. Caltrans responded to this email on November 17, 2025, including providing the commenter with links to the Draft Environmental Document and a webpage with a motion graphic.

Comment I-23-2

The webpage says it's being done for safety and accidents. BUT I've lived near there for 11 years and have heard maybe ONE car accident, and I don't know where it was located. I don't remember ever hearing about one there, or seeing cleanup for one there. AND I think that putting a major intersection of either kind on what to me is a minor road could actually increase accidents. Forcing people to stop on a country road. And it's weird that you want to put it there instead of a more major intersection just down the street, Guerneville Rd. I have other concerns - the noise of cars slowing down and speeding up, revvg up. Turning a quiet rural intersection into a noise city one. Can't we get any rest from city noises? We moved to the country for a reason! Thanks for your help with this!

Response to Comment I-23-2

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 3 – General Support or Opposition of Alternatives (Either Build Alternative or the No-Build (No-Action) Alternative).

See response to MR 4 – Alternative Design Concepts or Offsite Improvements.

See response to MR 5 – Roundabout Design Adequacy and Safety.

The purpose of this project is to improve safety at the SR 116 and Green Valley Road intersection by reducing the potential for collisions and decreasing the severity of collisions that may occur. Both Build Alternatives (Alt 1 – Signalized Intersection and Alt 2 – Roundabout) would satisfy this purpose compared to existing conditions, including the current uncontrolled intersection.

As presented in Section 2.1.13 of the Final IS/ND, a temporary increase in noise level is expected during construction. However, Caltrans' standard noise reduction PFs and minimization measures (PF-NOI-1 through PF-NOI-7) would reduce the potential for temporary effects due to increased ambient noise levels, resulting in a less-than-significant impact. There would be no significant noise impacts during operation of either alternative, as discussed in Section 3.4.1.1.

Comment I-23-3

I'm a nearby neighbor of the above proposed changes and, while I think this intersection needs improvement, I strongly object to both the proposed remedies in Caltrans' environmental document (Initial Study with Proposed Negative Declaration). I think that both proposals are way too large, unnecessarily destructive, and out of synch with the scale and style of this entire area.

Either proposal would turn this minor rural intersection into an awkward major urban intersection, unlike any of its neighbors, sticking out like a sore thumb, and threatening this area's rural charm. This would likely cause negative ripple effects to other intersections in this area, and speed up urbanization and development. And I think that a basic analysis would show that either is unnecessary, and that much simpler and lower impact approaches should be done first.

I also strongly object to this entire proposal process. I think that essential steps were missed, in analysis and public notification. And if those steps had been done, then the easier remedies would've been tried first. And we the public wouldn't have first heard of this when presented with two enormous out-of-place proposals. Or had to scramble to get to a meeting with 6 days notice right before Thanksgiving. Or experienced a poorly organized chaotic meeting. Or had only 30 days (over Thanksgiving!) to get up to speed and talk to our neighbors before Caltrans unilaterally would choose one of those two intrusive projects. And then find out that Caltrans has been doing extensive planning on its huge ideas for this intersection since at least early 2024 and none of us knew that changes were even on the table. This to me fails at the most basic public participation!

In this letter I'll provide supporting information for my assessments, and indicate what I think the true remedies are — for the intersection and the process. I hope that Caltrans will take my concerns, information, and analysis seriously. And that they help create better outcomes.

And, on a personal note, I'll add that I'm a close neighbor to this site, so what happens here will impact all of my everyday life. My home, my sleep, my health. I moved away from cities to live a rural life. But my home's peace and quiet would be ruined by increased road noise from either option, with buffering trees cut down and more "stop and go" traffic. Even the planned construction (for several months!) requires no noise level limit during the day, and a high one overnight. And I'm concerned about the real environmental impacts, with clearcut trees increasing water and mud runoff, on our properties and in precious ecosystems and wildlife nearby (Atascadero Creek, endangered birds and frogs, etc.). All because Caltrans decided to start big and urban instead of target the specific issues with this intersection. I'm objecting to all of that!

Response to Comment I-23-3

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 3 – General Support or Opposition of Alternatives (Either Build Alternative or the No-Build (No-Action) Alternative).

See response to MR 7 – Noticing and Solicitation for Review and Comment on the IS/ND.

In response to comments pertaining to the level of environmental impact for both alternatives, Caltrans has prepared this Final IS/ND examining the CEQA checklist items identified in Chapter 2, CEQA Evaluation, and has determined that both Build Alternatives would not have a significant effect on the environment.

Caltrans acknowledges the commenter's remarks about the public meeting held on November 19, 2025, and will take this into consideration for future public meetings.

In response to comments pertaining to noise levels, Section 2.1.13 of the Final IS/ND presents that Caltrans 2024 Standard Specifications 14-8.02 requires Lmax not exceed 86 dBA at 50 feet from the job site from 9:00 p.m. to 6:00 a.m. for residences and hotels. While both Alt 1 and Alt 2 have the potential to exceed this standard at residential receptors, Caltrans' standard noise reduction PFs and minimization measures (PF-NOI-1 through PF-NOI-7) would reduce the potential for temporary effects due to increased ambient noise levels, resulting in a less-than-significant impact.

In response to comments pertaining to water runoff, Section 2.1.10 of the Final IS/ND explains that both alternatives would result in no impact to hydrology and water quality, including substantially increasing the rate or amount of surface runoff, or creating or contributing to runoff.

In response to comments pertaining to wildlife, Section 2.1.4 of the Final IS/ND explains identifies that of the 72 plant species evaluated during desktop review, none were determined to have a moderate level of potential to occur within the study area following field evaluation. While the Build Alternatives may result in up to 7.97 acres of temporary impacts and 4.32 acres of permanent impacts to CRLF fragmented dispersal habitat, impacts would remain less than significant.

As described in Section 1.4.1 of the Final IS/ND, based on the current layout and cut-and-fill line, it is likely that approximately 40 trees with a 4-inch DBH or greater would need to be removed. However, more extensive excavation or fill work, or adjustments to the roadway layout, could require that more trees

be removed. The trees to be removed are predominantly a mix of redwoods and native oaks. The project would also require the removal of smaller shrubs and groundcovers as well as a portion of the vineyard plantings in the southeast quadrant. Where space allows, replacement plantings will be installed, and a 3-year plant establishment period will be provided.

Further, as described in Appendix B of the IS/ND, Summary of Project Features and Avoidance, Minimization, and/or Mitigation Summary, PF-BIO-11: Replant, Reseed, and Restore Disturbed Areas, commits Caltrans to restore temporarily disturbed areas to the maximum extent practicable. Specifically, where disturbance includes the removal of trees and woody shrubs, native species will be replanted, based on the local species composition.

Comment I-23-4

1) PUBLIC NOTIFICATION PROCESS. I feel that this process failed in multiple ways. In addition to the aspects mentioned above — I object to the fact that the Caltrans flyer gave glossy pictures of the proposed intersections that didn't show the scale of change, and gave no web link for the environmental report. That meant that most people couldn't come to the meeting informed. And at the meeting staff claimed that these proposals would have no impact or no significant impact, which is soothing, but to us humans the reality is big impacts! Thankfully, a few of us found the report and point out that 58 or 128 trees would be removed (on a Scenic Highway!), land encroached (which an impacted neighbor at the meeting strongly objected to), and much more.

I also object to the meeting starting early, even though people were still streaming in. The parking lot was full, and we were parking across the highway in the dark. Even still, I got there before the start time, and yet I'd already missed the first part! I didn't hear if anyone said who was in charge. Also, during the meeting various staff members started speaking, but didn't say their name and role before speaking, and their name tags were small and low, so we had no context for their remarks or followup. There was no microphone. People at the front didn't call on people with their hands up, so people just called out and overlapped, and everyone got frustrated. It was all very mismanaged. These are just some of the reasons this was an intense meeting. In addition to the fact that it had far too much ground to cover

(because of the missed steps) and covered very little of it. Many of us got the impression that our needs really didn't matter to Caltrans at all. That staff was just checking "public meeting" off on their list, on the way to doing their always-intended plan.

And some of us wondered — why the rush to turn our little rural intersection into an urban one?

2) A FAIR PROCESS WOULD'VE BEEN. In contrast, a fair and smart public process to me would've started by meeting with us local impacted citizens *early in the exploration*. Before doing an environmental study! It would've presented detailed statistics and trends about accidents at this intersection. Which driver was at fault? What error did they make? What was the weather at that time? What time of day? Were they passenger vehicles or trucks? And how do these trends compare to a similar intersection right down the road, at Mueller and Hwy 116, that has a simple stoplight setup?

This conversation could've led to useful ideas, *and* hearing our priorities and values. And I have seen no public evidence that any such analysis was done. And I think that's part of the reason that these proposals don't fit this location or this problem. And I think what that analysis and meeting would've shown (based on what I've heard about the accidents from neighbors and statements from Caltrans staff) is that there's one key problem at that intersection: People are erroneously going through the stop sign on the west side of Green Valley Rd. And it seemAnd it seems because of visibility issues. One nearby neighbor said that all the accidents she's seen have been in bad weather. Another said the she herself has missed that stop sign.

And when I look at that intersection, I do see visibility issues at that stop sign. AND I see so many *simple but effective* ways to address them. That could be done more quickly and inexpensively, vs. waiting years for the destructive noisy expensive construction projects Caltrans is proposing.

Response to Comment I-23-4

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 4 – Alternative Design Concepts or Offsite Improvements.

See response to MR 7 – Noticing and Solicitation for Review and Comment on the IS/ND.

Thank you for your comment. As it relates to the public notification process, Caltrans acknowledges the commenter's remarks about the public meeting held on November 19, 2025, and will take this into consideration for future public meetings.

As provided under CEQA Guidelines Section 15002, the purpose of CEQA is to inform public agency decision-makers and the public about the potential significant environmental effects of a proposed project, reasonably foreseeable mitigation measures to minimize or eliminate significant impacts, and any feasible alternatives. The IS/ND prepared by Caltrans evaluates the potential environmental impacts of the proposed improvements at the intersection of SR 116 and Green Valley Road in Sonoma County as required under CEQA. Comments focused on the purpose and need of the project are outside the scope of CEQA and therefore are not addressed further in this environmental review.

Caltrans remains committed to a transparent environmental process and to working collaboratively with community members, stakeholders, and interested parties throughout the remainder of the CEQA process and project development. As it relates to public outreach, the comment is noted. CEQA requires public agencies to analyze and disclose potential environmental effects of a proposed project. CEQA does not require specific project design or operational procedures beyond those necessary to avoid or mitigate significant environmental impacts. This comment is included in this response to comments document for public disclosure and for decision-maker consideration. No revisions to the IS/ND are required in response to this comment.

Caltrans acknowledges the commenter's observation about safety on the west side of Green Valley Road as a result of visibility. Based on the ISOAP completed by Caltrans, the identified Alt 1 and Alt 2 presented in the Final IS/ND would mitigate more than 90% of the collisions with existing nonstandard shoulder widths.

Comment I-23-5

3) THE PROBLEMS WITH THESE PROPOSED OPTIONS. Some of us wonder if anyone who created these options actually came on-site to see the nature of this intersection, and the ones near it. I think it's just weird to turn this minor intersection into something so huge and urban, totally interfering with the flow and patterns and style of the roadways around here. For instance, the Caltrans stoplight proposal shows five lanes coming into the intersection from both sides of Hwy 116. Five lanes! There are no five-lane intersections anywhere in this area. All of the nearby intersections have 2 or 3 lanes into the intersection. We'd have to go to Santa Rosa to find them — with intersections of two high-traffic 4-lane roads (like Fulton Road and Guerneville Road at that location). That's the world we leave behind when we come to rural West County. When asked at the meeting why they proposed 5 lanes, a staff person made a vague uncertain statement about standards, but gave no specifics. Seriously? There's no way that it's standard to put in a stoplight this way in *all* situations. A stoplight is going up in north Sebastopol *right now* that didn't require any widening. And, if it is a standard, then I would challenge it as foolish!

4) RIPPLING CONSEQUENCES. So what happens if we make that into 5 lanes? For instance, will Hwy 116 between this intersection and the nearby Guerneville Rd. intersection become more hazardous? As people struggle with suddenly merging in and out of 5 lanes in a short distance, and getting clear in time on the next very different intersection. Will this then put pressure to make the Guerneville Road intersection a stoplight too? And do we just keep doing this down the road? Creating more tension in drivers, more impatience. Losing the peaceful country roads that we've come to treasure. All because the designs don't really solve the actual problems, just create new ones down the road. When does this process end? Can we just be smart about solutions instead, not just going more and more urban and hoping that this time it'll work?

I also predict that either Caltrans proposal would result in more cars driving on east Green Valley Rd then left onto Vine Hill Rd to Guerneville Rd. These roads currently have low volume, and are not built for high volume. But, if people were to stop for a stoplight at the GV intersection, or slow down for a roundabout, then they'd wonder about that turnoff, to avoid delay. And I wonder how residents there would feel about becoming a more common cut-

through. I think accidents would increase there. Soon would come proposals to widen there, encroaching on people's land, interfering with water flow. Probably proposing a stoplight at Vine Hill and Guerneville Road. Thus more minor roadways would become major and urban — if we go bigger on this intersection.

That's how things ripple out, if we just keep building bigger and bigger, instead of being smart and targeted in addressing the actual problems.

Response to Comment I-23-5

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 4 – Alternative Design Concepts or Offsite Improvements.

See response to MR 5 – Roundabout Design Adequacy and Safety.

See response to MR 8 – Roundabout Bicycle and Pedestrian Safety.

As it relates to future roadway changes, Caltrans cannot comment or provide a response on future roadway changes outside the scope of the proposed project. The purpose of the proposed project is the improvement of safety at the SR 116 and Green Valley Road intersection. Nevertheless, Caltrans acknowledges the commenter's traffic safety concerns along other roadways within the region and has considered the commenter's feedback.

As it relates to roadway volumes and safety at the project intersection, the Traffic Operation Analysis Report (TOAR) completed on July 18, 2025, conducted operation analyses for the No-Build Alternative, Alt 1 – Signalized Intersection, and Alt 2 – Roundabout. Based on this analysis, under the No-Build Alternative, the SR 116 and Green Valley Road intersection is expected to operate efficiently in 2027, but degrade by 2047, and would operate at Level of Service (LOS) C (light traffic congestion) during p.m. peak hours. The overall intersection delay increases from 6.8 seconds to 24.9 seconds, worsening from LOS A (no traffic congestion) to LOS C (light traffic congestion). Both Alt 1 and Alt 2 would improve west- and eastbound queues, resulting in more efficient overall intersection operations. Further, the single-lane roundabout alternative would provide better bicycle and pedestrian

facilities and safety performance and would have significantly less ROW impacts than the signal alternative.

Comment I-23-6

4) THE ISSUES WITH ROUNDABOUTS. I could tell from the meeting and the flyer that the Caltrans staff strongly prefers the roundabouts. And I think some people romanticize them, or see them as the latest thing. But I've lived near roundabouts for years and I've seen the good and the bad of them. They can work sometimes — such as in urban settings, where there are a series in a row, and there are shops to park and wander among. And they can work in very unpopulated areas, where there is room to install a roundabout without infringing on people's homes.

But in this case — I think it would be foolish and overkill. And cause more accidents. Right now, in this whole area, people have a series of stoplights, which they know how to navigate. But then suddenly they'd be confronted with a roundabout. I've seen that we get *disoriented*. We're not looking straight down the road at our destination any more. We get turned around, scrambling to understand what to do. That's the reality of roundabouts. Even more so if there are tourists, as we have here! Or even just in foggy weather, or when one is distracted. Plus roundabouts are a lot more expensive. And they're poorly suited if we want to address pedestrian needs.

Some people say, "People will learn how to use roundabouts." But I notice that they don't. AND if that's our approach — why not do something simpler — help them see where the current stop sign is! Address the current core problem this way. A much easier learning process!

Consistency helps people comply. Throwing in something new causes confusion. It's just basic human nature. Why not make it easy for people to understand, not more difficult?

Response to Comment I-23-6

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 5 – Roundabout Design Adequacy and Safety.

Comment I-23-7

5) ENVIRONMENTAL IMPACTS. I'm surprised that Caltrans sees no risk for this project with water flow. We get serious strong rain flow down the hill of Green Valley Rd. into Atascadero Creek, and down our properties. Managing that water on our land has been a serious project for most of us. Now Caltrans proposes taking down the trees at the top that hold the soil in?? Landslides are a common effect of clearcutting, which to me this is. So would Caltrans fix those problems too? With something other than more urbanization? Or just leave us suffering for their choices?

And no impact on wildlife? Maybe not in Caltrans' macro picture. But I see non-trivial risk in local scale. I wonder if staff is aware that Atascadero Creek is a significant ecological area, featuring the Atascadero Creek Marsh Ecological Reserve; vital wetlands for birds, steelhead, and rare plants; and ongoing restoration projects for fish and wildlife habitat.

Surely cutting down anchoring trees and increasing mud flow can't be a good idea for all that!

And the Caltrans report mentioned that these proposals could "adversely affect" the California Red-legged Frog, which is a federally threatened species and a California State Species of Special Concern (SSC). The report says, "However, not all adverse effects and potential for take would be eliminated as disturbance of marginally suitable upland and dispersal habitat is essential to the Project." Basically Caltrans thinks that the project is so important that it warrants this harm.

That's not the same as staff and report claims of no (significant) impact. And again it comes back again to the question— why don't we try lower impact things first?!

And I look at all the categories that staff says would be "no impact" or "no significant impact" and wonder how many more would actually be significant negative impact to us!

Response to Comment I-23-7

Thank you for your comment. CEQA requires analysis of the potential environmental impacts caused by a proposed project; it does not require

evaluation of the effects of existing or future environmental conditions on the project itself.

As it relates to water flows, impacts related to drainage are analyzed as part of Section 2.1.10, Hydrology and Water Quality. Considering the information in the Hydraulic Floodplain Assessment memo dated 06/04/2024 and Water Quality Study dated 03/27/2024, Caltrans determined no impacts related to drainage would result from the project.

As it relates to biological impacts, the NES prepared for the proposed project and discussed in Section 2.1.4 of the IS/ND identified temporary and permanent impacts to CRLF. However, temporary impacts would be restored and revegetated following construction, and permanent impacts resulting from hardscaping are not expected to significantly impact long-term habitat suitability for CRLF. The project would not adversely affect CRLF critical habitat. With implementation of the Caltrans general PFs (Section 1.4 of the IS/ND) and the CRLF-specific AMMs listed in Appendix B of the IS/ND, Caltrans anticipates direct or indirect effects to CRLF to be minimized. Further, as required under the Federal Endangered Species Act, Caltrans would implement reasonable and prudent measures to minimize and avoid take of CRLF. With the incorporation of the PFs outlined in Section 1.4 of the IS/ND and the AMMs outlined in Appendix B of the IS/ND, there would be no requirements for compensatory mitigation for this species.

Therefore, the project would not contribute to cumulative impacts on CRLF individuals or upland dispersal habitat in the vicinity.

Comment I-23-8

6) SO WHAT'S MY VOTE? If forced to choose between the report's two options, I'd vote for stoplights BUT small-scale, like the nearby Mueller Rd./Hwy 116 intersection. With *no* removal of trees or taking of land. But my actual vote is for a more focused solution, that is cheaper, quicker, easier, less destructive — address the stop sign that's apparently the source of the problem. To me (and others), it is stunningly obvious to try this first!

7) MY PROPOSED OPTION #4. Improve the stop sign visibility at the west side of the Green Valley road intersection.

* On Green Valley Road (west side): Put reflective tape around the stop sign and on the post.

•Lightly trim the trees back that overlap the stop sign.

• Put reflective tape on the road where one is supposed to stop, and maybe move the line back.

• Put reflective tape on the preceding “stop sign ahead” sign and its post.

• Put yellow flashing lights on both these signs.

• Put bumping dots on the road before the Green Valley stop sign (like those on Guerneville Rd. into the intersection with Hwy 116).

• Improve the visibility of the “stop sign ahead” sign (which is west of the intersection) by moving it eastward, towards the top of the hill, and out of the trees. Right now, it’s in the trees and located where people are still focused on climbing the hill, not looking for the next step.

* On Hwy 116 heading south towards the intersection. Put some kind of caution/alert sign about the upcoming intersection. Put reflective tape on the sign and its post. (There’s a hill that blocks visibility of the intersection until one is close to it.)

* Next level, if needed: Put a flashing yellow light in the center of the intersection.

To me, these approaches have a good chance of solving the actual problem — in a targeted way — without having to turn this tiny intersection into one of the biggest intersections in rural West County. With all the new problems (and accidents) that would create!

Response to Comment I-23-8

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 2 – Support for Signalized Intersection (Alt 1).

See response to MR 4 – Alternative Design Concepts or Offsite Improvements.

Comment I-23-9

8) FIXING THE PROCESS. I brought these concerns up in conversations with staff after the meeting. I appreciated those who listened, and hope they took them to heart. And project manager Samira said they looked at other options, which were rejected, and they were in the report. However, contrary to what she said, there wasn't any rejected options analysis in the report! And I haven't found them online anywhere. Even if there is something somewhere, if it's not public, it doesn't help us understand what staff considered or not, and why. There is also very little information or analysis of the nature of these accidents (of the type I note above), which would enable a more targeted solution. I have searched online and found zero public mention of such an analysis being done at this location. One staff person also said that we could give any feedback during the comment period. Which is great. Except all Caltrans presentations directed people to choose between these two proposals or nothing. The playing board is already biased by everything that has been done. Some people will just follow instructions without really thinking things out. But we'll all be left with the results.

Samira also said, basically, What's done is done. What do we do now? My answer to that is this:

a) Put a pause on deciding between these two options. Understand that they are both too big for this place and this problem. Caltrans went too fast without us. Slow down to include us better.

b) Do the missed steps. Do the data analysis noted above. Look for more targeted remedies. Share this information with us. Make it easy for us to give input while things are still fluid!

c) If this process indeed shows that this stop sign is a key factor, and/or there is another easy solution, identify steps to address it. Propose that to us.

d) Get us together to talk about that proposal, and other solution ideas. Have a facilitator in front who is skilled at hosting such a conversation. Give us time to talk. Treat us like the important stakeholders that we are. We live with what is done here! Reflect our values here — not the bureaucratic framing that thinks cutting down 58 or 128 trees is not a big deal — or taking a neighbor's

land is fine — especially when these might not even be needed for the safety goals here!

Also, local people talking together can put together pieces that we individually cannot. For instance, at the 11/19/25 meeting, one audience member mentioned gravel trucks (which were in 2 of the 3 accidents here I found online.) She said that these trucks aren't following key rules. The sharp CHP officer at the front said they were currently doing enforcement of them on Mirabel, and could include here too. And just like that, a solution was born that I bet wasn't even on the Caltrans list! What else could we together figure out? Destruction isn't always the best option!

e) Track the easier remedy for a while, and share the results. Only then decide if something more is needed, and choose the lowest impact option, reflecting our priorities and values here.

f) Improve Caltrans future processes in our area. I think it's clear that we're passionate about our community, and participate!

I hope that this feedback and analysis is helpful to creating better solutions for our community.

Response to Comment I-23-9

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 4 – Alternative Design Concepts or Offsite Improvements.

See response to MR 5 – Roundabout Design Adequacy and Safety.

See response to MR 7 – Noticing and Solicitation for Review and Comment on the IS/ND.

3.4.2.31 Comment I-24: Bob Dozor

Comment I-24-1

My name is Bob Dozor and I live at 3902 Bones Road 95472. I live ½ mile from Green Valley Road, and I use the intersection of Green Valley Road and SR 116 regularly.

I support the Roundabout solution. I have been aware of the growing use of roundabouts and their advantages. I have used the roundabout that enters into Healdsburg, and I like it.

I grew up in Philadelphia, which has some of the most dangerous roundabouts anywhere, but I believe with proper design they can be efficient and safe.

Response to Comment I-24-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 5 – Roundabout Design Adequacy and Safety.

3.4.2.32 Comment I-25: Leti Duenas

Comment I-25-1

I hope you are doing well. I wanted to share my thoughts on the proposed improvements for the intersection at SR 116 and Green Valley Road. I am definitely in favor of making some changes to enhance safety and traffic flow. Specifically, I believe that implementing a stop light would be a great solution. It would provide much-needed control and help manage the traffic and avoid accidents more effectively.

Response to Comment I-25-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 2 – Support for Signalized Intersection (Alt 1).

See response to MR 5 – Roundabout Design Adequacy and Safety.

3.4.2.33 Comment I-26: Ryan Duval

Comment I-26-1

I live along Highway 116 near Green Valley Road. I received the mailer about the proposed traffic change. I would like to weigh in as it directly affects me and my daily drives. I would ask that there be no change to the current traffic pattern.

Response to Comment I-26-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 3 – General Support or Opposition of Alternatives (Either Build Alternative or the No-Build (No-Action) Alternative.

Comment I-26-2

If there is a change I would vote for a roundabout. I would also like to bring up the other traffic lights along the SR-116 corridor going from Forestville to Sebastopol. Many of the lights feel poorly timed and create a lot of traffic congestion, even when there are not many cars on the roads. The worst area is the light at Occidental Rd and 116. There are long delays there and I feel that the area could be better controlled, especially noticing shifting traffic patterns throughout the day. I am often sitting at the light watching cars congesting while there is a green light for the other traffic pattern, but no cars in the direction where the light is green. A much less congested area along this path is the intersection of 116 with Mueller/Vine Hill Rd. Even though there is much less traffic passing through this intersection, the multiple lights on Muller/Vine Hill with different timing for turns and straight though, causes cars to wait at this intersection for a long time even when no traffic is present as the lights go through their unnecessarily long cycles. I would ask that these intersections could be reviewed and updated for the traffic patterns that actually exist in the area. Dealing with these inefficiencies and pain points could help reduce driver stress and make driving safer in the area.

Response to Comment I-26-2

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 4 – Alternative Design Concepts or Offsite Improvements.

3.4.2.34 Comment I-27: Lydia Edelheit

Comment I-27-1

I'm not sure such aggressive changes are necessary at this intersection. There is a stop light at 116 & Vine Hill, just a block away, that both people coming from East or West of 116 can easily get to in order to avoid the intersection at Green Valley.

One of my concerns is this will increase traffic on Green Valley between 116 & Vine Hill, a very short stretch of road, with people avoiding the T intersection at 116 & Guerneville Road and would make it more difficult for senior trying to leave Blue Spruce Mobile Home Lodge at 8800 Green Valley Rd. to get out, especially in an emergency evacuation situation. Exiting onto Green Valley is our only option as there is no other entrance/exit for our mobile home community.

If a change needs to be made, I would be in favor of the roundabout verses the stop lights to keep the flow of traffic moving.

Response to Comment I-27-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 3 – General Support or Opposition of Alternatives (Either Build Alternative or the No-Build (No-Action) Alternative).

See response to MR 4 – Alternative Design Concepts or Offsite Improvements.

See response to MR 5 – Roundabout Design Adequacy and Safety.

See response to MR 8 – Roundabout Bicycle and Pedestrian Safety.

As discussed in Section 1.2.1 of the IS/ND, the purpose of this project is to improve safety at the SR 116 and Green Valley Road intersection by reducing the potential for collisions and decreasing the severity of collisions that may occur. Caltrans asserts that it would be speculative to assume that proposed project implementation would result in significant impacts to traffic patterns in other locations due to shifts by motorists who wish to avoid use of the project intersection. CEQA does not require analysis of speculative environmental effects, or outcomes that may or may not materialize independently of the project. CEQA's "rule of reason" requires an environmental analysis to discuss only those impacts that are feasible, reasonable, and necessary to permit informed decision-making. In response to comments related to emergency evacuation and traffic and transportation, as discussed in Section 2.1.17 of the IS/ND, considering the information in Caltrans Director's Policy 37, the project-specific Caltrans TMP, and Sonoma Countywide Transportation Plan, both Build Alternatives would result in no impact related

to conflicts with circulation system plans and policies, hazards, or incompatible uses. Additionally, as presented in Section 2.1.9 of the IS/ND, both Build Alternatives would result in no impacts related to conflicts with an adopted emergency response plan.

3.4.2.35 Comment I-28: Kevin Edmiston

Comment I-28-1

Thanks for giving me a chance to weigh in on the proposals. I go through this intersection every week for a volunteer job. It is indeed very dangerous and people frequently grow tired of waiting to turn onto 116 and decide to risk jumping into traffic that is too heavy and fast. I welcome the upgrade and it cannot come fast enough.

Either proposal works to improve safety but the roundabout is absolutely the best option on several counts: 1. Less braking and accelerating from a stop is better for fuel efficiency and particulate generation from brakes and tires. 2. Lower maintenance cost (no lights to manage and repair). 3. Lower impact on drive times for people traveling on 116. 4. No frustration from having another light on 116. The area is not crowded enough to require that. 5. Few accidents as people will not be running yellow/red lights to avoid a red light. We all know people do that and it's dangerous.

Please ensure bikes and pedestrians are well accounted for. The area doesn't have a lot of pedestrians but bikes are quite common. There needs to be clear marking for bike lanes.

Response to Comment I-28-1

See response to MR 1 – Selection of Preferred Alternative.

3.4.2.36 Comment I-29: Robin and Eric Eichenfield and Jane Keeffe

Comment I-29-1

Dear Daniel and all who conducted the meeting in Graton last night.

First off Thank You for bringing this very important project to everyone attention.

My husband is one of the statistics from 9/24 and my friend is one from 6/25. In both cases the driver of the other car did not see the Stop sign on Green

Valley Road heading east. Both cars totaled and injuries. The policeman stated in his statistics no injuries, both wound up going to the hospital the next day. I believe this happens more often than not the next day. When it happened they both were in shock.

Our collective vote from the three of us would be the roundabout.

It was extremely disturbing to see the animosity among the members of the community. They were rude and frankly old and do not see the importance to this matter. Until it happens to you....and the financial burden with good insurance and the mental exhaustion dealing with all of it.

Something has to be done and swiftly.

Thank you so very much for your time.

I just would like to reiterate there's 3 of us, 2 that have had serious accidents at that intersection, that vote for the round about. It is just ridiculous what I am seeing on socials about this topic. I hope you weigh heavily on the people who are directly effected or have been effected physical and financially by this matter. New trees will grow, lives matter.

Response to Comment I-29-1

See response to MR 1 – Selection of Preferred Alternative.

3.4.2.37 Comment I-30: Joseph Eichenseher

Comment I-30-1

We live off Green Valley and use this intersection about 8-10 times daily with taking kids to school and errands. Thank you for working to address the dangers of this intersection- it is in need of attention. I would much prefer a round-about versus a traffic light. I have lived in communities with many round-abouts, most recently living in New Zealand for a year and a half, and have seen firsthand how they are safer and still allow for good traffic flow. Thank you for your efforts.

Response to Comment I-30-1

See response to MR 1 – Selection of Preferred Alternative.

3.4.2.38 Comment I-31: Yusuf Erskine

Comment I-31-1

I enthusiastically recommend roundabout! It will slow people down yet keep traffic flowing smoothly.

Response to Comment I-31-1

See response to MR 1 – Selection of Preferred Alternative.

3.4.2.39 Comment I-32: Robin Factor

Comment I-32-1

Regarding the Green Valley Rd/Hwy 116 intersection improvement project, I vote for the roundabout.

Response to Comment I-32-1

See response to MR 1 – Selection of Preferred Alternative.

3.4.2.40 Comment I-33: Ann Figurski

Comment I-33-1

Thank you for being available to provide further information and to take comments regarding the upcoming project at SR116 and Green Valley Road. I live roughly a quarter to half mile from the intersection and go through there multiple times a day. I am in strong support of a roundabout at the intersection. My experience living in other places with roundabouts is extremely positive. They keep traffic moving much better than lights, and at the population density in West County, they are ideal. They are better for the environment with less starting/stopping, they don't require lights (which go out in power outages), avoid traffic cues, and are safer. I am sure there are other benefits as well that I am not listing. I imagine it is out of the scope of this topic, but I would love to see roundabouts at the next intersections heading south on SR116, namely at Vine Hill/Mueller and at Graton/Frei Road. I drive this route multiple times a day and the amount of unnecessary stopping, starting, waiting when no other cars are even there, is frustrating. A roundabout at those locations would be a welcome addition.

Response to Comment I-33-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 4 – Alternative Design Concepts or Offsite Improvements.

3.4.2.41 Comment I-34: Charlene Flowers

Comment I-34-1

I would be glad to see any improvement made to this dangerous intersection as long as pedestrians could safely cross Highway 116.

I live in the senior Blue Spruce Mobile Home Park on the east side of the intersection. Some of the residents who can no longer drive would like to have safe access to the bus stop and the Joe Rodota trail that are located on the west side of the intersection. I would use the bus system often if I could walk to it. At this time there is no safe way to walk across the highway.

Response to Comment I-34-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 8 – Roundabout Bicycle and Pedestrian Safety.

3.4.2.42 Comment I-35: Franchesca

Comment I-35-1

I drive this section of 116 multiple times a day and I would like to cast my vote for either a round about or no change at all please.

Having a stop light there would slow down the road soooooooo much. The timing on the lights on 116 and occidental road is a huge issue for morning commute to school so having another light on that stretch would be tricky for us! Thank you so much :)

Response to Comment I-35-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 3 – General Support or Opposition of Alternatives (Either Build Alternative or the No-Build (No-Action) Alternative).

3.4.2.43 Comment I-36: Paul Fritz

Comment I-36-1

I realize I might be a day late to the comment period, but I just read the article in the Sebastopol Times about the Hwy 116/Green Valley Road intersection. I'm 100% behind a roundabout at that junction. I've been very disappointed at recent traffic light installations on SR 116. The 116/Llano Rd intersection would be better served with a roundabout as would the SR 116/Vine Hill Road/Mueller Rd. intersection. I also think the 116/Occidental Road intersection should be converted to a roundabout. Traffic just flows so much better than at traffic lights. And the lights that trip even though someone turns right, which I often see happen at Llano Rd, making traffic on 116 stop for no reason, would not happen with a roundabout.

I'm hoping Caltrans begins embracing roundabouts. On a recent trip to Colorado, they are becoming quite common. California should get on board.

Response to Comment I-36-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 4 – Alternative Design Concepts or Offsite Improvements.

3.4.2.44 Comment I-37: John Garcia

Comment I-37-1

I am disappointed to learn that this intersection improvement project is even being considered. It's readily apparent from the recently circulated BE WORK ZONE ALERT that research is incorrect, poorly researched and/or very poorly presented. Consider the brief following:

Response to Comment I-37-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 3 – General Support or Opposition of Alternatives (Either Build Alternative or the No-Build (No-Action) Alternative).

Thank you for your comment. Caltrans acknowledges the commenter's disappointment with the proposed project. No further response is required

because no comments were provided that specifically address the adequacy of the IS/ND.

Comment I-37-2

1. Because of the nearby popular walking trail, pedestrian traffic potentially defeats/disrupts a continuous flow of vehicles. The existing four-way traffic control signal already slows down traffic as efficiently as the proposed solution #1.

Response to Comment I-37-2

Thank you for your comment. The commenter states that the existing four-way traffic control signal already slows down traffic. As discussed in Section 1.2.2 of the IS/ND, the proposed project is needed to address existing deficiencies identified in the Traffic Investigation Report (October 1, 2010, to September 30, 2013) and 5-year collision data (January 1, 2020, to December 31, 2024). The findings from the report justify a safety improvement project to address the identified deficiencies. Caltrans asserts that existing conditions and maintaining the existing infrastructure configuration would not address the identified deficiencies, as alluded to by the commenter.

Comment I-37-3

2. Also in proposed solution #1 four-way intersection is a doubling of traffic lanes. Is this proposed solution for the intersection limited to increasing lanes for all of Hwy 116 or, limited only to the intersection. Cal Trans must be planning to waste a lot of money unnecessarily and without adequate basis.

Response to Comment I-37-3

Thank you for your comment. Section 1.4.1 of the Final IS/ND describes and includes visual representations of the proposed Build Alternative alignments.

Comment I-37-4

3. On the subject of basis, as the subject of paragraph two of the BE WORK ZONE ALERT incorrectly states the intersection currently does not have four-way traffic signal control, collision crashes are happening despite the actual existence of the proposed correction. The asserted basis for this intervention is nullified.

Response to Comment I-37-4

Thank you for your comment. As described in Section 1.1 of the IS/ND, the intersection of SR 116 and Green Valley Road is currently controlled by stop signs on Green Valley Road requiring motorists to stop before crossing or merging onto SR 116. At the intersection, SR 116 has two lanes in both directions, including one through lane and one left-turn lane, where drivers wait for opposing traffic to clear before making left turns onto Green Valley Road. Green Valley Road has two lanes at the intersection with only a through lane in each direction of travel. The lane on eastbound Green Valley Road flares slightly at the intersection, and there is a “porkchop” island in the westbound direction. Both features help facilitate right-hand merges onto SR 116. The project proposes to replace the existing intersection configuration with either a signalized intersection or a roundabout.

As described in Section 1.2 of the IS/ND, the purpose of this project is to improve safety at the SR 116 and Green Valley Road intersection by reducing the potential for collisions and decreasing the severity of collisions that may occur.

Comment I-37-5

4. The roundabout proposal is amusing at best however, there is insufficient evidence presented in this proposal that validates using such an enormous amount of public funds when a much, much less expensive intervention can serve to accomplish the objective of traffic safety. I'm very disappointed that a much less expensive and less environmentally impactful intervention proposal is not included in Caltrans' proposal.

Response to Comment I-37-5

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 4 – Alternative Design Concepts or Offsite Improvements.

Concerns regarding the use, allocation, or justification of public funds are outside the scope of CEQA. CEQA is a disclosure statute whose purpose is to inform decision-makers and the public about the environmental effects of a proposed project and where impacts have been identified, identify feasible mitigation measures, and evaluate alternatives that could reduce

environmental impacts. CEQA does not require analysis of project costs, funding sources, or economic policy considerations.

While economic information may be included in the record for the limited purpose of determining whether an alternative is feasible, CEQA does not require agencies to compare alternatives based on cost or to evaluate the economic rationale behind project selection.

Comment I-37-6

Traffic safety is paramount but should not be presented, as in this proposal, as the sole basis for executing interventions of this magnitude without the consideration of more reasonable, modest and equally effective mitigation.

Response to Comment I-37-6

See response to MR 4 – Alternative Design Concepts or Offsite Improvements.

3.4.2.45 Comment I-38: Liz Gehl

Comment I-38-1

Thank you for providing your contact information in regard to the improvement project for SR 116 and Green Valley Rd. I have been a resident of 8720 Green Valley Rd for over 6 years, and I have never felt that it was safe enough for me to cross 116. (I am an able bodied woman in my late 40's) Unfortunately, the senior trailer park has many residents who need to walk their dogs or shop for incidentals in Graton, and cross 116 at Green Valley Rd. It is terrifying. They move slowly and drivers aren't always paying attention, however, this doesn't stop those residents from crossing. As a wine industry professional and local resident, I am concerned about a roundabout. I don't believe it will deter the elderly from crossing, nor would it provide a safe enough strategy for them to cross, as roundabouts are inevitably confusing for many people. Especially as we have gained traction over the last few years as a wine tourism hub. We are not Napa. Tourists come to Sebastopol for the hometown vibes, the back roads, the lesser known winemakers, and less expensive tasting fees. This can also create an increase in drinking and driving, in an area where the tourists are not as familiar. For many, they are traveling here for the first time.

Since this roundabout was proposed years ago, I have envisioned a car traveling way too fast and careening into the gas station, or the car flies into the trailer park, or into the other homes on Green Valley Rd or on 116.

We need a solution. Please consider putting in the stop lights. I know myself and many other neighbors on Green Valley Rd feel that would be the safest option both for us residents as well as those familiar with the area, and those who are not. I'd like to be able to walk to the Graton trail, without feeling that my dog and I will be injured simply by crossing 116. A roundabout will not ease that worry for me or others.

Response to Comment I-38-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 2 – Support for Signalized Intersection (Alt 1).

See response to MR 5 – Roundabout Design Adequacy and Safety.

See response to MR 8 – Roundabout Bicycle and Pedestrian Safety.

3.4.2.46 Comment I-39: Carla Grady

Comment I-39-1

I'm excited to be able to comment on the possibility of a roundabout being installed at this intersection which I drive through several times per week. Years ago, many of us were hopeful we could get a roundabout in Forestville (my home town) at the intersection of SR-116 and Mirabel Rd. The plans were already drawn and easement permits lined up, but whackadoos came out of the forest to attend our Forestville town hall meeting about it, and the project had to be tabled after they shouted loudly enough. SO stupid.

Roundabouts are awesome in so many ways. As a life-long environmental activist, I've focused on the carbon reduction that roundabouts provide (which are so undeniable, it's crazy anyone could ever be opposed to them), but I know accidents are virtually non-existent at roundabouts, and traffic flow is greatly enhanced by them. If we could get a roundabout out here in West County where the rednecks drive all the time, so that they could see and feel for themselves how well they function, maybe Forestville could try again to upgrade to one here as well.

So if it isn't obvious yet, PLEASE PLEASE PLEASE APPROVE construction of a ROUNDABOUT at the intersection of Hwy 116 & Green Valley Road!!!!! THANK YOU for your consideration and for allowing us to provide input on this important project!

Response to Comment I-39-1

See response to MR 1 – Selection of Preferred Alternative.

3.4.2.47 Comment I-40: Marcy Greeley

Comment I-40-1

I attended the neighborhood meeting recenlty (Nov.19, 2025) at the Graton Fire Station. I took home one of the flyers being handed out that night, and the more I look at it - I notice that the representation of the intersection is showing an incorrect orientation and view of the 4 corners affected. Maybe (?) someone has already brouight this to your attention. Please see my image attached. The TOP image is taken from Google Maps, and the bottom image is from your flyer.

I request that a REVISED and CORRECT flyer be distributed - showing the correct neighboring properties. I am interested in seeing more neighborhood meetings for additional input. Please let us know when the next informational meeting will be held, or if there is a specific website detailing the process and the plans

Response to Comment I-40-1

See response to MR 7 – Noticing and Solicitation for Review and Comment on the IS/ND.

See response to MR 9 – Mailer Corrections.

3.4.2.48 Comment I-41: Marcy Greeley

Comment I-41-1

I sincerely hope that you and CalTrans take into consideration ALL the feedback and comments you are receiving regarding the proposed roundabout and street-lights at the Hwy116 and Green Valley Road intersection. After attending the Nov. 19, 2025 meeting at the Graton Fire Station, it was obvious that this is a very emotionally charged subject - and

unfortunately, many of us (myself included) in attendance that night felt that the presentation was very poorly presented and explained. Most of us in the back could not hear properly what was being discussed, the slide show was very poorly lit, and the drawings were inaccurate.

My wish is that before deciding one way or another - CalTrans schedule AT LEAST one more community meeting for additional input - with PLENTY of advance notice (more than 1 week would be appreciated, especially this time of year, when everyone is very busy with the holidays)!

That said, I am in FIRM opposition to a roundabout - as it would involve too much infringement on personal property, and seems WAY out of scale for this neighborhood. In addition, all the trees needing to be removed would be a huge mistake! Please DO NOT do that!!!

It would be quicker and more consistent with other roads around here to put in stoplights. However, there MUST be some way to do those withOUT needing to widen BOTH sides of Hwy 116 to 5 lanes on each side. Would you consider putting in stoplights that are similar to the ones already in place nearby on Mueller Rd ? All the stoplights in this area have 2-3 lane entry ways. None have 5 lanes. Maybe if you go to Santa Rosa with very high traffic 4-lane roads before you get to a 5-lane entry to a traffic light.

PLEASE consider more time to receive community input and additional community meetings - sometime in January, after the holidays. And whernevr that takes place - PLEASE have ALL the presenters and speakers equipped with microphones.

Response to Comment I-41-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 2 – Support for Signalized Intersection (Alt 1).

See response to MR 4 – Alternative Design Concepts or Offsite Improvements.

See response to MR 7 – Noticing and Solicitation for Review and Comment on the IS/ND.

3.4.2.49 Comment I-42: Zane Groshelle

Comment I-42-1

I hope you're doing well. I'm writing as a nearby resident to express my strong opposition to installing either a roundabout or a traffic light at Green Valley.

Introducing either option would be disruptive to the area, creating unnecessary congestion and offering no real benefit. The area already functions well as it is, and adding a roundabout or signalized intersection would change the character of the community, increase noise, and create unnecessary traffic and disturbance for those of us who live close by, without improving conditions for drivers or residents.

I urge the planning team to avoid these measures and to consider alternatives that preserve the existing flow and feel of the area. Please apply your expertise and our tax dollars to a more worthy project. This one need no change !

Thank you for taking my concerns into account. I would appreciate being kept informed about any updates or future discussions regarding this issue. Thanks again.

Response to Comment I-42-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 3 – General Support or Opposition of Alternatives (Either Build Alternative or the No-Build (No-Action) Alternative.

See response to MR 4 – Alternative Design Concepts or Offsite Improvements.

See response to MR 7 – Noticing and Solicitation for Review and Comment on the IS/ND.

3.4.2.50 Comment I-43: Glen Gunsalus

Comment I-43-1

We received a flyer regarding a presentation at the Graton Fire Department. The flyer says there is a IS/ND with comment period Nov 7 to Dec 7. If this is

open for comment it should be available now; however, I can find nothing on the District 4 web page. Is this document available? If so, where do I find it.

Response to Comment I-43-1

See response to MR 7 – Noticing and Solicitation for Review and Comment on the IS/ND.

3.4.2.51 Comment I-44: Nancy Haiston

Comment I-44-1

I support putting in a roundabout. They are people friendly, slowing down, but not stopping traffic.

Response to Comment I-44-1

See response to MR 1 – Selection of Preferred Alternative.

3.4.2.52 Comment I-45: Ramona Haller

Comment I-45-1

For 53 years, I've lived near the intersection of Guerneville Rd and Hwy 116N.

Back when, there was only on Stop sign between 116 and Coddingtown (no traffic lights. There are now 8 traffic lights.

Back then, There were no traffic lights between Guerneville Rd and Hwy 12 in Sebastopol. Now there are 6 traffic lights.

As population has increased – so has the traffic in my area and it's becoming increasingly more difficult to drive without spending unnecessary time waiting to proceed through an intersection. Although I agree that safety is a major concern, I think that having cars parked – unnecessarily waiting to proceed – is not only detrimental to our time and patience but also more – and more importantly – detrimental to our environment.

For example:

At both the intersection of Vine Hill/Mueller Road and 116 and Guerneville Rd and Willowside Road, there are stop lights – for both North/South and

East/West directions. Unfortunately, the minor crossroads both have left-hand signals which do NOT allow cars to proceed when they could and safely.

I can't tell you how often I have arrived at either of these intersections and cannot proceed when cars coming from the opposite direction have a green light BUT I and – multiple other case – who could have proceeded safely are forced to site at the intersection the entire time while the major road traffic passes. Then we have to wait again for our solitary green signals.

A reduction here in delay would not increase accidents AND it would also not only decrease fuel consumption but also decrease air pollution.

Furthermore, IIHS or Insurance Institute for Highway Safety an independent, nonprofit scientific and educational organization states:

Roundabouts are a safer alternative to traffic signals and stop signs. The tight circle of a roundabout forces drivers to slow down, and the most severe types of intersection crashes – right-angle, left-turn and head-on collisions – are unlikely. Roundabouts improve traffic flow and are better for the environment.

Needless to say, I would not only love to see either the left-hand turn signals removed or a roundabout installed at the above 2 mentioned intersections.

And I would definitely NOT, I repeat NOT, want to see a traffic light at the Guerneville RD/Hwy 116 intersection. For the Green Valley intersection, if a change is to be made, I am unequivocally in support of a roundabout!

Response to Comment I-45-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 4 – Alternative Design Concepts or Offsite Improvements.

3.4.2.53 Comment I-46: Terry Hallowes

Comment I-46-1

Yes! I live on Ross Rd

Response to Comment I-46-1

See response to MR 1 – Selection of Preferred Alternative.

3.4.2.54 Comment I-47: Lucy Hardcastle

Comment I-47-1

I'm a Forestville resident who travels 116 frequently to access shops and activities along that corridor. My vote is to install a round-a-bout to slow traffic vs a traffic light, which causes delays and unnecessary pollution as cars and trucks wait at a light. After construction, maintenance would be less costly not counting on electricity during storms or outages.

Response to Comment I-47-1

See response to MR 1 – Selection of Preferred Alternative.

3.4.2.55 Comment I-48: Camille Hedges

Comment I-48-1

A roundabout at this location would be a significantly more expensive, complex, and lengthy construction project compared to a signalized intersection. Building a modern roundabout requires major earthwork, substantial regrading, realignment of all approaches, potential right-of- way impacts, and extensive utility relocation. This leads to longer construction timelines, heavier equipment use, more emissions, and considerable disturbance to nearby homes, businesses, and agricultural operations.

The environmental footprint of constructing a roundabout is far greater—both in terms of material requirements (concrete, excavation, fill) and construction-stage emissions. For a rural area like ours, this level of disruption and cost does not seem proportional to the needs of the intersection.

Response to Comment I-48-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 4 – Alternative Design Concepts or Offsite Improvements.

CEQA does not require analysis of project costs, funding sources, or economic policy considerations. While economic information may be included in the record for the limited purpose of determining whether an alternative is feasible, CEQA does not require agencies to compare alternatives based on cost or to evaluate the economic rationale behind project selection.

Comment I-48-2

It's also worth noting that the few pedestrians who do attempt to cross here often face a harrowing and unsafe experience. A roundabout would not meaningfully improve conditions for those vulnerable crossings.

Response to Comment I-48-2

See response to MR 8 – Roundabout Bicycle and Pedestrian Safety.

Comment I-48-3

Support for the signalized intersection alternative

A signalized intersection achieves the safety goals with far less environmental and fiscal impact. It can be built more quickly, requires less earthwork, and minimizes disruption to residents and daily traffic patterns. It also allows the roadway to maintain its existing alignment with fewer long-term changes to the surrounding landscape.

Given the scale of our community, the desire to reduce unnecessary environmental disturbance, and the need to manage cost responsibly, the signalized intersection is the more practical, efficient, and community-sensitive solution.

Thank you for your work on this project and for considering input from residents. Please include my comments in the public record, and I would appreciate any follow-up materials summarizing next steps.

Response to Comment I-48-3

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 2 – Support for Signalized Intersection (Alt 1).

3.4.2.56 Comment I-49: Karen Hendrickson

Comment I-49-1

The issue of safety at this intersection can be much more reasonably and rationally addressed than as currently proposed by Caltrans.

I use this intersection almost every day and have for over 28 years of living here. The proposals are as noted by another colleague "DRASTICALLY

FLAWED, HIGHLYDESTRUCTIVE, and OUT-OF-SCALE with the area. Highway 116 is protected “scenic highway” – the roundabout is so out of proportion and over the top that I shouldn’t think anyone would have to point that out to you. The redesign of the highway to a 5-lane version is again, way over the top. There are several intersections within a mile or two – with possibly more traffic that are fine with a simple traffic signal and minimal destruction and mayhem without carving out 100’s of feet of additional widening and multiple lanes!

A flashing stop light signal or a flashing caution light and additional signage cautioning for large trucks and traffic would likely address most of these issues. There is not nearly as much traffic as there is at Graton Road & 116 in terms of ordinary automobile traffic. Or even Occidental Road and Hwy 116!

Do not destroy more of our rural terrain and scenic highway just to “be doing something”. If you want to put in a roundabout, try putting one where it is desperately needed. Highway 12, Fulton/Wright Rd/Occidental Rd is crying out for a roundabout! Even Occidental Road and 116 has a modified traffic signal situation (not 5 lanes!) and they have far more traffic than 116/Green Valley Rd.

IF you must spend some money that’s just lying around from the previous administration’s effort to stimulate the economy then at most this intersection should only have a simple traffic signal like the Graton Rd, Mueller/Vine Hill Rd. and other situations along the 116 corridor.

DO NOT DESPOIL OUR SCENIC 116 HWY – NOR DESTROY MORE TREES AND BEAUTIFUL TERRAIN APPROPRIATE TO OUR RURAL COMMUNITY!

Response to Comment I-49-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 3 – General Support or Opposition of Alternatives (Either Build Alternative or the No-Build (No-Action) Alternative).

See response to MR 4 – Alternative Design Concepts or Offsite Improvements.

As identified by this commenter and described in the IS/ND, the proposed project is located within a segment of SR 116 that is an officially designated state scenic highway. The IS/ND analyzes the potential for the proposed project to impact sensitive receptors with viewsheds of the proposed project footprint, specifically discussing the removal of trees. As discussed in the IS/ND, the removal of those trees would allow for increased views of hills to the west, which may be perceived positively by viewers. The IS/ND discloses that tree removal by the project would impact the overall visual quality of the corridor; however, this impact would be minimized by onsite replanting to the maximum extent practicable within the ROW, as required by PF-BIO-11: Replant, Reseed, and Restore Disturbed Areas (Appendix B). As identified in the IS/ND, with implementation of this minimization measure, impacts to aesthetic resources, including impacts to sensitive receptors with viewsheds of designated scenic highways (SR 116), would rise to a level considered to be less than significant.

Caltrans cannot comment or provide responses on improvements at intersections outside the scope of the proposed project at this time. Nevertheless, Caltrans acknowledges the commenter's traffic safety concerns at other locations, such as Graton and SR 116, or Highway 12 and Fulton, Wright Road, and Occidental Road. The commenter's suggestions for improvements along other intersections within the region are acknowledged.

3.4.2.57 Comment I-50: Bob Herr

Comment I-50-1

I am in full support of a roundabout over a 4 way intersection with traffic lights. The intersection does need more than a 2 way stop signs. It is dangerous and I have seen several incidents that were close to being collisions. I live in the area and approach the intersection from the west on Green Valley road several times a week; and avoid the intersection from the east because it is so dangerous. The roundabout option is the better choice for many reasons: safer; keeps the traffic moving; slows down the traffic (traffic on 116 often exceeds the speed limit on this long straight away); better for the air quality; works when the power is out; better for increased traffic in the future. The only downside is that it will not be easy to get into Fred's gas station on the corner. Is there any mitigation considered to allow vehicles access to the gas station?

In my travels in other countries, I see many roundabouts, wish the US would adopt more of these.

Response to Comment I-50-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 4 – Alternative Design Concepts or Offsite Improvements.

See response to MR 6 – Business Interruption.

3.4.2.58 Comment I-51: Dena Higgins

Comment I-51-1

Our home is approximately 1 mile from the subject intersection. I am writing to voice my strong objection to both alternatives proposed by Caltrans, the roundabout and stoplight, as currently presented. My understanding is that both the current plans would call for the removal of an inordinate number of trees as well as the creation of a baffling number of traffic lanes, all on a scenic highway.

The scale of both projects, as presented, is dramatically out of alignment for this community and thoroughfare. If indeed a stop light is necessary, I would strongly urge Caltrans to consider replicating that at the nearby intersection of SR 116 and Mueller/Vine Hill Road.

However, it seems clear that the most pressing concern is improving the visibility of the existing stop signs on Green Valley Road, something that would immediately improve safety.

Considering the addition of a roundabout or traffic signal in the manner currently proposed would indicate how little familiarity Caltrans has with this particular situation. I respectfully request your attention to the specific concerns and needs of this community and thoroughfare. Thank you for your consideration.

Response to Comment I-51-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 3 – General Support or Opposition of Alternatives (Either Build Alternative or the No-Build (No-Action) Alternative.

See response to MR 4 – Alternative Design Concepts or Offsite Improvements.

See response to MR 7 – Noticing and Solicitation for Review and Comment on the IS/ND.

3.4.2.59 Comment I-52: Terrence Higgins

Comment I-52-1

My wife and I live a few miles from the intersection under consideration for added traffic control. The need is obvious.

How to satisfy the need is the issue here. Caltrans would serve the local citizens better by installing a four-way well-lighted stop sign control. A major part of the problem is that the existing stop signs are hard to read. Trimming the trees and adding another pair of signs on 116 is, in my view, the cheaper and less expensive as well as less intrusive solution. Thank you for considering my views in this matter.

Response to Comment I-52-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 2 – Support for Signalized Intersection (Alt 1).

See response to MR 4 – Alternative Design Concepts or Offsite Improvements.

3.4.2.60 Comment I-53: Luke Holderfield

Comment I-53-1

This is a public comment for the proposed traffic control project at 116 and Green Valley Rd. In Sebastopol. I work in Graton and live in Sebastopol and drive through this intersection many time's per week. I find this intersection dangerous but there are scarier intersections that I would give attention to first, listed below. I suggest keeping it as is with a stop sign. There simply isn't that much traffic on 116 at that point, and there are plenty of alternatives. If the powers that be decide something is needed, I support a roundabout. The

proposed roundabout is huge though, could it not be smaller and not take so much residential land? Sure the vineyard could stand to lose some most easily.

- Preference 1: no change
- Preference 2: round about, smaller, and land taken from the vineyard

intersections that need more attention:

- Mirabel Road and River Road
- Irwin Lane and Occidental Road (Riccas Corner)
- Occidental Road and Mill Station Rd

Response to Comment I-53-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 3 – General Support or Opposition of Alternatives (Either Build Alternative or the No-Build (No-Action) Alternative.

See response to MR 4 – Alternative Design Concepts or Offsite Improvements.

3.4.2.61 Comment I-54: Gary Holm

Comment I-54-1

I spoke with you Wednesday evening at the GRATON FIRE DEPARTMENT regarding the need for safety improvements at the SR-116 and Green Valley Road intersection. I strongly believe the intersection should have signal lights not a Round About. Because of the remote type location of the intersection signal lights cannot be ignored and are well known to drivers who may not be aware of how a roundabout works. I also think access to the gas station at the intersection will be easier to use than with a round about.

Response to Comment I-54-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 2 – Support for Signalized Intersection (Alt 1).

See response to MR 6 – Business Interruption.

3.4.2.62 Comment I-55: Bill and Nancy Huebsch

Comment I-55-1

Thank you for your article & request for feedback. We may be too late with our input this morning. If not, please accept our info. My husband Bill & I live on Hicks Rd & Green Valley Rd is our main access to 116. The Graton Rd access is a difficult left turn as Mueller Road enters close to Hicks & it often appears drivers turning right on to Graton do not see us making our left turn.

We agree there needs to be some control of traffic at GVR & 116 as it is a busy & dangerous intersection. We prefer a signal to control the traffic. It will create less interference with surrounding properties & allow pedestrians a safer means to cross 116. It will also take a long time for drivers in the area to adapt to using a roundabout safely.

We will follow your columns on this subject.

Response to Comment I-55-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 2 – Support for Signalized Intersection (Alt 1).

See response to MR 8 – Roundabout Bicycle and Pedestrian Safety.

3.4.2.63 Comment I-56: Tim Hughes

Comment I-56-1

Long time Sebastopol resident. Strongly agree with a roundabout. It will keep the charm of the 116 corridor without adding a bunch of lights and stripes and industrial feel.

Response to Comment I-56-1

See response to MR 1 – Selection of Preferred Alternative.

3.4.2.64 Comment I-57: Sarita and Andrew Janich

Comment I-57-1

My husband and I are long-time residents and homeowners in Graton/Sebastopol, and after reading the initial study, we are concerned about the project's impact on our rural community. As proposed, neither of the build scenarios aligns with the small scenic corridor that our family calls home. We agree that the intersection's safety should be improved, but not at the expense of people's property and our old-growth native trees.

The proposed project unnecessarily calls for widening the intersection with additional lanes for the traffic signal or building a large, intrusive roundabout. The roundabout would undoubtedly cause driver confusion, leading to more accidents instead of preventing them. It would also "alter the existing visual character and quality of the site by adding elements typically seen in more urban settings," as the study notes. There are no other roundabouts in West Sonoma County, and it would greatly impact the scenic rural corridor. Furthermore, that intersection has sun glare, partially mitigated by the tall trees there. Removing over 100 trees would surely increase glare and reduce visibility at peak driving times.

If the traffic signal alternative could reduce the number of proposed widening/additional lanes, then we would agree that it would be the best option. We suggest using the surrounding traffic-light intersections, such as Mueller Rd/Vine Hill (just south of the proposed intersection improvement), as a model for working 2-3-lane traffic signals with minimal widening required. However, as it stands, my family and I reject both alternatives and urge you to reconsider the project's impact on our small rural community.

Response to Comment I-57-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 2 – Support for Signalized Intersection (Alt 1).

See response to MR 3 – General Support or Opposition of Alternatives (Either Build Alternative or the No-Build (No-Action) Alternative).

See response to MR 4 – Alternative Design Concepts or Offsite Improvements.

The proposed project is located within a segment of SR 116 that is an officially designated state scenic highway. The IS/ND analyzes the potential for the proposed project to impact sensitive receptors with viewsheds of the proposed project footprint and potential to impact the existing visual character. As discussed in the IS/ND, the removal of trees would allow for increased views of hills to the west, which may be perceived positively by viewers. The IS/ND discloses that tree removal in the highway foreground, increased roadway dominance from increased paving, and visual clutter from added signage and other built elements would result in declines in the overall corridor visual quality. However, these impacts would be minimized by onsite replanting to the maximum extent practicable within the ROW, as required by PF-BIO-11: Replant, Reseed, and Restore Disturbed Areas (Appendix B). As identified in the IS/ND, with implementation of this minimization measure, impacts to aesthetic resources, including impacts to sensitive receptors with viewsheds of designated scenic highways (SR 116), would rise to a level considered to be less than significant.

3.4.2.65 Comment I-58: James Johnson

Comment I-58-1

We lived and worked in Sebastopol for many years and now our daughter's family is near Graton. We have to travel this intersection at times, and it is definitely a hassle if not a hazard. Please do not put up traffic lights but instead, go with a roundabout. We now live in unincorporated Windsor and going to Town has become so much easier since they installed the roundabouts. Travelling to Healdsburg, their town square roundabout has eliminated that one-time nightmare of multiple stop signs and people seem to eventually catch on with how to navigate. Yet another sign of progress.

Response to Comment I-58-1

See response to MR 1 – Selection of Preferred Alternative.

3.4.2.66 Comment I-59: Sarah Johnson

Comment I-59-1

I have owned and lived at 8969 and 8955 Green Valley Road since 2013, and in that time I have witnessed firsthand the dangers at the SR-116 and Green Valley Road intersection. The frequency and severity of accidents here are

alarming. I am often among the first to call 911 when crashes occur, and the sound of these collisions—especially those involving large quarry trucks—is terrifying.

Beyond SR-116 and Green Valley, I have also observed numerous drivers running red lights at Graton Road and Occidental Road. Many of these accidents require the jaws of life, as confirmed by the Graton siren and the PulsePoint app. These are not isolated incidents; they reflect a systemic safety issue that demands urgent attention.

Response to Comment I-59-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 4 – Alternative Design Concepts or Offsite Improvements.

Comment I-59-2

Why a Roundabout Is Needed. Traffic on SR-116 moves far too quickly, while drivers on Green Valley are often rushing to cross. A roundabout would slow vehicles, reduce collision speeds, and improve safety for everyone. Unlike Windsor's roundabout, which is complicated by train tracks, this location is ideally suited for such a solution.

Response to Comment I-59-2

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 4 – Alternative Design Concepts or Offsite Improvements.

See response to MR 5 – Roundabout Design Adequacy and Safety.

Comment I-59-3

Additional Safety Concerns on Green Valley Road

- The short distance between Ross Road and SR-116 encourages drivers to accelerate aggressively uphill.
- Although the posted speed limit is 35 mph, average speeds are closer to 55 mph, with hot rods racing late at night.

- My mailbox is dangerously close to the roadway, with no buffer or painted line.
- Retrieving mail requires crossing the street, often while cars speed downhill around the corner.
- There are no sidewalks, bike lanes, or safe shoulders for pedestrians, joggers, cyclists, or pets heading to Joe Rodota Trail. Seniors from the nearby mobile home park are especially vulnerable.
- Vegetation obstructs visibility: poison oak and bushes block my driveway, and tree branches cover the stop sign at SR-116 and Green Valley.

Response to Comment I-59-3

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 4 – Alternative Design Concepts or Offsite Improvements.

See response to MR 5 – Roundabout Design Adequacy and Safety.

See response to MR 8 – Roundabout Bicycle and Pedestrian Safety.

Comment I-59-4

Environmental Risk: Graton Sewer Transport Station I am deeply concerned about the county's approval of a Graton Sewer Transport Station at Hicks and Green Valley Road. With the high rate of accidents here, the risk of a spill is unacceptable. After witnessing the cleanup of two gravel truck crashes, I could not help but imagine the catastrophic consequences if 10,000 gallons of raw sewage had spilled into our properties and water sources.

Response to Comment I-59-4

Caltrans cannot comment on the county's approval of projects that are outside the scope of the proposed project, including Graton Sewer Transport Station at Hicks and Green Valley Road. Caltrans acknowledges the commenter's traffic safety concerns within the region and has considered the commenter's feedback. This comment is not directed at the adequacy of the

IS/ND nor does it address the potential for adverse physical impacts associated with the proposed project.

Comment I-59-5

Proposed Solutions

1. Install a roundabout at SR-116 and Green Valley Road.
2. Deploy speed radar to measure and deter excessive speeds.
3. Add warning flashers midway on Green Valley to alert drivers of the upcoming stop sign.
4. Clear vegetation to improve visibility at driveways and intersections.
5. Ensure pedestrian protections similar to the “3 feet for bikers” law.
6. Rescind approval of the Graton Sewer Transport Station at Hicks and Green Valley Road.

This intersection is not just inconvenient—it is dangerous. Every day that passes without action puts lives at risk. I urge you to prioritize safety improvements at SR-116 and Green Valley Road before another tragedy occurs

Response to Comment I-59-5

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 4 – Alternative Design Concepts or Offsite Improvements.

See response to MR 8 – Roundabout Bicycle and Pedestrian Safety.

As described in the IS/ND, the project would include limited removal of existing screening vegetation along the west side of the highway. Implementation of the proposed project does not include speed radar deployment or warning flashers. As described in the TOAR, included in the ISOAP completed on July 18, 2025, the roundabout would include 8- to 10-foot shared-use paths in all four directions for bicycle and pedestrian use.

3.4.2.67 Comment I-60: Janis Kelley

Comment I-60-1

Finally! Please put the roundabout in there! Traffic drives much faster than the speed limit and I feel the roundabout will slow them down. After driving the new roundabout in Sonoma they are a wonderful solution and perfect on SR116/Green Valley Road.

This intersection (the folks who drive it anyway) is unsafe and I avoid it as much as possible.

How is the solution decided? I expect the roundabout may not be popular unless people have experience driving through them but I definitely hope for it.

Response to Comment I-60-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 7 – Noticing and Solicitation for Review and Comment on the IS/ND.

3.4.2.68 Comment I-61: James King

Comment I-61-1

I'm excited about the prospect of this intersection improvement (especially a roundabout) but wanted to point out that on the flyer, the labels for the two roads appear to be swapped from what they actually are. Looking forward to the meeting on the 19th! As a resident of GVR and a frequent user of the intersection, I think a roundabout would greatly improve the safety and efficiency of the intersection.

Response to Comment I-61-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 9 – Mailer Corrections.

3.4.2.69 Comment I-62: Jan Kiely

Comment I-62-1

Thank you for asking for input from the public. My input is to support the round about plan. I think it goes further to slow the traffic on 116. I'll be interested in the final decision. Thank you.

Response to Comment I-62-1

See response to MR 1 – Selection of Preferred Alternative.

3.4.2.70 Comment I-63: Paul Klonsky

Comment I-63-1

I support the roundabout approach to mitigating the broadside crash risks at the State Route (SR) 116 Green Valley Road intersection in Sonoma County.

Judging from the roundabout outcome at SR 116 and SR 121 at Big Bend, Sonoma Valley, this is the proper approach. Signalization slows the flow with much too often red-light violations on a high-speed highway.

Response to Comment I-63-1

See response to MR 1 – Selection of Preferred Alternative.

3.4.2.71 Comment I-64: Adelle Kohl

Comment I-64-1

I have lived in this neighborhood and used this intersection almost daily for about 35 years. I personally feel that a round about would have the least disruption to both through traffic on Highway 116 and people coming up Green Valley Road to go either way on Highway 116. Since I have moved here signals have been added on Highway 116 at Mueller Road, Graton Road, Occidental Road, and Mill Station on the way to town. This has hugely slowed down any trip to town. I am reluctant to have yet another signal added to slow traffic. Thank you for your attention to this matter.

Response to Comment I-64-1

See response to MR 1 – Selection of Preferred Alternative.

3.4.2.72 Comment I-65: Yuri Koslen

Comment I-65-1

I would like to add public comment on this proposed project. I would be in favor of a roundabout at this location

Response to Comment I-65-1

See response to MR 1 – Selection of Preferred Alternative.

3.4.2.73 Comment I-66: Patrick Laherty

Comment I-66-1

Caltrans is on the right course in wanting to eliminate accidents at that intersection.

I just want to quickly say that a Round-About is the best thing here. Stopping traffic is time consuming and wastes fuel. Round-Abouts are an easy answer to both controlling the intersection and keeping traffic moving. The more they are put in place the more it becomes second nature for drivers to negotiate them and get used to them.

Response to Comment I-66-1

See response to MR 1 – Selection of Preferred Alternative.

3.4.2.74 Comment I-67: Thuan Lai

Comment I-67-1

The best thing for this intersection is a traffic light, but is the lane widening necessary in both directions and the number of trees removed is too high. I don't think we need dedicated right turn lanes. The intersection can be similar to 116 and Graton Rd which seems to work fine.

No Roundabout.

Response to Comment I-67-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 2 – Support for Signalized Intersection (Alt 1).

See response to MR 4 – Alternative Design Concepts or Offsite Improvements.

3.4.2.75 Comment I-68: Ken Landaiche

Comment I-68-1

Thank you for putting on the public meeting. I found it very informative.

First, I want to say I prefer the Roundabout solution. I have used many roundabouts and like how they smooth traffic through intersections.

I have a design suggestion for it. I have traversed several roundabouts that have a high center, either a landscaped hill, dense small trees, or even a sculpture. They obscure a driver's view of the opposite, incoming traffic and reduce one's inclination to "zip through" when they think they see a clear road ahead.

Response to Comment I-68-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 4 – Alternative Design Concepts or Offsite Improvements.

3.4.2.76 Comment I-69: Aubri Lane

Comment I-69-1

I would like to support a roundabout for this location, not a 4-way stop. Roundabouts are safer (less serious crashes and injuries, which is why this has come up) since they promote lower speeds and continuous traffic flow.

Response to Comment I-69-1

See response to MR 1 – Selection of Preferred Alternative.

3.4.2.77 Comment I-70: Annalyce LaSource

Comment I-70-1

I am a resident of Sebastopol, born and raised. Unfortunately, I was not able to attend the meeting on Nov 19th due to a prior commitment, so I'm grateful to be able to weigh in here.

As someone who frequently travels the route along Hwy 116 and Green Valley, I praise the attention to this area. It's quite unsafe, especially coming from Vine Hill road where I grew up, and attempting to cross 116 to visit my parents in Graton, near Green Valley road.

I am much in favor of a roundabout for obvious reasons: they keep the flow of traffic moving, don't require unsightly lights, and they are more aesthetically pleasing. The roundabouts in Windsor and Healdsburg are a perfect example and I'm excited that one is being considered for West Sonoma County. After returning from living in Europe, I always wondered why they weren't in place in the US, and I recall the argument people would make that they just weren't safe, and drivers here wouldn't understand how to use them, but all one has to do is stand at the busy road in from of Oliver's in Windsor or in Healdsburg to see that the traffic runs smoothly and drivers have clearly adapted well. Thank you for the opportunity to weigh in on this matter.

Response to Comment I-70-1

See response to MR 1 – Selection of Preferred Alternative.

3.4.2.78 Comment I-71: Kenna Lee

Comment I-71-1

Add one more public comment in the roundabout column! No more idling-better for the environment and for safety. Win-win.

Response to Comment I-71-1

See response to MR 1 – Selection of Preferred Alternative.

3.4.2.79 Comment I-72: David Levitt

Comment I-72-1

Background

My family and neighbors live on Green Valley Road in Sebastopol near that intersection. We were invited with a mailed flyer and attended the November 19 2025 public meeting in the Graton Fire Department on Hwy to get information from Cal Trans and others, led by Daniel Chan, Jeff Weiss and others. Cal Trans logs 3 non-injury accidents per year at that intersection,

such as a trailer dropping its load turning, that can tie up the intersection for an hour or more a few times a year.

Response to Comment I-72-1

Thank you for your comment. As discussed in Section 1.2 of the IS/ND, the proposed project is needed to address deficiencies identified in the Traffic Investigation Report (October 1, 2010, to September 30, 2013) and 5-year collision data (January 1, 2020, to December 31, 2024).

Comment I-72-2

CalTrans is proposing traffic management updates to the intersection of 116 N and Green Valley Road. There is currently no traffic signal, just two-way STOP signs for drivers on Green Valley Road. Please accept and confirm receipt of this comment, including the link to the video interview of the business owner at that intersection, in the official Public Comments on the Draft Initial Study in public review from Nov 7 to Dec 7, 2025.

Response to Comment I-72-2

Please see response to MR 6 – Business Interruption.

As discussed in the Draft IS/ND, the intersection of SR 116 and Green Valley Road is currently managed by stop signs along Green Valley Road, requiring motorists to stop before crossing or merging onto SR 116. As described in Section 1.5 of the Final IS/ND, Caltrans has identified Alt 2 – Roundabout as the preferred alternative due to its ability to best fulfill the project purpose and need of reducing the potential for collisions and decreasing the severity of collisions that may occur. Caltrans received this comment along with a hyperlink to the video interview with a local business owner, as referenced by the commenter. Oral comments presented as part of the video are acknowledged, and a transcript of those comments has been provided as Appendix H for disclosure and consideration by decision-makers. Because comments provided in the video do not contain an argument raising significant environmental issues related to the Draft IS/ND or reference the analysis, adequacy, or the findings included within the Draft IS/ND, no further response is provided, and no revisions to the Draft IS/ND are required.

Comment I-72-3

The public is asked to compare two proposals to decrease frequency of collisions: 1) A FOUR WAY INTERSECTION CONTROLLED WITH TRAFFIC SIGNALS 2) A ROUNDABOUT

Response to Comment I-72-3

See response to MR 7 – Noticing and Solicitation for Review and Comment on the IS/ND.

The Draft IS/ND is a public document providing both decision-makers and citizens with a transparent analysis of the proposed project's potential environmental impacts, mitigation measures, and feasible alternatives. The CEQA process aims to provide the public and interested parties with enough information to evaluate a project's potential environmental impacts prior to project approval. The commenter mentions that the public is being asked to "compare two proposals," but rather, the public is asked to provide comments regarding whether the IS/ND correctly identifies all potential environmental impacts and the adequacy of the findings and justification for the determination of no impacts of significance.

Comment I-72-4

Unfortunately, the presentation was unamplified, incomplete and unrecorded. An audience of up to 100 concerned citizens raised many more issues than were answered. Basic questions about purpose, options, comparative timetables and costs weren't presented. Eventually some of us found some preliminary answers in online documents.

State Route (SR) 116 Green Valley Road Safety Improvements Project https://dot.ca.gov/-/media/dot-media/district-4/documents/d4-environmental-docs/3q640-sr116-green-valley-roadsafety-improvements/3q640-is-ce-ded-11-05-clean-508-a11y.pdf https://dot.ca.gov/caltrans-near-me/district-4/d4-popular-links/d4-environmental-docs

Initial Conclusion: Traffic Signal preferred to Roundabout

Most people we've talked to see clear benefits for a Traffic Signal lights at that intersection or the nearby Guerneville Road/Hwy 116 intersection, to slow traffic and lessen collisions.

Response to Comment I-72-4

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 2 – Support for Signalized Intersection (Alt 1).

See response to MR 7 – Noticing and Solicitation for Review and Comment on the IS/ND.

Caltrans acknowledges the commenter's disappointment with the level of project-related detail provided at the meeting.

Comment I-72-5

Mitigate Needless Disruption of Main Business At Intersection

We spoke with Fred Mashhour, the owner of Bridgeway Gas #2 station and convenience store, the only business at that intersection. His reaction was typical. He was especially puzzled that a traffic circle idea had been advanced without a conversation with him. That last block of Green Valley has no traffic except for his gas station customers. Click for video: https://vimeo.com/1144373593?fl=pl&fe=sh Mashhour politely points out that building a traffic circle through what is now his gas station would require removing at least two pumps and would be the end of his business, in addition to being unnecessary for traffic management.

Response to Comment I-72-5

See response to MR 6 – Business Interruption.

This comment is noted. Caltrans has received the hyperlink to the video interview of the local business owner referenced by the commenter. Oral comments presented as part of the video are acknowledged, and a transcript of those comments has been provided as Appendix H for disclosure and consideration by decision-makers. Caltrans asserts that proposed project design does not include plans to build facilities on the gas station property of interest, nor does it include design plans that necessitate relocation of gas station facilities, such as gas pumps.

Comment I-72-6

Analysis and Open Questions

The Roundabout idea has not been justified for this location. Why is this one block of low-traffic intersection need anything more complicated than the traffic signal at Graton Road or Occidental Road and all the other intersections from 116 N? Who benefits financially from the non-standard Roundabout solution? Who would build it?

The huge Traffic Light upgrade proposal needlessly widening every road appears designed to make it larger and more disruptive than the Roundabout proposal — as if removing 100 additional trees is necessary. Not even the very high traffic Occidental Road intersection is that large!! Something is amiss.

Response to Comment I-72-6

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 2 – Support for Signalized Intersection (Alt 1).

As discussed in Section 1.2 of the IS/ND, the proposed project is needed to address deficiencies identified in the Traffic Investigation Report (October 1, 2010, to September 30, 2013) and 5-year collision data (January 1, 2020, to December 31, 2024).

Comment I-72-7

Mitigation A: Review a Design for the Least Disruptive Traffic Signal Upgrade The CalTrans team, which is eager to assert domain over a wide new area, has designed a Traffic Signal solution that widens all of the roadways so much as to be overkill. But I don't think they've measured the traffic on those roads. On Green Valley east of 116, where if CalTrans measures it will see about one vehicle per hour, two lanes do NOT need to be widened to five lanes! Likewise crossing to Green Valley Road West. The problem is NOT the amount of traffic, it is the absence of a signal and the speed of thru traffic.

Response to Comment I-72-7

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 4 – Alternative Design Concepts or Offsite Improvements.

Comment I-72-8

Mitigation B: In fact the adjacent Hwy 116N / Guerneville Road intersection is a stronger choice for a cross street upgrade. It already has the organic traffic. A traffic signal at Guerneville wouldn't disrupt any business and disturb few if any trees.

A traffic signal at 116N and Guerneville Road one block North instead would also largely solve the problem of high speed traffic from Forestville crossing Green Valley Road at 40mph or more and causing the original accident hazard.

Context: As shown, this is the last block of Green Valley Road going East where it ends at Vine Hill Road (shown as Sousa Corners). There is no natural thru traffic to or from Santa Rosa, since drivers prefer the long, much wider Guerneville Road and 116 itself. So most traffic is local Green Valley Road area residents entering 116, or turning West off of it to return home.

Response to Comment I-72-8

Caltrans cannot comment or provide a response on the traffic conditions of those intersections outside the scope of the proposed project, such as that at Guerneville Road. The purpose of the proposed project is the improvement of safety at the SR 116 and Green Valley Road intersection. Nevertheless, Caltrans acknowledges the commenter's traffic safety concerns along other intersections within the region and has considered the commenter's feedback.

Comment I-72-9

Some attendees wondered if CalTrans might be confusing Green Valley Road traffic with the much heavier natural traffic on the next street North, Guerneville Road. There is much more traffic turning there, currently no traffic signal or stop sign to slow traffic from Forestville, and no gas station or other business to disrupt on that corner. If there was any signal there, highway traffic crossing at Green Valley Road would be naturally slowed and those noninjury accidents cut to a fraction.

Response to Comment I-72-9

See response to MR 1 - Selection of Preferred Alternative.

See response to MR 6 – Business Interruption.

The purpose of the proposed project is the improvement of safety at the SR 116 and Green Valley Road intersection. Caltrans can confirm the location of roadway improvements is intended for SR 116 and Green Valley Road. The proposed project does not include intersection improvements at other locations, nor does it preclude Caltrans or other agencies from pursuing future offsite roadway improvement projects at those locations.

Comment I-72-10

Environmental: Daniel Chan at first claimed no impact, then when attendees contradicted him during the meeting, unofficially revised or clarified his assessment. Dan and Jeff Weiss then confessed proposing the removal of 50 to 150 trees including protected oak and redwoods on a scenic highway, and that “no impact” was a kind of CalTrans euphemism. This is a problem that is largely resolved by Mitigation A or Mitigation B proposed above.

Response to Comment I-72-10

As indicated in the IS/ND, implementation of either Build Alternative would result in “less-than-significant” impacts or “no impacts” to CEQA resource topics, as these terms are defined in the CEQA Guidelines. A “less-than-significant” impact is one that does not amount to a substantial adverse change in physical conditions, based on careful judgment on the part of the public agency involved, in this case Caltrans. A determination of “no impact” is applied when a particular environmental effect will not occur at all, justified succinctly in the IS/ND and requiring no in-depth analysis.

The commenter has specifically pointed to potential impact to resource topics resulting from tree removals. As described in Section 1.4.1 of the Final IS/ND, based on the current layout and cut-and-fill line, it is estimated that approximately 40 trees with a 4-inch DBH or greater would need to be removed. However, more extensive excavation or fill work, or adjustments to the roadway layout, could require that more trees be removed. The trees to be removed are predominantly a mix of redwoods and native oaks. The project would also require the removal of smaller shrubs and groundcovers as well as a portion of the vineyard plantings in the southeast quadrant. Where space allows, replacement plantings will be installed, and a 3-year plant establishment period will be provided.

Further, as described in Appendix B of the IS/ND, Summary of Project Features and Avoidance, Minimization, and/or Mitigation Summary, PF-BIO-11: Replant, Reseed, and Restore Disturbed Areas, commits Caltrans to restore temporarily disturbed areas to the maximum extent practicable. Specifically, where disturbance includes the removal of trees and woody shrubs, native species will be replanted, based on the local species composition.

Additionally, as identified in the IS/ND, tree removals would occur along SR 116, which is an officially designated state scenic highway, and therefore were analyzed as they pertain to visual resource impacts to sensitive receptors with viewsheds of the proposed project footprint. However, as discussed in the IS/ND, the removal of those trees would allow for increased views of hills to the west, which may be perceived positively by viewers. The IS/ND discloses that tree removal by the project would impact the overall visual quality of the corridor; however, this impact would be minimized by onsite replanting to the maximum extent practicable within the ROW, as required by PF-BIO-11: Replant, Reseed, and Restore Disturbed Areas (Appendix B). This minimization measure commits Caltrans to restore temporarily disturbed areas, specifically, where disturbance includes the removal of trees and woody shrubs. Native species will be replanted, based on the local species composition. As identified in the IS/ND, with implementation of this minimization measure, impacts to aesthetic resources, including impacts to sensitive receptors with viewsheds of designated scenic highways (SR 116), would rise to a level considered to be less than significant.

Comment I-72-11

Aside: Has Sink Hole There Had a Geological Review recently?

Some local residents are concerned with the Sink Hole that has opened up repeatedly over the years, right on 116 at that Green Valley Road intersection. That can’t be great to have under a traffic circle. Has this been fully accessed by geologists? If not, the limited urgency and potential benefit of this project might mean it should be canceled or mitigated until an appropriate geological survey is complete

Response to Comment I-72-11

Section 2.1.7 of the IS/ND includes an evaluation of the project's potential to result in significant impacts to geologic soils, including the evaluation of the project to 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 onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse. As identified in the IS/ND, considering the information presented in the Caltrans Geologist technical response dated 02/11/2025, no impacts were identified.

Comment I-72-12

Transcription of interview with Fred Mashhour

MASHHOUR: They're going to take a big chunk of [my neighbor's] property. That guy right across on the corner, they're trying to take his property, like eminent domain or whatever. Yeah. Yeah. And he said the line is going to come right next to his STIC tank. Yeah.

LEVITT: So you don't mind if I'm recording this for you?

MASHHOUR: No, no. It's okay. Yeah. So, yeah. Yeah. So I don't know. I'm hoping, I'm hoping that, I hope, I'm hoping that they haven't predetermined this. I'm hoping that they're listening to people … What's gonna happen to these two, two pumps that are, are they gonna be taking pump these who would cover that pump? Well, if they take two pumps out, if they lose two pumps, I might as well kiss this business goodbye. Yes. So I'm hoping, I'm hoping, you know, based on what I have observed for the past 24 years, you know, I think a signal light is perhaps the most, just a red and green light. Yeah, that's it. That's probably the cheapest, least expensive, and I know it, it, it perhaps slow down the traffic a bit.

…

And, and you know, plus you have all these. Big trucks and trailers, semis, right. With the roundabout you're going to need a large space for them. I mean, it, to me, it doesn't make sense. Yeah. I, you know, I, I think a stoplight is the most practical way of approaching this, you know, and doing this.

Response to Comment I-72-12

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 6 – Business Interruption.

3.4.2.80 Comment I-73: Jill Libnic

Comment I-73-1

I live on Green Valley Rd off of Hwy 116 and strongly oppose a roundabout there. It’s completely unnecessary and would make it even worse! If you want to make it safer, add a signal not a roundabout. It’s not busy enough for that! I have lived at this location for 35 years, turning right and left there many times a week for decades. I have never had any trouble or even one accident at that intersection, without a signal or a roundabout there. I think it’s a giant waste of money, time and resources.

Response to Comment I-73-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 2 – Support for Signalized Intersection (Alt 1).

See response to MR 3 – General Support or Opposition of Alternatives (Either Build Alternative or the No-Build (No-Action) Alternative.

3.4.2.81 Comment I-74: Scott Lietzke

Comment I-74-1

Got the mailer. It says there's a draft report for review and comment, but there's no URL included to the report. Why? Can you send me a copy?

Please send me a copy.

Also, the image of option 1 with the traffic lanes show that 116 will form 3 lanes at the light and 2 on the cross street in both directions. Is this correct? Seems like a newly added accident prone merge and overkill considering the traffic.

Is Cal Trans we making wise and informed design choices? It's a shame that Cal Trans isn't more forthcoming about this... not unlike the ridiculous new hours on the commuter lanes.

Response to Comment I-74-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 3 – General Support or Opposition of Alternatives (Either Build Alternative or the No-Build (No-Action) Alternative).

See response to MR 4 – Alternative Design Concepts or Offsite Improvements.

See response to MR 5 – Roundabout Design Adequacy and Safety.

See response to MR 7 – Noticing and Solicitation for Review and Comment on the IS/ND.

Thank you for your comment. Section 1.4.1 of the Final IS/ND describes and includes visual representations of the proposed Build Alternative alignments. Relevant project information, including key documents, schedules, and updates, will continue to be maintained on the project website at https://engage.dot.ca.gov/greenvalleyreport, which will be updated as new information becomes available. A copy of the Draft Environmental Document was provided to the commenter on November 13, 2025.

3.4.2.82 Comment I-75: Andreas Linkwitz

Comment I-75-1

Thanks for the information. I prefer the ROUNDABOUT improvement.

Response to Comment I-75-1

See response to MR 1 – Selection of Preferred Alternative.

3.4.2.83 Comment I-76: Susan Linkwitz

Comment I-76-1

Thank you for working to improve the safety of the 116 and Green Valley Road intersection! Our family lives on Green Valley Road and are aware of the many accidents that have happened there. We're with you in wanting to improve safety while keeping the flow of traffic moving on 116.

Our preference is strongly towards the roundabout alternative. We have also lived in Truckee where roundabouts have greatly improved both safety and

flow of traffic. They have been much better for the community than traffic signals which caused congestion and stress.

Regardless of your decision between the two alternatives, please know how much we appreciate you and your team for working on this issue.

Response to Comment I-76-1

See response to MR 1 – Selection of Preferred Alternative.

3.4.2.84 Comment I-77: Michael Liput

Comment I-77-1

Please DO NOT put a signalized traffic light here. Instead a roundabout would be better suited for this location. Signalized traffic lights still run the risk of people running red lights, “squeezing yellows”, and does not protect from 90 degree or head on collisions altogether.

Response to Comment I-77-1

See response to MR 1 – Selection of Preferred Alternative.

3.4.2.85 Comment I-78: Gerald Long

Comment I-78-1

I live on Green Valley road about two miles west of Highway 116. I go through that intersection many times a week.

My wife and I have taken many driving trips to southern France where roundabouts abound. I have found them to work very smoothly.

I think a roundabout at this intersection would be a very good idea. It would be a classy move and might very well cut down on the accidents, several of which my wife and I have observed in our comings and goings. A good friend had his car totaled there not long ago.

Response to Comment I-78-1

See response to MR 1 – Selection of Preferred Alternative.

3.4.2.86 Comment I-79: Jack Long

Comment I-79-1

I prefer a round about for better traffic flow.

Response to Comment I-79-1

See response to MR 1 – Selection of Preferred Alternative.

3.4.2.87 Comment I-80: Doug Loudon

Comment I-80-1

After reviewing the proposed plans for a roundabout at Hwy 116 and Green Valley Road I am strongly in favor of a roundabout rather than a traffic signal.

I have lived in Forestville for almost 40 years and travel through that intersection almost daily, both in a vehicle as well as on a bicycle. I have encountered roundabouts throughout the USA and in foreign countries, both in urban areas as well as on one and two lane rural highways. I have found roundabouts to be safer and more functional at handling traffic flow than traffic signals. I believe that a roundabout in that location would be much safer and more appropriate than a traffic signal.

Response to Comment I-80-1

See response to MR 1 – Selection of Preferred Alternative.

3.4.2.88 Comment I-81: Leanne Luna

Comment I-81-1

I prefer option 1.) A FOUR-WAY INTERSECTION CONTROLLED WITH TRAFFIC SIGNALS

Having used roundabouts in the past, I find during commute traffic, parents picking up their children and weekends they are not very efficient/user friendly.

Response to Comment I-81-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 2 – Support for Signalized Intersection (Alt 1).

3.4.2.89 Comment I-82: Paul Lynch

Comment I-82-1

Hello Dan Chan, Great to see you working on this project. I drive to the Canyon Rock Quarry from Bloomfield a few times a week with my truck and trailer. I have vehicles turning in front of me at unsafe times white passing. Folks are in a hurry coming up the hill. I fully support a roundabout or new signals. I read that some locals do no like this as it takes away rural charm.

Those folks do not drive a truck and trailer and see the large traffic flows especially near about 330 pm. Or have to brake when these folks cut you off when they see a slow truck coming down the road. I have lived in West County since 1984. The wineries and homes have been built to extremes and this is no simple rural highway anymore. Just like all the traffic in Sonoma County. Hope this goes through at it is sorely needed for safety.

Response to Comment I-82-1

See response to MR 1 – Selection of Preferred Alternative.

3.4.2.90 Comment I-83: Matthew Maier

Comment I-83-1

I live at 3600 Vine Hill Rd and would much rather see a roundabout at 116 & Green Valley Rd than a signal. Several of the intersections within a few miles of this area have been converted from stop signs to traffic signals, yet they have very little pedestrian traffic and no encroaching buildings or landscape. I observe traffic at the intersection of 116 & Vine Hill often as I am working in my yard, and periodically cut the grass and prune trees bordering the highway. Traffic signals add to road congestion and driver frustration, and idling cars are not helpful to the environment. And the stopping/starting of vehicles adds to noise pollution. Besides the benefit of generally slowing traffic without stopping, a roundabout would ease the problem of having two signals within 200-300 yards of each other on a rural highway. I understand it is somewhat easier to convert an intersection to a signal as it does not involve roadway changes, and does not encroach much on the adjacent properties. Thanks for your consideration in this matter. Besides all this, the problem with traffic spacing at 116 & Green Valley might be mitigated by changing the timing of the existing signal at 116 & Vine Hill, or else replacing it with a

roundabout and leaving the Green Valley intersection a stop sign. Having 2 signals this close to each other on a rural highway is going to be a serious issue for drivers and will encourage them to take the rural, residentials streets such as Vine Hill Rd, Ross Rd, Frei Rd, and other through roads in this area as a cut-through. Let's encourage the traffic to stay on the highway.

Response to Comment I-83-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 4 – Alternative Design Concepts or Offsite Improvements.

3.4.2.91 Comment I-84: Pat Maloney

Comment I-84-1

I just received your mailing regarding the SR-116 and Green Valley Road intersection improvement project. While I agree with the intent of the project and appreciate the heads-up meeting notice, I feel you have spent a lot of Caltrans (taxpayer?) money unnecessarily due to a major mistake in labeling the map image.

The road you have labeled as Green Valley Rd is actually SR-116 and the road labeled SR-116 is actually Green Valley Rd. Hopefully I'm not the only person to notice the mistake and it probably won't really matter as far as people showing up or not to the meeting, but it doesn't inspire a lot of confidence in the planning committee.

As my 5th grade teacher used to say "C- Try harder."

Response to Comment I-84-1

See response to MR 9 – Mailer Corrections.

3.4.2.92 Comment I-85: Brian R. Martens

Comment I-85-1

I am a huge fan and believer in roundabouts. I have witnessed them in Europe in the Seattle area and the new one in Healdsburg is a testament to an easy flow of traffic. I live in Forestville and was on the Forestville Planning Association when there were meetings and discussions on building one at the

T intersection of 116 and Mirabel Road. I was sad and frustrated with the Forestville Community when they didn't back the proposition and the implementation. The images, data, and details provided were all positive reasons to build the roundabout.

I am FOR the project at 116 and Green Valley road and I trust the community raises their awareness of all the other roundabouts that have been a success and adopt the idea. Cheers to you and your staff.

Response to Comment I-85-1

See response to MR 1 – Selection of Preferred Alternative.

3.4.2.93 Comment I-86: Larry Martin

Comment I-86-1

As a 40+ year old Forestville resident, I drive through this intersection at least 10 times a week. The last thing we need is another traffic signal so please install a proper roundabout.

Response to Comment I-86-1

See response to MR 1 – Selection of Preferred Alternative.

3.4.2.94 Comment I-87: Theresa MartinelliJones

Comment I-87-1

Where is the Draft for public review on the above road changes located at this time? I would like to view the proposals. The available time frame is stated 11/7/25 -12/07/25. The photo renditions sent which were printed on the mailed notification I received today via mail, shows Hwy 116 and Green Valley Road turned around. Green Valley Road is west to east. Hwy 116 moves south to north. The service station's large driveway is on Green Valley Road, NOT Hwy 116. Dutton's vineyards are across the street from the longest driveway of the service station, Green Valley Road. I live on the east side of Green Valley Road, across from Hwy 116 next to Dutton's vineyards, 8693 Green Valley Road. My home is east of the service station. I suggest you send out new photos with correct placement of the two roads. Also, add where the proposal can be viewed between the dates given.

Response to Comment I-87-1

See response to MR 7 – Noticing and Solicitation for Review and Comment on the IS/ND.

See response to MR 9 – Mailer Corrections.

Comment I-87-2

FYI, my name is Theresa MartinelliJones, not Theresa Martinelli as your return email with the proposal, reflects. Thank you. Your phone mailbox is full on Sunday, November 16th. I need clarification from you on a few aspects of the “lanes” proposed from both side of Green Valley Road, west/east. Because the view of the proposed right of way, looks to impact my property more than most landowners, I would like to speak at the meeting. I do not know if you can place my name on a list for comments? If there is another avenue for speaking as a landowner impacted by this project, please let me know. It is important I have a chance to speak concerning the destruction of my property by losing 1/3 of the property. If it is easier for you, I can submit my questions in another email. Let me know as soon as possible. Thank you.

Response to Comment I-87-2

These comments are acknowledged. Project design features for both Build Alternatives, including conceptual design drawings featuring lane delineations, are described in Section 1.4.1, Build Alternatives. Caltrans provided opportunities for interested parties to speak at the public meeting, held on November 19, 2025.

Comment I-87-3

Attached my response to the proposal of Hwy 116/Green Valley Road. I spoke to Mr. Gestner after the meeting in Graton at the volunteer Fire Station. He mentioned the groups were looking at a smaller Rotary. I LOVE ROTARIES!! I DO understand why all traffic lights in the United States are not Rotaries. Unfortunately, I am sure it is costly.

Thank you for taking into consideration the residen's concerns!

I will send Press Democrat articles of the downfall of Sonoma County wineries. They will come from my phone separately.

Proposal 1, Rotary, YESYESYESYESYESYES VOTE!! My VOTE YES!!

Proposal 2, 4 Lane Stop lights, Destroying Homeowners Property, and QUALITY of Life. A 4 way Stop Light, with 4 lanes, west and east on Green Valley Road, which covers less than a ¼ mile total, would be devastating for all of us who live on GVR and travelers on the road. The impact is devastating for the neighbors on GVR east. I cannot speak for GVR west.

I would lose 1/3 of my property. My neighbors across the street will not be able to back out of their driveways. When they open their front doors, they will be standing in 1 of 4 lanes.

YES, THERE NEEDS TO BE A 4 WAY “SOMETHNG' AT THE INTERSECTION.

The reasons for the wrecks, and injuries, maybe deaths at the HWY 116 INTERSECTION IS BECAUSE THERE ARE NO 4 WAY STOP LIGHTS, NOT BECAUSE THERE WERE NOT 4 LANES.

VINE HILL, MUELLER, TWO LANE ROADS, WEST TO EAST, NO 4 lanes!!

IMPORTANT IMFORMATION on the past 5 years in Sonoma County.

VERY IMPORTANT TO TAKE INTO CONSIDERATION WHEN MAKING A DECISION ON PROPOSAL 2.

Apple production

Manzana which crushes apples for various uses, IS MOVING TO WASHINGTON STATE, no later than 2027. This year there was limited production at Manzana. Extremely low 18 wheeler traffic on GVR. Manzana is moving whether the plant is sold or not in 2027. The property/facilities are for sale at $8.9 million. There are few orchards left in Sonoma County to make a viable profit for Manzana. Washington State, in the eastern portion of Washington, is apple country.

The Wine Industry

Last year the largest distributor of Sonoma County wines left the County. In Sonoma County there are 425 wineries from large, medium, small to Mom/Pop wineries. Wikipedia lists 495 wineries currently in Sonoma County.

There are 33 wineries For Sale in Sonoma County. The price range is an average of $6 million. The number of privately marketed wineries is likely higher and not included in public listings. Another source mentions 40 wineries currently For Sale.

2023/2024 Grape Harvest

It is estimated that around 100,000 tons to 400,000 tons of grapes were left unharvested across all of California in 2024, with a similar amount in 2023. Sonoma County's grape harvest tonnage was down over 12%. Growers left significant tonnage on the vine due to decreased demand.

2025 Grape Harvest

Sonoma County growers are facing continued challenges with unsold fruit, with some reporting that a significant portion of their crop went unsold. Industry experts estimated that between 100,000 and 400,000 tons of grapes went unharvested, and 35,000 to 40,000 acres of vines were ripped out!!! Many California vineyards are facing bankruptcy in 2025 due to significant oversupply of grapes and declining wine consumption leading to unharvested tons of grape waste.

Sonoma California Population for the last 5 years

2020	488,863
2021	484,561
2022	483,398
2023	483,366
2024	485,375
2025 estimate	487,384

Why would Proposal 2 be considered with 4 lanes, while the apple plant, Manzana is moving to Washington state? NO 18 wheeler traffic?

Why would Proposal 2 be considered with 4 lanes, while the wine industry is in a continued downward spiral; selling wineries, ripping out vineyards, less

demand? Yes, the Sonoma County vintners have brought this upon themselves with over building and supply.

Why would Proposal 2 be considered with 4 lanes, while the population remains steady? There is no economy for professionals, no homes for newcomers, broken school system, yet, taxes remain QUITE HIGH?

Within the last 6 years Green Valley Road and the Graton community have been blessed with;

1st Blessing

ALL HOLIDAYS!!!!The Graton Fire Dept., rebuilding at the top of the hill from it's prior location at the bottom of hill in Graton. We LOVE HAVING THE VOLUNTARY FIRE DEPT. We DO NOT LOVE THE INDUSTRIAL NOISE OF THE WORLD WAR 2 AIR RAID SIREN AT 12:00 NOON EVERY DAY, SATURDAY, SUNDAY,

The siren is horrible industrial noise! There is no need for the siren!!! Maybe they want to keep the tradition of scaring people driving on Hwy 116 when they pass the Fire Station at 12:00 noon? Everyone has a phone. Everyone is aware it is 12:00 lunchtime. The vineyard workers, arrive at 3:00AM, they leave at 6:AM during pick. The balance of the year they are fertilizing/cutting the grass at 2:00PM, AFTER the 12:00 noon obnoxious siren.

People move to West County for the beauty, the lack of traffic, the sound of nature, NOT INDUSTRIAL NOISE!!!!

If we wanted noise we would live on Santa Rosa Avenue, Santa Rosa.

Because the fire house is located on Hwy. 116 where the air raid annoyance is located, every day, 365 days a year, rain or shine, bombing or not(WW2 reference) Would CalTrans have the jolting Air Raid Siren silenced? PLEASE!!

Truly, when people are visiting from other areas, (Sonoma County's livelihood, Tourism) driving Hwy 116, they are startled hearing the siren blare on a highway while driving!! I do not know, could this screaming Air Raid siren be a liability to CalTrans because it is directly adjacent to Hwy 116?

2nd Blessing

2023 Schultz Airport NOISE

An Airport Planner as a last ditch effort, to move runway 14C, before the time frame closed, for larger planes to be able to fly out of Schultz., managed to compete the larger plane runway. NEVER, in 22 years have we had airplanes flying west direction, towards the Ocean! Apparently, the FAA deemed it to be. The airport by road is 10 miles from my property. The airport by air is 3 miles. The planes passing overhead are the largest allowed to fly from a "regional" airport. We have the larger planes, ascending, peddle to the medal, spewing CO2 over West Side Sonoma County, laoud enough to scare dogs, cats, wild creatures.

How much CO2 over the fields, my endangered monarch butterflies, endangered bees, birds, squirrels, skunks, foxes, coyotes, chicken vultures, rabbits. American eagles, hawks, owls, living and nesting on my property can inhale without harm?

When the planes are ascending, there can be no conversation. We are now inundated with the mellifluous sounds of LARGE airplanes, blasting, 7:30a to 10:30p, 7 days a week.....The complaints to our Supervisor have risen 800%!!!

3rd Blessing

Jet Fuel tanks at Schultz Airport

Lucky us, once again, Schultz Airport.....

There is to be jet fuel storage at the airport. Should these tanks blow, our neighborhood, 3 miles away, by air, will be CRISPY CRITTERS!

4th Blessing

CalTrans suggesting we have a 4 lane road, less than an ¼ mile on both sides of Green Valley Road, with 4 STOP lights. It is, excuse the pun, OVERKIL o Manzana leaving for Washington state, Wine industries bankrupticies, a very small increase in population.....please do not

saddle us with devalued home/property values, loss of property, quality of life, helping endangered creatures to survive.

Response to Comment I-87-3

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 3 - General Support or Opposition of Alternatives (Either Build Alternative or the No-Build (No-Action) Alternative).

See response to MR 5 – Roundabout Design Adequacy and Safety.

The remaining comments regarding Alt 1 – Signalized Intersection, referred to by the commenter as “Proposal 2, 4 Lane Stop lights” are noted. As described in the IS/ND, both Build Alternatives were determined to meet the proposed project objectives, and both did not result in significant impacts on the environment. Nevertheless, since publication of the IS/ND, Caltrans has identified Alt 2 – Roundabout as the preferred alternative. Comments included are not directed at the adequacy of the Draft IS/ND for addressing adverse physical impacts associated with the proposed project, nor do they contain arguments raising significant environmental issues, as recognized under the CEQA. Nevertheless, Caltrans has included these comments for public disclosure and for decision-maker consideration.

3.4.2.95 Comment I-88: Chelle Cardenas McDonell

Comment I-88-1

I’d like to weigh in on the intersection safety improvements at Hwy 116 and Green Valley Road. A Roundabout would be speed-calming, efficient, and so much safer than what currently exists. Roundabouts are better than signal intersections, however, they do need to be better-presented to some segments of the public. It would go a long way toward gaining acceptance if the roundabout design fit the rural character of the area and didn’t look out of place.

Response to Comment I-88-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 4 – Alternative Design Concepts or Offsite Improvements.

See response to MR 5 – Roundabout Design Adequacy and Safety.

3.4.2.96 Comment I-89: Colleen Michaels

Comment I-89-1

I'm very concerned at the thought of a roundabout for a number of reasons.

- There is a gas station on the corner, and folks not navigating roundabouts well could potentially hit a gas pump or propane tank.
- There is a winery and tasting room on the opposite corner with potentially impaired drivers not navigating roundabouts well.
- There is a senior mobile home park next to the gas station. Those folks already cross 116 on foot with or without their pets, which is dangerous at best. A roundabout would make that situation worse. Also, they don't drive a lot and some not so well when they do, so a roundabout could be confusing.
- The fire station is right down the street and a roundabout could hinder our first responders.
- There are quite a lot of semi trucks traveling Hwy 116, which also makes a roundabout seem unsafe.

Response to Comment I-89-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 5 – Roundabout Design Adequacy and Safety.

See response to MR 8 – Roundabout Bicycle and Pedestrian Safety.

Thank you for your comment. Fire protection response effects as they pertain to CEQA are presented in Section 2.1.15 of the IS/ND. The project would not result in substantial adverse physical impacts that would affect acceptable service ratios for public services such as fire protection.

3.4.2.97 Comment I-90: Mark Mill-Thysen

Comment I-90-1

I am writing to support round about construction at SR116 at Green Valley Rd. Round abouts are a great idea and we need more of them. The new one at SR116 at SR121 in Sonoma works very well and is a testament to Caltrans excellent design and construction. I can't wait for this one to be operational. Let's get busy on a roundabout at SR116 and Covert Lane in Sebastopol next please.

Response to Comment I-90-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 4 – Alternative Design Concepts or Offsite Improvements.

3.4.2.98 Comment I-91: C. Moi

Comment I-91-1

As local resident, Hwy 116 & Green Valley Rd is a dangerous intersection. I once saw a car and trailer crossing the intersection, broadsided; trailer flew into the air. A big mess.

My neighbor’s dog was hit at that intersection.

I would like to see a Roundabout at the intersection of SR116 & Green Valley Rd. There are already lights at 116 & Graton Rd and Vine Hill & Mueller Rd. A round about would provide smoother traffic flow. As the population increases in the area, more vehicles are using this intersection to commute out Green Valley Rd to the rest of West County.

Response to Comment I-91-1

See response to MR 1 – Selection of Preferred Alternative.

3.4.2.99 Comment I-92: Debbie Moore

Comment I-92-1

I live in this area and my feeling is that a traffic signal would be best in this area, not a roundabout. I’m not even sure why anything is being considered

as I travel Green Valley Road crossing 116 several times each day and don't find it a problem. But for future growth, a signal makes more sense, has a smaller footprint to the surface streets and leaves our dear neighbor Fred, who owns the gas station with better space. The space to pull in/out of the has station is necessary for the farm trucks often pulling trailers to be able to get in/out. My fear is that a roundabout will surely affect their ability to use the gas station.

Response to Comment I-92-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 2 – Support for Signalized Intersection (Alt 1).

See response to MR 3 – General Support or Opposition of Alternatives (Either Build Alternative or the No-Build (No-Action) Alternative.

See response to MR 6 – Business Interruption.

3.4.2.100 Comment I-93: Dennis Morelli

Comment I-93-1

I understand that the State of California is considering a modification to State Route 116 where it intersects with Green Valley Road. Having been born and raised within a few miles of this intersection, I would like to offer my perspective on any proposed changes. I remember first negotiating this intersection as a teenage driver in 1955, and never once have I had a close call when entering 116 from Green Valley Road. I understand that conditions have changed and that the traffic flow, especially on 116, has increased over the years. Corresponding changes in speed limit have been introduced the minimize the number and seriousness of accidents, but, according to your flyer, additional mitigation is now indicated by recent accident statistics at this intersection.

My personal opinion is that your two proposed solutions are not only very costly, but may not be needed. Instead, I think it would be a good plan to first exhaust other, less costly, possibilities. As you are probably aware, about a quarter mile north of this intersection is the "T" intersection that was formed some years ago when Guerneville Road was extended to intersect with State Route 116. It was quickly dubbed the "Terrible T" because it became the

scene of a number of serious accidents. The State tried various fixes, and finally they used a combination of tricks that effectively solved the problem. I suggest that you might study the steps that were taken at the Guerneville Road intersection in order to mitigate the problem at Green Valley Road. I am hopeful that you will exclude such solutions as a stop light (we already have too many along 116), a round-about (this is an unnecessary impediment to traffic flow along a major highway), or lowering the speed limit (it has been lowered several times since I started driving and I think it should not be lowered any more) except as a last resort. Instead, we should first consider things like better signage, flashing yellow lights, mini speed bumps, and other similar low-cost ideas to see if they can get the accident statistics back in line without any serious impediments to the main traffic flow along State Route 116.

Response to Comment I-93-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 3 – General Support or Opposition of Alternatives (Either Build Alternative or the No-Build (No-Action) Alternative.

See response to MR 4 – Alternative Design Concepts or Offsite Improvements.

3.4.2.101 Comment I-94: Laura Morgan

Comment I-94-1

Jim deplores the thought of another light, especially after a painful commute to Oakland.

I, on the other hand, who commutes with him, have lived here longer, since 1970. Many of us are now old, klutzy, vision/coordination/hearing-impaired and set in our patterns. There's a trailer park on Vine Hill, occupied by seniors.

Drivers routinely speed on 116, on their way south toward Sebastopol. The curve at Green Valley is invisible to both those drivers AND folks crossing or turning right onto 116 from GRV until the last few seconds. I would wager a lot of money that a roundabout would result in more MVAs and prolonged general confusion (which would in itself be dangerous).

For the above reasons, I strongly recommend yet another "smart light" for that intersection, with good signage on all 4 corners.

Response to Comment I-94-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 4 – Alternative Design Concepts or Offsite Improvements.

See response to MR 5 – Roundabout Design Adequacy and Safety.

3.4.2.102 Comment I-95: Chris Murray

Comment I-95-1

I vote for a roundabout - MUCH safer. I'd like to see all the traffic lights along Hwy 116 converted to roundabouts. Makes for smoother traffic flow and less delay on the minor roads at the intersections.

Response to Comment I-95-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 4 – Alternative Design Concepts or Offsite Improvements.

3.4.2.103 Comment I-96: Greg Neuberger

Comment I-96-1

We are local residents in Graton and noticed that given the landmarks on the flier, Hwy 116 and Green Valley Road are reversed. It may cause some confusion.

Response to Comment I-96-1

See response to MR 9 – Mailer Corrections.

3.4.2.104 Comment I-97: Sally Ohlin

Comment I-97-1

We live at 8920 Green Valley. This is the intersection we use multiple times on a daily basis.

First of all, thank you for finally seeing to some safety at this intersection- much needed!

I am an avid walker and as a pedestrian I have a different perspective than when I'm a driver. To feel safe at that intersection I would feel better with a signal and crosswalks. I see many elderly walking from the Blue Spruce Lodge Mobile Home Park crossing that crazy intersection and it is very unnerving since the speed of traffic is very high and makes if difficult anyone to safely cross, much less the elderly.

I have experienced roundabouts and find them nice to look at but confusing and not as safe for a pedestrian since the cars are distracted with the merging experience and not the pedestrian.

Thank you for considering my views in your decision.

How about a sidewalk down Green Valley to the Joe Rodota trail next? Did you know there is NO ROOM for a pedestrian???

Response to Comment I-97-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 2 – Support for Signalized Intersection (Alt 1).

See response to MR 4 – Alternative Design Concepts or Offsite Improvements.

See response to MR 8 – Roundabout Bicycle and Pedestrian Safety.

3.4.2.105 Comment I-98: Rich and Helen Olson

Comment I-98-1

As neighbors in this area, we would prefer #2 a roundabout. Europeans have thousands of roundabouts. They rarely stop. Americans are getting more familiar; Windsor, Healdsburg, Hwy 12!

A roundabout would be the best solution to the safety issues on Route 116.

Response to Comment I-98-1

See response to MR 1 – Selection of Preferred Alternative.

3.4.2.106 Comment I-99: Joel P.

Comment I-99-1

I am in favor of a roundabout. I live on Green Hill rd and use that intersection all the time. Traffic lights are a total waste of time, money and they inherently pollute as the cars sits there idling.

Response to Comment I-99-1

See response to MR 1 – Selection of Preferred Alternative.

3.4.2.107 Comment I-100: Anthea Peck

Comment I-100-1

Hello! I live not far from this intersection and drive it frequently. I am so happy Caltrans wants to make improvements, but I have some thoughts about the proposed plans.

As much as I love roundabouts, in my experience they often do not work well here. I grew up in India and they're all over and used properly. Here…..well, folks often seem to have a very hard time with them and as a result the roundabouts don't end up working as they should.

In fact, I honestly think a roundabout would make that intersection more dangerous. One of those (many) gravel trucks coming from the quarry speeding way too fast would not mix well.

A big part of this is also about pedestrians. A lot of older folks walk from the mobile home park to Graton. Crossing 116 is incredibly unsafe. I've seen people almost get hit countless times. A roundabout would also confuse pedestrians.

People run both of those stop signs, and people on 116 speed so fast it's a terrible combination. I agree with putting in a light, but also agree that the scale you are proposing is likely overkill. Why not do something comparable to the Mueller/116 intersection that's just down the road? A light absolutely seems like a no-brainer to me. And 90+% of people I've talked to both in person and online agree.

Thanks so much for all that you do to make our community safer! I sincerely hope you take into account what the locals, the actual people that deal with this intersection daily, think about the proposed plans.

Response to Comment I-100-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 2 – Support for Signalized Intersection (Alt 1).

See response to MR 4 – Alternative Design Concepts or Offsite Improvements.

See response to MR 8 – Roundabout Bicycle and Pedestrian Safety.

3.4.2.108 Comment I-101: Chaz Peling

Comment I-101-1

It has come to my attention that you had solicited public comment at a meeting at the Graton Fire Department recently and invited comments mail & email to this date. As a long time Green Valley Rd home owner and driver on this road since 2007, I would like to express my direct local observation that this is NOT a good idea, nor productive use of the CalTran improvement budget. I would also like to include that after talking to a number of my local neighbors that live and drive out here, that my informal poll on this would have a strong majority of property owners here opposed to this project also.

For a variety of reasons I could see many more worthy projects that CalTrans could focus on rather than this, especially with something as distributive to normal traffic flow as the round about. I wonder if you did any direct polling or asking of immediate property owners or business, including the owners and workers at the Green Valley Gas station and market that this would immediately impact? In general, after seeing numerous round about projects put in around California, and driving both before and after, I am not a fan of these so called improvements, and do not see the value of the very high costs and distruptions these cause.

You could mitigate some of the issues you address there by much more cost effective, time effective and reasonable low budget improvements, such as:

> Making sure trees and shrubs are clear near all corners of intersections, so drivers can see up both sides of 116 sight views.

> Some very minor added paved spaces for short distances on Hiway 116 going South, for right turn lane onto Green Valley Rd. and for folks turning right from Green Valley Rd, onto 116 south, drivers can have some space to move ahead onto 116 enough to get clear visability of oncoming traffic. (For instance, when hi traffic moments of a truck wanting to turn left onto 116 N from Green Valley, and another car or truck trying to go straight across 116, vision is impaired.)

> Repainted lines much clearer and maybe putting in reflective spots onto lines to clearly increase visibility on the left turn lanes on 116.

> Possibly putting a flashing yellow light there at intersection with signage on 116 north and south of intersection (Similar to what I would also suggest for the also close impacted intersection at Hiway 116 and Guerneville Rd.)

> Doing coordinated announcement of traffic safety enforcement for a spell with CHP, and Sonoma Sheriff Departments along 116, with emphasis there for unsafe driving behavior.

We are all very aware of the really huge budget costs and distruptive time it takes for these round about projects. NOT WORTH IT! We would really like to see Cal Trans spend some of your budgets on smaller, easier improvements to local traffic and safety, including for all tax paying users of the CA Highway system, including 116, 12 etc. One thing I have been talking and polling to my neighbors here that is crucial adjustments and upgrades for road management, is the absolute needs for increased width on our rural roads for other forms of transit such as bikes, E-Biles, and walkers. I am one of these new E-bike users looking to have alternates for having to get in my car to go to local closest town, or visit a neighbor. And as a car driver on Green Valley Rd, and other roads in Sonoma county for years, I have also witnessed the steady increase in both recreational biking, walking, and even more practical E-Bikes now that is only way of reliable transit for many folks. Included in this is promotions by state of CA and Sonoma county to “SHARE THE ROAD” and put in regulations of 3 foot of clearance for bikes and autos on our roads. I can tell you from lot’s of personal and collective local input, that with steady population increases and building in these rural areas, and personal

experience driving on high traffic roads with gravel or cement trucks and utility and tree trucks, that there is ABSOLUTELY NO WAY TO MAINTAIN 3 FOOT OF SPACE FROM BIKERS OR WALKERS USING OUR ROADS, given the width of almost all roads in this county, including state highways. I am surprised quite frankly that there is not more deaths and injuries happening from this fact out there. If CalTrans is to do anything that would help this situation for improvements and safety, it would be to make sure there is absolutely a 3 to 4 ft space MINIMUM of paved or gravel road side as part of the state easement along EVERY state highway, for purposes of everyone, SAFELY SHARING THE ROAD, with cars, trucks, bikers and walkers. And to make sure there is a clear visibly line on the curb side of the roads that gives the proper vehicle lane width, along with the alternate motive zone. There are numerous zones along Hiway 116 in our area around Forestville to Guerneville, and along Russian River, that do not qualify to these standards, and as such force bikers and walkers out into the vehicle lanes just to use the road to go anywhere. This is the absolute best use of Cal Trans attention, upgrades and funds that I could think of right now, and alot of other local Sonoma county residents and tax payers would agree, Thanks for your attention and input to this matter.

Response to Comment I-101-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 3 – General Support or Opposition of Alternatives (Either Build Alternative or the No-Build (No-Action) Alternative.

See response to MR 7 – Noticing and Solicitation for Review and Comment on the IS/ND.

See response to MR 8 – Roundabout Bicycle and Pedestrian Safety.

3.4.2.109 Comment I-102: Monica Plisskin

Comment I-102-1

Good morning, I've never commented during an open comment period, so forgive me if I am not using the right format.

I am a lifelong west county resident, who grew up on Green Valley Road. I am still in Sebastopol and travel SR116 almost daily. This intersection has always

been troublesome and I am glad it is getting addressed. However, I think both proposed solutions are overkill. It's a low traveled intersection that does not need that much modification or expansion.

I would use SR116 and Frei Road as a good example of a better sized solution. At SR116 Frei Road becomes Graton Road, which is a main route to Graton and Occidental. This intersection is much busier than Green Valley Road. The simple stop light at Frei is more than enough to keep traffic safely flowing. Frei/Graton Road remains single lanes in both directions (2 total). SR116 grows to 3 total lanes (a left turn lane is added for both directions). There is not a dedicated right turn lane for Frei/Graton Road or SR116 in any direction; it's not needed. This layout matches the current lane configuration at the Green Valley Rd intersection. The light has a left turn arrow for both directions of SR116, but the Frei/Graton Road light is a solid green - a yielding left. The intersection at SR116/Frei Road is a smaller footprint than the intersection at Green Valley Road, so this solution will fit in the existing intersection with no need to expand out. This will preserve existing property lines and no trees will need to be removed (a clean up of overgrowth would be helpful).

Green Valley Road is a lightly traveled road used mostly by residents. There is minimum cross traffic to SR116. If a simple stop light works for Frei/Graton Rd, which is one of the main routes to the towns of Graton and Occidental, it would work at Green Valley Road.

Please feel free to reach out if you need any more details. Thank you for your consideration in this matter.

Response to Comment I-102-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 3 – General Support or Opposition of Alternatives (Either Build Alternative or the No-Build (No-Action) Alternative.

See response to MR 4 – Alternative Design Concepts or Offsite Improvements.

3.4.2.110 Comment I-103: Kanti Pike

Comment I-103-1

Number 1. works better for Americans (IMHO)

Response to Comment I-103-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 2 – Support for Signalized Intersection (Alt 1).

3.4.2.111 Comment I-104: Daniel B. Ramirez

Comment I-104-1

Regarding the proposed intersection at SR 116 and Green Valley Rd in Graton I hope that the roundabout prevails. They are more efficient and reduce idle time leading to increased fuel savings. Furthermore they reduce the likelihood of collisions compared to stop lights. The slower speeds of roundabout cause severe/fatal collisions to be further reduced when compared to a stop light. As an Emergency Department nurse I support this common sense solution.

Response to Comment I-104-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 5 – Roundabout Design Adequacy and Safety.

3.4.2.112 Comment I-105: Ramona

Comment I-105-1

I received a flyer regarding the mtg 11/19 in Graton. It says "The frequency of collisions is higher than similar routes in the state, and broadside crashes have been particularly high". I would like to help the information regarding these stats, e.g., dates, times, injuries, etc. I would appreciate the response and info before the 11/19 meeting. FYI. I lived near the intersection of Guerneville Rd and Hwy 116N.

Response to Comment I-105-1

Thank you for your comment. As the comment relates to collision data, based on a review of collision rates from January 1, 2020, to December 31, 2024,

there were a total of 15 collisions within the project limits of the proposed project. The primary collision factors included:

- Two (13.3%) influence of alcohol
- Nine (60.0%) failure to yield
- Two (13.3%) speeding
- One (6.7%) other violations
- One (6.7%) other than driver

The types of collisions included:

- One (6.7%) sideswipe
- One (6.7%) rear end
- Ten (66.7%) broadside
- Two (13.3%) hit object
- One (6.7%) auto-pedestrian

No further response is required because no comments were provided that specifically address the adequacy of the IS/ND.

Comment I-105-2

Thank you for the reference, however, I still do not see the answer. The doc states:

1.2.2 Need The initial Traffic Investigation Report (October 1, 2010, to September 30, 2013) identified six correctible collisions within a 1-year period. The latest 5- year collision data (January 1, 2020, to December 31, 2024) at the project location continues to show that "broadside" collisions are the predominant collision type and "failure to yield" is the leading primary collision factor. These findings continue to justify a safety improvement project to address the identified deficiencies.

The only rather detailed data provided is over 10 yrs old. The recent 5 yr collision statement does not state how many or what type of accidents have actually occurred nor does not provide detailed data to support the statement.

Yes, I will attend the meeting and speak to the issue - but I would like to be informed.

Pls advise. Thank you.

Response to Comment I-105-2

Thank you for your comment. Caltrans acknowledges the commenter's interest in the public meeting. As the comment relates to collision data, based on a review of collision rates from January 1, 2020, to December 31, 2024, there were a total of 15 collisions within the project limits of the proposed project. The primary collision factors included:

- Two (13.3%) influence of alcohol
- Nine (60.0%) failure to yield
- Two (13.3%) speeding
- One (6.7%) other violations
- One (6.7%) other than driver

The types of collisions included:

- One (6.7%) sideswipe
- One (6.7%) rear end
- Ten (66.7%) broadside
- Two (13.3%) hit object
- One (6.7%) auto-pedestrian

No further response is required because no comments were provided that specifically address the adequacy of the IS/ND.

3.4.2.113 Comment I-106: Anna Ransome

Comment I-106-1

I grew up with roundabouts and so I am comfortable in understanding and using them. I'm happy to see that they are becoming more common in California. I believe that the main problem with that intersection is caused by speeding on Hwy 116, which occurs in both north and south lanes. The visibility is not terrible but often people misjudge how fast the cars are approaching. Accidents also occur when drivers crossing Hwy. 116 won't yield to the turning car even when they do not have the right-of-way.

Generally, I think that roundabouts reduce pollution, slow down speeders and increase driver safety. I was almost broadsided at the intersection of 116 and Mueller road by a car running a red light on 116. I'm convinced that traffic signals are more dangerous than roundabouts, where speeders have to slow down and it is more difficult to ignore traffic rules.

Some type of public outreach to teach people the protocol for roundabouts might be a good idea for CalTrans to pursue.

Response to Comment I-106-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 5 – Roundabout Design Adequacy and Safety.

See response to MR 7 – Noticing and Solicitation for Review and Comment on the IS/ND.

3.4.2.114 Comment I-107: Kristin Ray

Comment I-107-1

If there are future plans for the Apple Plant, a stop light is the only answer to alleviate congestion and accidents.

Response to Comment I-107-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 2 – Support for Signalized Intersection (Alt 1).

Thank you for your comment. Caltrans cannot speculate on future plans outside of its jurisdiction.

3.4.2.115 Comment I-108: Jacob Resneck

Comment I-108-1

I would like to comment on the proposed reconfiguration of SR 116 & Green Valley Road in Sonoma County.

Of the two alternatives offered the roundabout is the best option. Existing signalization in the past decades (Mill Station, Occidental roads) has led to traffic backups and inefficiencies along this rural stretch of highway. A roundabout would better maintain the flow of traffic and be safer as stopped traffic in itself is a hazard.

Response to Comment I-108-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 5 – Roundabout Design Adequacy and Safety.

3.4.2.116 Comment I-109: Bruce Robinson

Comment I-109-1

Please find attached to this email my comments regarding the project referenced above, and the Nov. 19 meeting at which they were discussed.

I attended the train-wreck of a meeting regarding the Highway 116/Green Valley Road intersection in Graton on Nov.19. Below, I will offer my response to the meager information that was available then. But first I must strongly object to the insultingly amateur manner in which that meeting was (a) noticed (b) prepared and (c) presented.

Response to Comment I-109-1

See response to MR 7 – Noticing and Solicitation for Review and Comment on the IS/ND.

The commenter’s attendance at the meeting held November 19, 2025, is acknowledged. Caltrans acknowledges the commenter’s disappointment with

the meeting implementation, including the method for noticing, presentation of materials, and facilities.

Comment I-109-2

The Meeting

(a) The one-page flyer announcing that meeting contained only the barest information about what was under consideration. It did note that "Caltrans has prepared a Draft Initial Study with Proposed Negative Declaration (IS/ND)." This, obviously, was prior to the meeting, which was ostensibly convened for the purpose of “seeking public input about the project,” which had already been distilled down to two possible options. There were no links to these draft documents or any other information about the project, other than a mention of the "proposed" meeting "to discuss two alternatives."

(b) The meeting itself was held in a badly lighted, acoustically horrible space with far too few chairs to accommodate the audience, which was clearly not expected to be very large or engaged. There was no microphone, no attempt to record anything that transpired either electronically or in writing, and no effort to manage the "discussion" which mostly involved many people talking over each other. The numerous Caltrans technical staff on hand spoke mostly in bureaucratic terms unfamiliar to the community members. They were often difficult to understand at all.

(c) The presenters admitted they had not even seen the flyer announcing the meeting. They provided no additional written information with any details about the project nor the documents about it. Nor were they prepared to gather any information from or about those who attended, beyond asking for comments to be e-mailed in, by Dec. 8. This meeting-- the first time most of the 100+ local residents present had heard anything at all about the project--occurred 12 days into the 30-day window "for public review" of the draft IS/ND documents. And those documents were STILL not available for anyone outside of the agency to see for a full week after this misbegotten meeting.

If any of this was intended to comply with CEQA requirements, it surely fell far short of accomplishing that.

Response to Comment I-109-2

See response to MR 7 – Noticing and Solicitation for Review and Comment on the IS/ND.

Comment I-109-3

So, in response to the minimal information about the project that was offered only verbally, I offer the following thoughts:

The Project

Need

The intent is worthy. The frequency and severity of accidents at this intersection does warrant modifications to reduce the hazard and increase public safety.

Response to Comment I-109-3

As discussed in Section 1.2 of the IS/ND, the proposed project is needed to address deficiencies identified in the Traffic Investigation Report (October 1, 2010, to September 30, 2013) and 5-year collision data (January 1, 2020, to December 31, 2024).

Comment I-109-4

The proposals

Scale

Both options actively under consideration are far too big for a rural two-lane scenic highway.

Imposing a 4-way signal, as shown in the only document provided would apparently *triple* the width of the roadway in at least two directions, possibly all four. In addition, sidewalks and bicycle lanes would be added on every side. No actual measurements were shown. T

This would be a grotesque expansion of the area needed to reduce traffic hazards at this intersection, and is far bigger than the existing signalized intersections nearby at Highway 116 and Vine Hill/Mueller Roads and 116 and Graton Road. Such an increase in area in turn triggers multiple other

potential impacts, not the least of which is the removal of dozens of trees, one of the supposedly "insignificant" impacts that was cited at the meeting.

Response to Comment I-109-4

See response to MR 1 – Selection of Preferred Alternative.

Caltrans acknowledges the commenter's concerns pertaining to the physical size of the project. While Alt 2 – Roundabout has been identified as the preferred alternative, it should be noted that the revised Alt 2 design includes a smaller footprint as compared to the original Alt 2, as further described in Section 1.4 of the Final IS/ND. Alt 1 proposes northbound and southbound approaches (SR 116) that would be widened to provide separate right-turn, through, and left-turn pocket lanes of 375 feet in length. The westbound and eastbound approaches (Green Valley Road) would be widened to provide separate through/right-turn and left-turn pocket lanes of 275 feet in length. This alternative also proposes to add 10-foot shoulders and 6-foot sidewalks at all four legs of the intersection.

In response to comments on sidewalks and bicycle lanes, Alt 1 proposes standard 10-foot shoulders and 6-foot sidewalks on all four legs of the intersection. Alt 2, the preferred alternative, proposes 8- to 10-foot shared-use paths, which accommodates both pedestrian and bicycle use.

In response to comments pertaining to the potential for impacts resulting from the removal of trees, impacts related to tree removals are analyzed in Section 2.1.4 of the IS/ND, Biological Resources, reviewed as part of the project's consistency with applicable ordinances or policies related to tree preservation and tree removal. Because no local policies or ordinances are applicable to the proposed project, no significant impacts are recognized in the analysis. Caltrans has its own detailed Vegetation Control Manual, which outlines how trees are inspected, pruned, and managed statewide. The manual is based on state-level legal requirements.

As described in Section 1.4.1 of the Final IS/ND, based on the current layout and cut-and-fill line, it is likely that approximately 40 trees with a 4-inch DBH or greater would need to be removed. However, more extensive excavation or fill work, or adjustments to the roadway layout, could require that more trees be removed. The trees to be removed are predominantly a mix of redwoods

and native oaks. The project would also require the removal of smaller shrubs and groundcovers as well as a portion of the vineyard plantings in the southeast quadrant. Where space allows, replacement plantings will be installed, and a 3-year plant establishment period will be provided.

Further, as described in Appendix B of the IS/ND, Summary of Project Features and Avoidance, Minimization, and/or Mitigation Summary, PF-BIO-11: Replant, Reseed, and Restore Disturbed Areas, commits Caltrans to restore temporarily disturbed areas to the maximum extent practicable. Specifically, where disturbance includes the removal of trees and woody shrubs, native species will be replanted, based on the local species composition. Because the project is designed to restore temporarily disturbed areas, and replant trees to the maximum extent practicable, potential for impacts is identified as less than significant.

Comment I-109-5

Alternatives

We were told that other ways of addressing the safety issues at this location had been considered and discarded. No details were provided or are available yet. Without any such documentation, that cannot be confirmed, and there is abundant public skepticism that less impactful options have been seriously reviewed.

Based on the oral report from the CHP representative (and comments from neighbors and others), it seems clear that most of the worst accidents at this intersection involve east-bound drivers approaching Highway 116 on Green Valley Road. It is clear that the slope up toward the intersection and the minimal signage there make it difficult for these motorists to look for and see the faster moving cross traffic on Highway 116, especially the southbound vehicles.

Response to Comment I-109-5

See response to MR 4 – Alternative Design Concepts or Offsite Improvements.

As identified in the IS/ND, the proposed project was determined to result in “less than significant” or “no impact” for all CEQA resource topics evaluated, as defined in the CEQA Guidelines.

As discussed in Section 1.2 of the IS/ND, the proposed project is needed to address deficiencies identified in the Traffic Investigation Report (October 1, 2010, to September 30, 2013) and 5-year collision data (January 1, 2020, to December 31, 2024). The initial Traffic Investigation Report identified six correctible collisions within a 1-year period. The latest 5-year collision at the project location continues to show that "broadside" collisions are the predominant type and "failure to yield" is the leading primary collision factor. These findings continue to justify a safety improvement project to address the identified deficiencies. There were 18 collisions in the 5-year period from July 1, 2018, to June 30, 2023. Half of those collisions were broadside-type collisions. The highest (55.6%) primary collision factor was failure to yield at the intersection. The 5-year Traffic Accident Surveillance and Analysis System Table B results (from July 1, 2018, to June 30, 2023) warrant a safety improvement to this intersection.

Comment I-109-6

More moderate measures.

Right now, the signage there is partially obscured by the foliage from nearby trees. It should .be made more visible and attention-getting. Or perhaps a four-way flashing yellow light could be hung above the middle of the intersection. Or the right-turn pocket for the Green Valley Road drivers who want to head toward Sebastopol could be enlarged and/or extended for safer merging. Were these ideas even considered?

Response to Comment I-109-6

See response to MR 4 – Alternative Design Concepts or Offsite Improvements.

See response to MR 5 – Roundabout Design Adequacy and Safety.

Comment I-109-7

Summary

In concept, I am more supportive of the roundabout option over the traffic signal, which, as Caltrans staff noted, slows through traffic without greater disruption. However, I would much prefer a smaller version with lesser impacts on the immediate surrounding area. But I share the concerns that others have raised abut how pedestrians would be able safely navigate this change.

I am also concerned--even offended—by the way this well-intentioned but oversized project has been given scant consideration to the possible interests and engagement of the area's residents. There is no evidence of thought or analysis beyond the immediate impulse to bluntly impose inappropriate boilerplate urban design standards onto this rural byway.

It is clear from this first public response alone, that the surrounding community desires a project that is smaller, less intrusive for the neighbors., presumably less costly, and certainly less disruptive to all the drivers on those roadways.

I join my neighbors in urging Caltrans to step back and take a more thoughtful, measured approach to this situation.

Response to Comment I-109-7

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 7 – Noticing and Solicitation for Review and Comment on the IS/ND.

See response to MR 8 – Roundabout Bicycle and Pedestrian Safety.

The comment asserting that minimal consideration was given to the interests and engagement of the areas' residents is acknowledged. The CEQA analysis serves several foundational purposes, including informing decision-makers and the public of potential environmental consequences of proposed projects before decisions are finalized; identifying and evaluating mitigation alternatives to avoid or substantially reduce environmental harm; preventing significant environmental damage; and providing transparency and justification for agency decisions. As noted in MR 7 – Noticing and Solicitation for Review and Comment on the IS/ND, Caltrans conducted public engagement in accordance with CEQA Guidelines.

3.4.2.117 Comment I-110: Robin Roettger

Comment I-110-1

I'm writing as a Sonoma County resident and regular user of Highway 116 to urge you to move forward with the proposed roundabout at the Green Valley Road intersection. It is a clear, data-backed choice that will improve safety, traffic flow, and overall function at one of the most dangerous intersections in the area.

Let's not cling to outdated solutions. Traffic signals might be familiar, but that doesn't make them better. They are antiquated infrastructure that belongs to an older era of traffic planning. Choosing signals simply because they are "what we've always done" would be a mistake. When we have better, safer, and more efficient tools available, it's our responsibility to use them. Continuing to install sub-par infrastructure when modern roundabouts offer clear advantages at sites like this would be short-sighted.

Safety first. The proposed roundabout will significantly reduce the risk of broadside and head-on crashes. The Federal Highway Administration reports that roundabouts reduce fatal crashes by 90% and injury crashes by 75% compared to conventional stop-controlled and signalized intersections (FHWA, "Roundabouts", highways.dot.gov).

Traffic flow improvement. Unlike traffic signals, roundabouts keep vehicles moving. They reduce delay, fuel consumption, and emissions, which helps both local drivers and through-traffic. The continuous movement also reduces driver frustration, which can lead to poor decision-making and risky maneuvers.

Better for pedestrians and cyclists. Roundabouts force slower vehicle speeds and eliminate the confusion of who has the right of way. This design benefits non-drivers too, making it easier and safer to cross or enter the intersection. Caltrans report notes that a roundabout offers shorter crossing distances and fewer conflict points for pedestrians (Caltrans, 2024, p. 30), which is critical in a rural setting with limited pedestrian infrastructure.

This is not just a preference. It is a no-brainer for public safety, long-term traffic flow, and responsible community planning. Please choose the roundabout. It is the right solution, and the right time.

Thank you for your time and for prioritizing safety.

Response to Comment I-110-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 5 – Roundabout Design Adequacy and Safety.

See response to MR 8 – Roundabout Bicycle and Pedestrian Safety.

3.4.2.118 Comment I-111: Derek Rydberg

Comment I-111-1

The mailer sent out has the street names switched. Better fix before the public meeting. That being said I like the roundabout “idea”. Access to the gas station and land acquisition will be the two big talking points for that version. Shift it as far south as possible. Green Vally Road does not need to be 5 lanes wide. Good luck.

Response to Comment I-111-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 4 – Alternative Design Concepts or Offsite Improvements.

See response to MR 7 – Noticing and Solicitation for Review and Comment on the IS/ND.

See response to MR 9 – Mailer Corrections.

3.4.2.119 Comment I-112: Bertha Schmidt

Comment I-112-1

I am 82..would be healthy to get to walk across Hwy.116. Stop lights with flashing lights that alter fast unsafe drivers to stop.

Round abouts Will is a set up for tragedy!

1- the quarry trucks go fast. I’ve called the office I’ve reported the drivers. Big trucks on a round about don’t think so. Common Sense!

2- 55+ folks behind Fred’s Gas mobile park. Common Sense!

3- businesses on left and right on Ross rd. off Green Valley Rd.

4- Route #28 to Russian River. Common Sense!o

5- I often take #20 bus on Green Valley and Hwy. 116. Where would that bus stop be located? Back to common sense?

6- how about the the tourist who haven't a clue as to where they are! No roundabout c experience!

7-As a Sebastopol (one block off Green Valley road) neighbor for 23yrs. and Sonoma County resident since 1968. Perhaps CalTrans corporation might just use some plain old fashion common sense!

8- The Wine Country…Dutton Winery…hummm

9- green valley rd. and hwy. 116 traffic patterns. Straight across is 4 directions. Total approximately 7 turns from all directions. Get the picture?

10- School busses, para transit, Ubers, tourist limos, motorcycles, U-Haul's, motorized bikes, occasional roller skates motorized scooters. Fire engines, sheriff suv's n local police patrol..throw in a baby stroller and we're good to stop n go!

asking you to please respect our unique quaint home.

Response to Comment I-112-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 2 – Support for Signalized Intersection (Alt 1).

See response to MR 3 – General Support or Opposition of Alternatives (Either Build Alternative or the No-Build (No-Action) Alternative.

See response to MR 4 – Alternative Design Concepts or Offsite Improvements.

See response to MR 7 – Noticing and Solicitation for Review and Comment on the IS/ND.

See response to MR 8 – Roundabout Bicycle and Pedestrian Safety.

3.4.2.120 Comment I-113: Richard Schoellhorn

Comment I-113-1

Sir, I live near this proposed roundabout in Sonoma County at the intersection of Green Valley rd and Highway 116. I frequently travel through here and have not noticed why this kind of construction is necessary. I am much more frequently held up at the intersections of 116 and Mill Station rd and the intersection of 116 and Occidental rd. I surely do not look forward to the construction of a roundabout and how that would disrupt the traffic flow. If you really have to do something, why not a stoplight?

Response to Comment I-113-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 2 – Support for Signalized Intersection (Alt 1).

See response to MR 3 – General Support or Opposition of Alternatives (Either Build Alternative or the No-Build (No-Action) Alternative.

See response to MR 4 – Alternative Design Concepts or Offsite Improvements.

3.4.2.121 Comment I-114: Kellie Seringer

Comment I-114-1

I am writing to you today in support of the roundabout at Guerneville Road/Highway 116 intersection. I am a resident of unincorporated Sebastopol not far from that intersection. I have spent a lot of time in the royal regions of France. They use roundabouts extensively and, in my opinion, are far superior to stop lights that we have in the US. I strongly support the roundabout proposal.

Response to Comment I-114-1

See response to MR 1 – Selection of Preferred Alternative.

3.4.2.122 Comment I-115: Susan Shaw

Comment I-115-1

I live on Green Valley Rd and drive through this intersection daily.

I have lived here for 27 years and so also experienced the installation of a light at Graton Rd and 116and at Vine Hill and 116. It is distressing to read about the number and frequency of collisions. I'm glad several solutions are being considered. My preference and support is for CalTrans to install a traffic circle at this intersection (and eventually to consider traffic circles at Vine Hill and 116 and Graton Rd and 116).

There are many advantages to traffic circles. Circles have been shown to improve safety, lower speeds, reduce collisions and reduce severe accidents like head on or T-bone collisions. They also slow traffic and create a calmer environment which contributes to safer roads for pedestrians and cyclists.

Please put in a traffic circle.

Response to Comment I-115-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 4 – Alternative Design Concepts or Offsite Improvements.

See response to MR 5 – Roundabout Design Adequacy and Safety.

3.4.2.123 Comment I-116: Gayle Halldin Shook

Comment I-116-1

I have lived out Green Valley Rd to the west of Hwy 116 for the best part of 50 years. Yes, absolutely, the intersection in question needs improvement to become more safe. My fatherin- law who lived out here for many years had an accident pulling out of Green Valley onto 116. My brother-in-law who was visiting missed the stop sign at the top of Green Valley and went right through across 116-thankfully no one was coming at that moment so there was no collision. The traffic coming from the north from Forestville really has gotten lots busier.

Traffic circles definitely slow things down but some people are resistant to them. A 4 way signal might be simpler to construct and might be more pedestrian friendly.

I feel like a couple of things could be done immediately to help the situation.

1. Make sure trees are cut back at stop sign & not blocking the sign. And maybe a warning sign before the stop sign-people are gassing it to go up the hill!

2. Make sure the trees/brush are cut back on the west side of 116 going north so that, if you are at the stop sign at the top of Green Valley, you can better see what is approaching from Forestville.

Either the traffic circle or the 4 way signal would work. I think that a signal like the one at Graton Rd and Hwy 116 would be sufficient. Or at least a flashing yellow light for 116 and a flashing red light for top of Green Valley. And the sooner the better!

Response to Comment I-116-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 2 – Support for Signalized Intersection (Alt 1).

See response to MR 4 – Alternative Design Concepts or Offsite Improvements.

3.4.2.124 Comment I-117: Cathy Smith

Comment I-117-1

Adding my opinion to the proposed changes to the intersection.

No to a roundabout. Stop lights would be helpful, but not the complicated 5 lanes. Keep it simple like the setup at Occidental Rd and 116.

Response to Comment I-117-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 2 – Support for Signalized Intersection (Alt 1).

See response to MR 4 – Alternative Design Concepts or Offsite Improvements.

3.4.2.125 Comment I-118: Cathy and Jim Smith

Comment I-118-1

Thanks for the opportunity for our input on the proposed intersection upgrade at Highway 116 & Green Valley Road. We would much prefer a traffic signal rather than a roundabout. The signals would fit in with all the other controlled intersections on 116 between Forestville and Sebastopol. Smart signals would keep traffic flowing at a safe speed with less of a backup. Looking forward to pedestrian crossing lights in Forestville someday also.

Response to Comment I-118-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 2 – Support for Signalized Intersection (Alt 1).

See response to MR 4 – Alternative Design Concepts or Offsite Improvements.

See response to MR 5 – Roundabout Design Adequacy and Safety.

3.4.2.126 Comment I-119: Karl Smith

Comment I-119-1

I attended the recent informational meeting seeking clarity about the proposed intersection improvement. My comments are not directed at the project itself, but the troubling lack of preparation and professionalism in the presentation.

As a teacher with 35 years of experience, I would be embarrassed to stand before a group of citizens seeking information and deliver what we witnessed. The meeting was announced for 6:30 PM, yet upon arrival, attendees were told it would begin at 7:00. No one appeared to be in charge, and there was no documentation identifying who was presenting. A single slide—barely visible—listed names and titles, prompting some attendees to take photos just to capture basic information. A simple handout would have sufficed.

The graphics were too small to be legible, and there was no amplification of sound, leaving many unable to hear the speakers. We were invited to submit

comments during the meeting, but how could we offer meaningful input while still trying to understand the presentation?

We were told that citizen input was valued. Yet the disorganized nature of the meeting conveyed a different message: that the decision to install a roundabout had already been made, and the meeting was a formality. If public engagement is truly desired, I urge you to reconsider how these meetings are conducted. Respect for the audience begins with clarity, organization, and accessibility.

Response to Comment I-119-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 7 – Noticing and Solicitation for Review and Comment on the IS/ND.

Caltrans acknowledges the commenter's disappointment with the meeting accommodations. Caltrans is committed to ensuring public engagement and participation in the CEQA process for all Caltrans projects is successful for those communities of interest. Caltrans will consider these comments for future public meetings.

3.4.2.127 Comment I-120: Aletha Soule

Comment I-120-1

As someone who has lived in West County for over 40yrs and driven around the planet, I would much prefer to see a Roundabout at that intersection. People slow down on the approach, have to look around, are more polite (sadly), and traffic generally continues to move at a safer pace. Multi lanes with lots of arrows and traffic light make for more fast lane change movements, etc.

Response to Comment I-120-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 5 – Roundabout Design Adequacy and Safety.

3.4.2.128 Comment I-121: Marilyn Standley

Comment I-121-1

I drive 116 Hwy every day and am very familiar with this intersection. Your photo was very confusing as it was not correct.

Nonetheless, I usually would favor a roundabout, because then nobody has to stop. However, I'm not sure that there is really enough room for a roundabout at this location, not one that can accommodate the largetrailer trucks that deliver to businesses in the surrounding area.

I would therefore be more in favor of traffic signals. BUT those traffic signals need to favor 116 traffic flow.

There are already several traffic lights at intersections on 116.

Sometimes the timing on those lights makes the wait time unnecessarily long. I often sit there when nobody is there but me or nobody is moving.

If new traffic lights are installed at Green Valley Road/116, then they should only turn red on 116 when a car approaches the intersection from Green Valley Rd. They should have to wait a little before being able to turn. And the green to yellow to red on 116 should not be abrupt. And the 116 green light should return right away, so traffic does not back up on 116.

It could be OK if the timing is sensible. Otherwise people will get frustrated, and more accidents could result from racing to beat the light. Thanks for the flyer and notification on this.

Response to Comment I-121-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 2 – Support for Signalized Intersection (Alt 1).

See response to MR 4 – Alternative Design Concepts or Offsite Improvements.

See response to MR 9 – Mailer Corrections.

3.4.2.129 Comment I-122: Susan Starbird

Comment I-122-1

Roundabout at SR116 and Green Valley Rd? YES!

Response to Comment I-122-1

See response to MR 1 – Selection of Preferred Alternative.

3.4.2.130 Comment I-123: Roger Strawbridge

Comment I-123-1

I drive Hwy 116 and turn to and from Green Valley Rd. multiple times a day. I vote 110% for a roundabout. Another four-way intersection with traffic signals would lead to more particulates polluting the air while waiting at the light to change as well a waste of gas and time and back up of traffic and sitting behind the multitude of those gravel trucks.

From experience I have witnessed how smoothly traffic flows through roundabout intersections even in extreme traffic conditions-roundabouts do work!

Response to Comment I-123-1

See response to MR 1 – Selection of Preferred Alternative.

3.4.2.131 Comment I-124: Jon Sturtevant

Comment I-124-1

My choice is for a round-about at the SR-116/Green Valley Road intersection.

Response to Comment I-124-1

See response to MR 1 – Selection of Preferred Alternative.

3.4.2.132 Comment I-125: John and Nancy Vallee

Comment I-125-1

We are totally opposed to a stop light at the intersection of Green Valley Rd. and Hwy.116 in Sebastopol, CA. We would prefer to leave it as is. Why does everyone have to suffer for a few bad drivers? How about warning signs indicating a dangerous intersection? If there are only the 2 options, we vote

for the roundabout. They don't cause pollution, keep traffic moving, and are used successfully in many countries. They save gas and time!!

Response to Comment I-125-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 3 – General Support or Opposition of Alternatives (Either Build Alternative or the No-Build (No-Action) Alternative.

See response to MR 4 – Alternative Design Concepts or Offsite Improvements.

3.4.2.133 Comment I-126: Robert van de Walle

Comment I-126-1

I support a traffic signal at this particular intersection. Traffic circles make sense in high volume areas where a back-up of vehicles would cause knock-on delays on side streets and the like. This is a great location for a signal controlled intersection.

Response to Comment I-126-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 2 – Support for Signalized Intersection (Alt 1).

3.4.2.134 Comment I-127: Gail Vann

Comment I-127-1

I live on Ross Rd, and most commonly exit turning from Green Valley Rod right on 116, and infrequently cross 116 to go East on Green Valley. The difficulties are mostly due to vehicles coming over the knoll as they proceed south on 116, caused by poor visibility and speed. When I cross 116 that is made worse by the difficulty of accurately judging the speed of those rounding the bend as they go north on 116. These problems are worse when a large truck pulls up next to me.

I am very much in favor of a rotary. I feel that would “calm” the traffic, providing much greater opportunity to see opposing traffic as I exit, or enter, Green Valley. I see stoplights as creating, rather than solving problems.

Furthermore, lights waste time and fossil fuels, encouraging frustration and willingness of drivers to cheat on the lights. Drivers coming north on 116 would have recently passed through two other lights (Graton Rd and Mueller Rd), increasing their frustration while traveling relatively lightly traveled roads.

People will – eventually – get used to the rotary and decide they can maneuver through it!

Response to Comment I-127-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 5 – Roundabout Design Adequacy and Safety.

3.4.2.135 Comment I-128: Kathleen Watson

Comment I-128-1

I am a many decades-long resident of Forestville, and would like to give my opinion/request concerning this proposed project. Please DO NOT put a stoplight at this intersection. It is so close to the one at Mueller Rd/Vine Hill Rd on 116, that this would be absurd, and annoying. The most reasonable alternative would be a roundabout. These are very safe, and also serve to slow down traffic. They are all over Ireland, work great, and are very easy to learn. Even Healdsburg has one. Thank you for considering my comments.

Response to Comment I-128-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 5 – Roundabout Design Adequacy and Safety.

3.4.2.136 Comment I-129: Steve Weinberger

Comment I-129-1

1. Regarding the accident data: An accident rate was not provided, nor was there a comparison of the accident rate to other similar intersections on State Highways. Why are these accident conditions significant?

2. If an accident rate was provided, would this intersection be more deserving of mitigation compared with other uncontrolled intersections on the SR116 corridor such as SR116/Mirabel Road, SR 116/Guerneville Road, or

SR116/Hessel Road (north). Note that the SR116/Mirabel Road intersection is in the plans for new pedestrian and bicycle crossing facilities.

3. Roundabout Option - Was a smaller diameter roundabout explored that might result in less tree removal and land acquisition ?

4. Traffic Signal Option - With the traffic signal option, why was an additional through traffic lane provided in the northbound and southbound direction rather than exclusive right turn lanes? Based on my experience with this intersection, there does not appear to be the need to provide additional north-south capacity and may actually increase vehicle speeds and potentially add a new safety condition at the intersection.

5. There does not appear to be technical traffic engineering studies attached to the environmental document.

Response to Comment I-129-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 3 – General Support or Opposition of Alternatives (Either Build Alternative or the No-Build (No-Action) Alternative).

See response to MR 4 – Alternative Design Concepts or Offsite Improvements.

In response to comments regarding accident data (comment item 1), as discussed in Section 1.2 of the IS/ND, the purpose of this project is to improve safety at the SR 116 and Green Valley Road intersection by reducing the potential for collisions and decreasing the severity of collisions that may occur. The commenter requests Caltrans provide the accident rate for the proposed project segment and comparative data to other similar facilities statewide. As discussed in Caltrans' Draft Project Report, the segment of interest for the latest 5-year period (January 1, 2020, to December 31, 2024) has a total rate of collisions of 0.70 (per million vehicle miles). This rate is below the average rate of 1.41 (per million vehicles miles) for similar facilities statewide, which has a rate of. During the latest 5-year period (January 1, 2020, to December 31, 2024), records indicate a total of 15 collisions within the proposed project segment of SR 116. Broadside collisions are the predominant collision type, and "failure to yield" is the leading primary

collision factor. While the average statewide collision rate is greater than the collision rate for the segment of interest, this does not invalidate multi-year findings for correctible collisions and identified deficiencies. Multi-year findings for correctable collisions provide a strong justification for safety improvements identified for the proposed project.

In response to comments regarding the other intersections listed by the commenter (item 2), Caltrans cannot provide a response on the existing conditions for intersections, or improvements proposed for other projects, outside the scope of the proposed project. Nevertheless, Caltrans acknowledges the commenter's traffic safety concerns along other regional intersections and has considered the commenter's feedback.

In response to the commenter's question as to attachments (item 5), Appendix C, List of Technical Studies, identifies the studies completed and used to inform the IS/ND. The response provided for MR 1 in Section 3.4.1 provides additional detail on engineering design standards and ISOAP studies used to develop the Build Alternatives.

3.4.2.137 Comment I-130: Connie Williams

Comment I-130-1

From my perspective as a lifelong resident of this area, I believe that installing stop lights would be a more feasible and effective solution than a roundabout. This intersection is located on a state highway that serves both heavy truck traffic and a significant number of tourists traveling to the Russian River and the Pacific Ocean. A roundabout in this location would likely slow traffic excessively and create confusion for many drivers, particularly those unfamiliar with the area.

In my experience, stop lights provide clear, predictable control: all drivers must stop and then proceed when the light is in their favor. This system is straightforward and familiar to everyone, unlike roundabouts, which can be confusing and potentially unsafe in high-traffic areas with large vehicles.

Over the years, I have seen many changes to our roads—some beneficial, others less so. Based on that history and my personal use of roundabouts elsewhere, I feel strongly that stop lights would better serve the needs of our community and the traveling public at this intersection.

Response to Comment I-130-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 2 – Support for Signalized Intersection (Alt 1).

3.4.2.138 Comment I-131: Terry Winter

Comment I-131-1

I would like to offer a neighborly input on the choice of a traffic light vs. roundabout at the corner of Hwy 116 and Green Valley Road.

Despite the unfortunate contentiousness of this week's meeting with Caltrans at the Graton Fire Department, there as apparent agreement that the current intersection is very dangerous and in need of correction. I too have traveled that intersection several times a day for 4 decades, and find it increasingly unnerving. However, Ernie, my take-away about the proposed replacement options is somewhat different from yours. I believe that the choice of a round-about would offer greater safety for drivers, pedestrians and bicyclists, as well as greater ease for traffic flow. Here is my reasoning:

Traffic would be required to slow but not stop-other than to yield.

Noise and pollution would be reduced when traffic would rarely need to come to a stop, idle and greatly accelerate through the roundabout.

Vehicles turning right at a red light often ignore the requirement to first come to a stop, often paying limited attention to their surroundings, still allowing for broadside collisions, which would be prevented with a roundabout.

Limiting the footprint of the intersection and number of trees to be removed is an important to me as well, but my understanding from the state's presentation is that a round-about, only requiring a single lane in each direction would have a smaller footprint, require removal of fewer trees and have less of an impact on the neighborhood.

I expect that pedestrian safety would be greater with the roundabout proposal, since the elders who regularly cross would have only one slowed lane to navigate, one direction at a time (with ability to press a warning light), rather than a more dangerous challenge of quickly crossing multilane two-way traffic with traditional traffic lights.

Having had experience driving in northern Europe, I am impressed with the safety, efficiency and grace of roundabouts. I recently drove there for hours and hours on a road with as much traffic as 116 without encountering a single traffic light. Roundabout traffic flow was steady and sane. Accident and injury statistics in those countries are much more impressive than ours.

For those reasons I encourage support for the roundabout design, with as little footprint and loss of trees as possible.

Response to Comment I-131-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 5 – Roundabout Design Adequacy and Safety.

See response to MR 8 – Roundabout Bicycle and Pedestrian Safety.

3.4.2.139 Comment I-132: Julie Wright

Comment I-132-1

I was appalled at the number of tree removals involved in both of the CalTrans proposals for redesigning the intersection at Hwy 116 and Green Valley.

This is a rural corridor and should not be approached like an intersection in a large metropolitan center.

Response to Comment I-132-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 3 – General Support or Opposition of Alternatives (Either Build Alternative or the No-Build (No-Action) Alternative.

Comment I-132-2

Safety can come from visibility and clear markings. Please don’t pursue either option. They are both bad. Keep the rural feel, but ensure visibility and simple, clear instructions for drivers and other road users. Remove only the bare minimum number of trees necessary — no way would a single intersection require more than a few key removals. Send CalTrans back to the drawing board and for some clear, simple options instead.

Response to Comment I-132-2

See response to MR 3 – General Support or Opposition of Alternatives (Either Build Alternative or the No-Build (No-Action) Alternative.

3.4.2.140 Comment I-133: Sarah Wright

Comment I-133-1

I am pleased to receive the mailer regarding the upcoming improvement project for 116/Green Valley Rd. I missed the meeting on November 19th and appreciate the opportunity to share my thoughts.

I've lived in this area since 1983 and have experienced the increased traffic over the years. Though I can reminise about the good ole days of no stop lights, public safety is more important as we have increasing use of our rural roadways. There is poor visability at this intersection due to the curve in the road.

At rural intersections I often am frustrated waiting for red lights with no oncoming traffic. (Willowside & Guerneville, Hwy 116 & Frie or Vine Hill). A roundabout might be a good solution at Green Valley. Some folks grumble about the roundabouts, but I personally am comfortable with them and like to see them being adopted in our traffic planning.

However, there are four-way signals at the Frei Rd and Vine Hill Rd intersections in the same stretch of Hwy 116 and the swith to alternative traffic control method may seem counter intuitive. Also, I wonder if there will be a traffic solution eventually installed at the "Terrible T" intersection of Hwy 116 and Guerneville Rd. Would that be traffic signals or roundabout?

Either way, SOMETHING IS BETTER THAN NOTHING!

Response to Comment I-133-2

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 4 – Alternative Design Concepts or Offsite Improvements.

3.4.2.141 Comment I-134: Michael Yesbick

Comment I-134-1

No, don't put a roundabout there, put up a stoplight instead, and fix Graton Rd., and DuPont Rd. With the money you save and the time to put in a stoplight is one day!

Response to Comment I-134-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 2 – Support for Signalized Intersection (Alt 1).

See response to MR 4 – Alternative Design Concepts or Offsite Improvements.

3.4.2.142 Comment I-135: Brad Young

Comment I-135-1

Thank you for hosting the meeting on the 19th to discuss the intersection and its proposed fixes. I wholeheartedly support the roundabout alternative. It is safer, quieter, it makes drivers slow down and it takes less land away from the property at the northwest corner. It will also require fewer trees to be cut down. The 4 way intersection only requires drivers to slow down when it's red, if it's green they can continue to speed. The road noise is only quieter when the light is red, otherwise the noise continues. Drivers can run the red light and still get into broadside crashes. It appears to take more land from the neighbors than the roundabout. I live at Blue Spruce Lodge, the senior mobile home park behind the gas station. I would like to make sure the roundabout leaves easy access to the gas station. I like the idea of crosswalks with either alternative so our residents can cross the highway safely. I would love to be able to walk to Graton without crossing a dangerous intersection. I have talked to 2 residents here about this and they favor the intersection. Interestingly when I asked them why they could not come up with a reason, they just don't like roundabouts. Maybe that could be chalked up to inflexibility, like some older folks act?

Please have a microphone at the next meeting. It did not help that some of the presenters were soft spoken and had an accent. If the projector was farther back the image would be larger. The tables that were up front could be

on the side and the seats could be closer. If there was an aisle in the middle, the projector could still be farther back. A strong moderator to control the meeting would be good. Too many people were trying to speak at once, a moderator could ask them to take turns. I apologize for how rudely the neighbors were to you all during the meeting. Besides the senior mobile home park, the demographics of Graton are the average age is over 50. Hence the need for a microphone. Thanks for your help, Go team Roundabout!!

Response to Comment I-135-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 5 – Roundabout Design Adequacy and Safety.

See response to MR 6 – Business Interruption.

See response to MR 7 – Noticing and Solicitation for Review and Comment on the IS/ND.

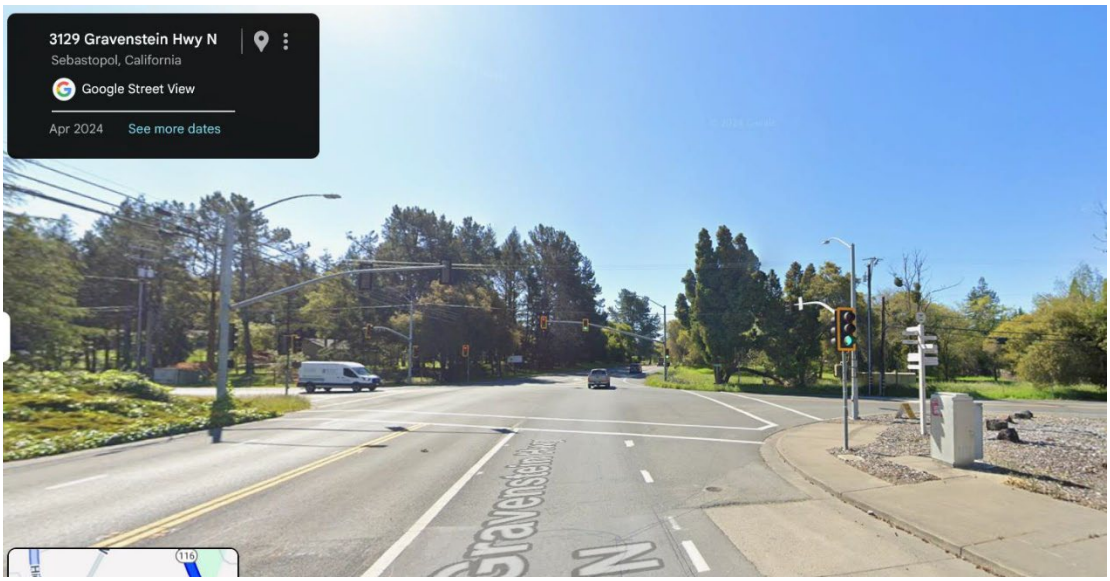
See response to MR 8 – Roundabout Bicycle and Pedestrian Safety.

3.4.2.143 Comment I-136: Julie Young

Comment I-136-1

I attended the SR-116 and Green Valley Road Intersection Project meeting on 11/19 at the Graton Fire Department. Thank you and your colleagues for taking the time to try to loop us in and explain the project. I live at 3720 Hicks Road and use that intersection frequently, sometimes multiple times a day. I was intrigued by the roundabout proposal, but my overwhelming takeaway is that both proposals seem to be overkill and not in proportion to the need and space of that intersection. I am very confused about why the proposal for the traffic signal stop includes 3 lanes in each direction. We have three other intersections on 116 heading south within 2 miles distance from the Green Valley intersection that are similar and have a much smaller profile that seems more in proportion to our needs. I have listed them below with screen shots of each intersection. I have also attached a PDF of this email in case images don’t show up for you.

1. Vine Hill Rd./ Mueller Rd and Hwy 116 - This is the first intersection south of the proposed project. It has only 2 lanes each way and I do not understand why the Green Valley Rd. intersection requires 2 additional lanes.



2. Frei Road / Graton Road and Hwy 116 - This is the second intersection south of the proposed project. It also has only 2 lanes each way.

3. Occidental Rd and Hwy 116 - This is the third intersection south of the proposed project. It also has only 2 lanes each way.

These are just three of the closest intersections to highlight that there seem to be other more proportional options for the Green Valley intersection than the 6 lanes proposed. The roundabout option also seems larger than necessary though I am not very familiar with roundabouts. I absolutely support something being done to increase the safety of that intersection but there seems to be other more proportional solutions than the two given to us thus far and hope to hear more ideas from your team.

Response to Comment I-136-1

See response to MR 1 – Selection of Preferred Alternative.

See response to MR 3 – General Support or Opposition of Alternatives (Either Build Alternative or the No-Build (No-Action) Alternative.

See response to MR 4 – Alternative Design Concepts or Offsite Improvements.

3.4.2.144 Comment I-137: Malcolm Yulli-Thornton

Comment I-137-1

I'm a resident of West Sonoma County and use this intersection multiple times a week. I'm a fan of roundabouts. Everywhere they've been installed

traffic flow and safety have been increased. My vote would be for a roundabout.

Response to Comment I-137-1

See response to MR 1 – Selection of Preferred Alternative.

Appendix A Title VI Policy Statement

CALIFORNIA STATE TRANSPORTATION AGENCY

GAVIN NEWSOM, GOVERNOR

California Department of Transportation

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September 2025

TITLE VI/NON-DISCRIMINATION POLICY STATEMENT

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

Caltrans is committed to complying with 23 C.F.R. Part 200, 49 C.F.R. Part 21, 49 C.F.R. Part 303, and the Federal Transit Administration Circular 4702.1B. Caltrans will make every effort to ensure nondiscrimination in all of its services, programs, and activities, whether they are federally funded or not, and that services and benefits are fairly distributed to all people, regardless of race, color, or national origin (including LEP). In addition, Caltrans will facilitate meaningful participation in the transportation planning process in a non-discriminatory manner.

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

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

DINA A. EL-TAWANSY
Director

"Improving lives and communities through transportation."

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Appendix B Summary of Project Features and Avoidance, Minimization, and/or Mitigation Summary

Project Features

- **PF-BIO-01: Seasonal Avoidance**. To the extent practicable, work will not occur during the wet season. Except for limited vegetation clearing (necessary to minimize impacts to nesting birds), work off paved or bare gravel areas will be limited to the period from June 1 to October 31. On pavement work and work in the compacted road-lens may occur all year, in coordination with the Project Biologist.
- **PF-BIO-02: Worker Environmental Awareness Training**. Prior to ground-disturbing activities, an agency-approved biologist will conduct an education program for all construction personnel. At a minimum, the training will include a description of special-status species, migratory birds, and their habitats, how the species might be encountered within the Project area, an explanation of the status of these species and protection under the federal and state regulations, the measures to be implemented to conserve listed species and their habitats as they relate to the work site, boundaries within which construction may occur, and how to best avoid the incidental take of listed species. The field meeting will include topics on species identification, life history, descriptions, and habitat requirements during various life stages. Emphasis will be placed on the importance of the habitat and life stage requirements within the context of Project maps showing areas where AMMs are to be implemented. The program will include an explanation of applicable federal and state laws protecting endangered species as well as the importance of compliance with Caltrans and various resource agency conditions.
- **PF-BIO-03: Environmentally Sensitive Area Fencing.** Before starting construction, environmentally sensitive area (ESAs) (defined as areas containing sensitive habitats adjacent to or within construction work areas for which physical disturbance is not allowed) will be clearly delineated as needed using high-visibility orange fencing. The ESA fencing will remain in place at each location until work at that location is complete and will prevent construction equipment or personnel from entering sensitive habitat areas. The ESA fencing also serves to delineate the Project footprint in which all construction activity is to occur. The final Project

plans will depict the locations where ESA fencing will be installed and how it will be assembled/constructed. The special provisions in the bid solicitation package will clearly describe acceptable fencing material and prohibited construction-related activities, vehicle operation, material and equipment storage, and other surface-disturbing activities within ESAs. The ESA fencing will be removed following completion of construction activities.

- **PF-BIO-04: Wildlife Exclusion Fencing**. Before starting construction, at the discretion of the Caltrans biologist, wildlife exclusion fencing (WEF) may be installed along the Project footprint perimeter in the areas where wildlife could enter the Project site. The final Project plans will depict the locations where WEF will be installed, if needed, and how it will be assembled/constructed. The special provisions in the bid solicitation package will clearly describe acceptable WEF fencing material and proper WEF installation and maintenance. The WEF will remain in place at each location until work at that location is complete and will be regularly inspected for stranded animals and fully maintained daily. The WEF will be removed following completion of construction activities.
- **PF-BIO-05: Stormwater Best Management Practices**. In accordance with RWQCB requirements, a Stormwater Pollution Prevention Plan will be developed and erosion control BMPs implemented to minimize wind- or water-related erosion. The Caltrans Construction Site BMP Manual (Caltrans 2017) provides guidance for the inclusion of provisions in all construction contracts to protect sensitive areas and prevent and minimize stormwater and non-stormwater discharges. At a minimum, protective measures will include the following:
    - Prohibiting discharge of pollutants from vehicle and equipment cleaning into storm drains or watercourses.
    - Maintaining equipment to prevent the leakage of vehicle fluids, such as gasoline, oils, or solvents. Hazardous materials such as fuels, oils, solvents, etc. will be stored in manufacturer approved containers in a designated location that is at least 50 feet from aquatic habitats.
    - Servicing vehicles and construction equipment, including fueling, cleaning, and maintenance at least 50 feet from aquatic habitat, unless separated by topographic or engineered drainage barrier.

- Collecting and disposing of concrete wastes and water from curing operations in appropriate washouts, located at least 50 feet from watercourses.
- Maintaining spill containment kits onsite at all times during construction operations and/or staging or fueling of equipment
- Using water trucks and dust palliatives to control dust in unvegetated areas and covering temporary stockpiles when weather conditions require.
- Protecting graded and designated staging areas from erosion using an appropriate combination of approved erosion control items or methods, in accordance with the Stormwater Pollution Prevention Plan, as indicated in the RWQCB permit, and as stated in the contract plans and special provisions.

- **PF-BIO-06: Construction Site Management Practices**. The following site restrictions will be implemented to avoid or minimize potential effects on listed species and their habitats:
    - Enforcing a speed limit of 15 miles per hour in the Project footprint in unpaved and paved areas to reduce dust and excessive soil disturbance.
    - Locating construction access, staging, storage, and parking areas within the Project footprint outside any designated ESA. Access routes, staging and storage areas, and contractor parking will be limited to the minimum necessary to construct the proposed Project. Routes and boundaries of roadwork will be clearly marked before initiating construction or grading.
    - Certifying, to the maximum extent practicable, borrow material is nontoxic and weed free.
    - Enclosing food and food-related trash items in sealed trash containers and removing them from the site at the end of each day.
    - Prohibiting pets from entering the Project footprint area during construction.
    - Prohibiting firearms within the Project site, except for those carried by authorized security personnel or local, state, or federal law enforcement officials.

- Maintaining equipment to prevent the leakage of vehicle fluids such as gasoline, oils, or solvents, and developing a Spill Response Plan. Hazardous materials such as fuels, oils, and solvents will be stored in industry or manufactured approved container in a designated location that is at least 50 feet from aquatic habitats.

- **PF-BIO-07: Nighttime Restrictions/Lighting**. Nightwork would be limited wherever possible. If nightwork must be performed, lighting will be directed towards the roadway to the greatest extent practicable to avoid exposing nocturnal wildlife and their habitats to excessive glare.

- **PF-BIO-08: Avoidance of Entrapment**. To prevent inadvertent entrapment of animals during construction, excavated, steep-walled holes or trenches more than 1 foot deep will be covered at the close of each working day using plywood or similar materials, or provided with one or more escape ramps constructed of earth fill or wooden planks. Before such holes or trenches are filled, they must be thoroughly inspected for trapped animals. Pipes, culverts, or similar structures stored in the BSA overnight will be inspected before they are subsequently moved, capped, or buried.

- **PF-BIO-09: Vegetation Removal.** Vegetation that is within the cut and fill line or growing in locations where permanent structures will be placed will be cleared. Vegetation will be cleared only where necessary and will be cut above soil level, except in areas that will be permanently impacted or excavated. This will allow plants that reproduce vegetatively to resprout after construction. Clearing and grubbing of woody vegetation will occur by hand or using construction equipment such as mowers, backhoes, and excavators. If clearing and grubbing occurs between February 1 and September 30, the biological monitor will survey for nesting birds within the areas to be disturbed (including a perimeter buffer of 50 feet for migratory birds and 300 feet for raptors) before clearing activities begin. All nest avoidance requirements of the MBTA and California Fish and Game Code will be observed, such as establishing appropriate protection buffers around active nests until young have fledged. Cleared vegetation will be removed from the Project footprint to prevent attracting animals to the Project site.

- **PF-BIO-10: Pre-construction Nesting Bird Surveys and Nest Avoidance.** During the nesting season (February 1 through September 30), pre-construction surveys for nesting birds will be conducted by a

qualified biologist no more than 72 hours prior to the start of construction activities. If work is to occur within 300 feet of active raptor nests or 50 feet of active non-game bird nests, a non-disturbance buffer will be established at a distance sufficient to minimize disturbance based on the nest location, topography, cover, the species' sensitivity to disturbance, and the intensity/type of potential disturbance. To minimize and avoid take of migratory birds, their nests, and their young, Caltrans will conduct vegetation and tree trimming outside of the bird nesting season, prior to construction. This work will be limited to vegetation and trees that are within the Project footprint. Additional bird nesting surveys will be required if work must occur during the nesting season.

- **PF-BIO-11: Replant, Reseed, and Restore Disturbed Areas**. Caltrans will restore temporarily disturbed areas to the maximum extent practicable. Exposed slopes and bare ground will be reseeded with native grasses and shrubs to stabilize and prevent erosion. Where disturbance includes the removal of trees and woody shrubs, native species will be replanted, based on the local species composition.
- **PF-BIO-12: Reduce Spread of Invasive Species**. To reduce the spread of invasive, non-native plant species and minimize the potential decrease of palatable vegetation for wildlife species, Caltrans will comply with Executive Order 13112. This order is provided to prevent the introduction of invasive species and provide for their control to minimize the economic, ecological, and human health effects. In the event that noxious weeds are disturbed or removed during construction-related activities, the contractor will be required to contain the plant material associated with these noxious weeds and dispose of it in a manner that will not promote the spread of the species. The contractor will be responsible for obtaining all permits, licenses, and environmental clearances for properly disposing of materials. Areas subject to noxious weed removal or disturbance will be replanted with fast-growing native grasses or a native erosion control seed mixture. Where seeding is not practical, the target areas within the Project area will be covered to the extent practicable with heavy black plastic solarization material until the end of the Project.
- **PF-AES-1: Vegetation Impacts.** Minimize impacts to vegetation to the greatest extent possible while allowing the Project to be implemented.
- **PF-AQ-02: Construction Vehicles and Equipment**. Maintain and tune the construction vehicles and equipment in accordance with manufacturer's specifications.

- **PF-AQ-03: Limit Idling**. Limit idling times either by shutting construction equipment off when not in use or reducing the maximum idling time to 5 minutes.
- **PF-CUL-01: Unanticipated Discovery.** In the event that archaeological resources (sites, features, or artifacts) are exposed during construction activities, all construction work occurring within 60 feet of the find shall immediately stop until a qualified archaeologist, that meets the Secretary of the Interior Professional Qualifications for Archaeology, can evaluate the significance of the find in consultation with the Tribe to determine whether or not additional study is warranted. Additional archaeological survey will be needed if project limits are extended beyond the present survey limits. Contact the Lead Caltrans Archaeologist in the Office of Cultural Resource Studies. If any Tribal Cultural Resources (TCR) as defined by the FIGR and CEQA are found during construction, a Professionally Qualified Staff archaeologist shall assess the find. The Office of Cultural Resource Studies will notify local consulting Tribes if the resource is determined to be a TCR and consult with the contractor and the Tribe to determine whether the resources can be avoided by the Project. If the TCR cannot be avoided, then further consultation efforts with the Tribes would be necessary to determine its treatment.
- **PF-CUL-02:** If Caltrans Professionally Qualified Staff determines that cultural materials contain human remains, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains. Caltrans' Cultural Resources Studies Office will contact the County Coroner. Pursuant to CA PRC Section 5097.98, if the remains are thought by the coroner to be Native American, the coroner will notify the NAHC, which will then notify the Most Likely Descendent. Caltrans, District 4, Cultural Resources Studies Office will work with the Most Likely Descendent on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.
- **PF-ENERGY-01: Recycle Waste and Materials**. Recycle nonhazardous waste and excess construction materials to reduce disposal, if feasible.
- **PF-ENERGY-02: Solar Energy**. Use solar energy as the energy source for construction equipment, such as, but not limited to, signal boards, if feasible.
- **PF-HAZ-01: Caltrans Standard Specifications and Hazardous Waste Regulations.** The current Caltrans Standard Specifications Section 13-4,

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

- **PF-HAZ-02: Soil Investigation**. A soil investigation for metals, primarily lead, and other contaminants of concern (i.e., petroleum hydrocarbons and volatile organic compounds) will be completed during the Project's design phase to characterize and profile the soil to be encountered by the construction of the Project. Depending upon the findings of the site investigation, appropriate hazardous waste management special provisions will be prepared and included in the Project specifications
- **PF-HAZ-03: Groundwater Testing.** As part of the site investigation work, groundwater samples will be collected and tested for gasoline constituents. This will help determine the extent of the contaminant plume in the groundwater and determine if any portion of it is located below planned project construction activities that might encounter groundwater, such as excavating foundations for new traffic signals.
- **PF-NOISE-01:** Noise control and monitoring will be included as part of the Contract documents to minimize construction noise. Construction noise level shall not exceed 86 dBA Lmax at 50 feet from the job site from 9:00 p.m. to 6:00 a.m.
- **PF-NOISE-02:** Public outreach shall be required throughout the project duration of construction to update nearby residents, businesses, and other project stakeholders on upcoming construction activities and any changes to the project construction timeline.
- **PF-NOISE-03:** Where practicable, loud operations will be scheduled occur within the same time frame. The total noise level will not be significantly greater than the level produced if operations are performed separately.
- **PF-NOISE-04:** Avoid unnecessary idling of internal combustion engines within 100 feet of sensitive receptors.
- **PF-NOISE-05:** Locate all stationary noise-generating construction equipment as far as practical from noise-sensitive receptors or provide baffled housing or sound aprons to equipment when sensitive receptors adjoin or are near a construction project area.

- **PF-NOISE-06:** Equip all internal combustion engine driven equipment with manufacturer recommended intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- **PF-NOISE-07:** No construction equipment will be delivered before 6:00 a.m.
- **PF-TRANS-01: Traffic Management Plan.** A Final Traffic Management Plan (TMP) would be prepared by Caltrans prior to the beginning of construction and in consultation with the appropriate agencies to aid in coordinating and providing further safety measures for those accessing the Project corridor during construction. The TMP would identify traffic delays and alternative routes for emergency and medical vehicles associated with essential services, thereby avoiding or minimizing short-term, localized traffic congestion and delays. Notifications and instructions for rapid response or evacuation in the event of an emergency would be provided.
- **PF-WQ-01: Compliance with Water Quality Permits and Programs.** The Project will comply with the provisions of the National Pollutant Discharge Elimination System (NPDES) Permit and Waste Discharge Requirements for Caltrans Order 2022-0033-DWQ; NPDES No. CAS000003, for projects that result in a land disturbance of one acre or more, and the NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (General Permit; Order 2022-0057-DWQ; NPDES No. CAS000002), and any subsequent permits in effect at the time of construction. As a component of the CGP, the Project will prepare and implement a SWPPP to address all construction related activities, equipment, and materials that have the potential to impact water quality. The SWPPP will identify the sources of pollutants that may affect the quality of stormwater and include BMPs to control the pollutants, such as sediment control, catch basin inlet protection, construction materials management and non-stormwater BMPs.

Avoidance and Minimization Measures

- **AM-AES-01:** Construction materials and equipment, to the extent practicable, will be stored in staging areas beyond the view of the traveling public and residential properties.
- **AM-AES-02:** When lighting is added as a permanent feature, it will be designed so that adjacent areas are shielded from light intrusion.

- **AM-AES-03:** Architectural treatment of surfaces (ex. texture and color matching) will blend in with the surrounding area to the extent practicable.

- **AM-BIO-01: Preconstruction Survey for CRLF**. Pre-construction surveys for CRLF will be conducted by a USFWS-approved biologist no more than 14 calendar days prior to any initial ground disturbance and immediately prior to ground-disturbing activities (including vegetation removal) beyond the existing pavement. Suitable non-breeding aquatic and upland habitat within the Project footprint, including refugia habitat such as under shrubs, downed logs, small woody debris, and burrows, will be inspected. If CRLF is observed, the individual will be evaluated and relocated by the biological monitor in accordance with the observation and handling protocol outlined in the Biological Opinion.

- **AM-BIO-02: Biological Monitoring**. The USFWS-approved biologist would be present during construction activities where take of a listed species could occur including site preparation activities. Through communication with the Resident Engineer or a designee, the USFWS-approved biologist may stop work if deemed necessary for any reason to protect listed species and would advise the Resident Engineer or designee on how to proceed accordingly.

- **AM-BIO-03: Lighting Restrictions.** If nightwork is required, construction personnel would turn portable tower lights on no more than 30 minutes before the beginning of civil twilight, and off no more than 30 minutes after the end of civil sunrise. Portable tower lights would have directional shields attached to them, and personnel would only direct lights downward and toward active construction and staging areas.

- **AM-BIO-04: Rain Events.** The Caltrans biologist would monitor weather and, in coordination with the Resident Engineer, determine which construction activities may need to be halted within 24 hours of a 0.1-inch rain event, or when there is a forecast of 50% or more chance of precipitation, to ensure protection of CRLF. If, by 2:00 p.m., rain is forecast for the remainder of the day or subsequent night with a 70% or greater probability of rain (based on the nearest National Weather Service forecast, available at http://forecast.weather.gov), work may be postponed until 24 hours have passed between the last rain event and the start of work.

- **AM-TCR-01**: Prior to the initiation of construction for the project, the Project contractor, staff, and construction crews shall be made aware of

the potential to encounter cultural resources and Tribal Cultural Resources (including the traditional importance of resources such as cultural landscapes, significant waterways, and ethnobotanical plants) through a presentation provided by an archaeologist and a representative from FIGR.

- **AM-TCR-02: Construction Training, Monitoring, and Discovery Plan for Potential Tribal Cultural Resources**. Caltrans will work with FIGR to develop and implement construction training, monitoring, and discovery plan for encountering potential Tribal Cultural Resources in the project construction area. The plan may include, but is not limited to, the following:
    - Archaeological awareness and TCRs sensitivity training of construction staff, with information about the possibility of encountering cultural resources (including TCRs) and the appearance and types of resources that could be encountered during project construction.
    - Native American and archaeological monitoring during ground disturbing activities, as determined through consultation among Caltrans and FIGR prior to construction.
    - Work stoppage and tribal consultation protocols if previously unidentified cultural resources are discovered. Recommendations for treatment and disposition of finds could include, but are not limited to,the collection, recordation, and analysis of any significant cultural materials, or the transfer of TCRs to Tribal representatives for appropriate treatment.
    - Implementing a construction training, monitoring, and discovery plan would avoid or reduce impacts to potential TCRs by providing for resource avoidance or protection-in-place measures where possible, and treatment of resources in accordance with tribal cultural values when avoidance or protection is not feasible. The plan for this Project will be developed in coordination with FIGR representatives.

Appendix C List of Technical Studies

California Department of Transportation (Caltrans). 2025a. *Construction-related Greenhouse Gas Analysis.* Memorandum. Office of Environmental Engineering. March 12, 2025.

California Department of Transportation (Caltrans). 2025b. *Construction-related Energy Analysis.* Memorandum. Office of Environmental Engineering. March 12, 2025.

California Department of Transportation (Caltrans). 2025c. *Construction-related Noise Analysis.* Memorandum. Office of Environmental Engineering. March 12, 2025.

California Department of Transportation (Caltrans). 2025d. *Water Quality Study.* Office of Water Quality. March 27, 2024.

California Department of Transportation (Caltrans). 2025e. *Natural Environment Study.* Office of Biological Sciences and Permits. August 2025.

California Department of Transportation (Caltrans). 2025f. *Location Hydraulic Study.* Office of Hydraulic Engineering. June 4, 2024.

California Department of Transportation (Caltrans). 2025g. *Section 106 Closeout Memo.* Office of Cultural Resource Studies. May 21, 2025.

California Department of Transportation (Caltrans). 2025h. *Visual Impact Assessment.* Office of Landscape Architecture. June 20, 2025.

California Department of Transportation (Caltrans). 2026. *Visual Impact Assessment Supplement.* Office of Landscape Architecture. January 23, 2026.

To obtain a copy of one or more of these technical studies/reports or the Initial Study, please send your request to:

Caltrans, District 4
ATTN: Daniel Chan, Office of Environmental Analysis
P.O. Box 23660 MS-8B
Oakland, CA 94623-0660

Or send your request via email to: daniel.chan@dot.ca.gov
Or call: (510) 496-9435

Please provide the following information in your request:

Project title:
General location information:
District number-county code-route-post mile:
Project ID number:

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Appendix D List of Abbreviations, Acronyms, and Initialisms

Term	Definition
ABAG	Association of Bay Area Governments
ADA	Americans with Disabilities Act
AMM	Avoidance and Minimization Measure
APE	Area of Potential Effects
APN	Assessor Parcel Number
BC	black carbon
BMP	best management practice
BO	Biological Opinion
BSA	biological study area
Caltrans	California Department of Transportation
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CGP	Construction General Permit
CH_4	methane
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
CRLF	California Red-Legged Frog
dBA	A-weighted decibel
DBH	Diameter Breast Height
EPA	United States Environmental Protection Agency
ESA	Environmentally Sensitive Areas
FHWA	Federal Highway Administration
FIGR	Federated Indians of Graton Rancheria
GHG	greenhouse gas
GWP	global warming potential
HAWK	High Intensity Activated Crosswalk

HFC	hydrofluorocarbon
IS/ND	Initial Study/Negative Declaration
ISOAP	Intersection Safety and Operational Assessment Process
Leq	average hourly noise level
LOS	Level of Service
Lmax	maximum sound level
mph	miles per hour
MTC	Metropolitan Transportation Commission
N_2O	nitrous oxide
NAHC	Native American Heritage Commission
NCHRP	National Cooperative Highway Research Program
NES	Natural Environment Study
NOI	Notice of Intent
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resources Conservation Service
PF	Project Feature
PG&E	Pacific Gas & Electric
PM	Post Mile
PQS	Professionally Qualified Staff
Project	SR 116 Green Valley Road Safety Improvements
PS&E	Plans, Specifications, And Estimates
PTE&C	Permits to Enter and Construct
RCNM	Roadway Construction Noise Model
ROW	right of way
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
Section 106	Section 106 of the National Historic Preservation Act

SCS	Sustainable Communities Strategy
SCTA	Sonoma County Transportation Authority
SHOPP	State Highway Operation and Protection Program
SR	State Route
SPICE	Safety Performance for Intersection Control Evaluation
SSC	Species of Special Concern
TCE	temporary construction easement
TCR	Tribal Cultural Resources
TMP	Traffic Management Plan
TOAR	Traffic Operation Analysis Report
USFWS	United States Fish and Wildlife Service
VMT	Vehicle Miles Traveled
Water Board	North Coast Regional Water Quality Control Board
WDR	waste discharge requirement

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Appendix E Climate Change

Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the Earth's climate system. The Intergovernmental Panel on Climate Change, established by the United Nations and World Meteorological Organization in 1988, is devoted to greenhouse gas (GHG) emissions reduction and climate change research and policy. Climate change in the past has generally occurred gradually over millennia, or more suddenly in response to cataclysmic natural disruptions. The research of the Intergovernmental Panel on Climate Change and other scientists over recent decades, however, has unequivocally attributed an accelerated rate of climatological changes over the past 150 years to GHG emissions generated from the production and use of fossil fuels.

Human activities generate GHGs consisting primarily of carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF_6), and various hydrofluorocarbons (HFCs). CO_2 is the most abundant GHG; while it is a naturally occurring and necessary component of Earth's atmosphere, fossil-fuel combustion is the main source of additional, human-generated CO_2 that is the main driver of climate change. In the U.S. and in California, transportation is the largest source of GHG emissions, mostly CO_2.

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

Regulatory Setting

For a full list of laws, regulations, and guidance related to climate change (GHGs and adaptation), please refer to Caltrans' Standard Environmental Reference (SER), Chapter 16, Climate Change.

Federal

To date, no nationwide numeric mobile-source GHG reduction targets have been established; however, federal agencies are mandated to consider the effects of climate change in their environmental reviews.

The National Environmental Policy Act (NEPA) (42 United States Code [USC] Part 4332) is the basic national charter for protection of the environment which establishes policy, sets goals, and provides direction for carrying out the policy. NEPA requires federal agencies to assess the environmental effects of their proposed actions prior to making a decision on the action or project. In May 2024, the White House Council on Environmental Quality (CEQ) issued the National Environmental Policy Act Implementing Regulations Revisions Phase 2 (89 Fed. Reg. 35442). The CEQ regulations do not establish numeric thresholds of significance, but mandate that federal agencies consider the effects of climate change in their environmental reviews, including direct, indirect, and cumulative impacts. The CEQ regulations further require that agencies quantify greenhouse gas emissions, where feasible, from the proposed action and alternatives. The regulations also direct agencies to identify reasonable alternatives that reduce climate change-related effects.

Early efforts by the federal government to improve fuel economy and energy efficiency to address climate change and its associated effects include The Energy Policy and Conservation Act of 1975 (42 USC Section 6201); and Corporate Average Fuel Economy (CAFE) Standards. The U.S. Department of Transportation's National Highway Traffic and Safety Administration (NHTSA) sets and enforces corporate average fuel economy (CAFÉ) standards for on-road motor vehicles sold in the United States. The Environmental Protection Agency (U.S. EPA) calculates average fuel economy levels for manufacturers, and also sets related GHG emissions standards for vehicles under the Clean Air Act. Raising CAFE standards leads automakers to create a more fuel-efficient fleet, which improves our nation's energy security, saves consumers money at the pump, and reduces

GHG emissions (U.S. DOT 2014). These standards are periodically updated and published through the federal rulemaking process.

State

California has been innovative and proactive in addressing GHG emissions and climate change by passing multiple Senate and Assembly bills and executive orders (EOs).

In 2005, EO S-3-05 initially set a goal to reduce California's GHG emissions to 80 percent below year 1990 levels by 2050, with interim reduction targets. Later EOs and Assembly and Senate bills refined interim targets and codified the emissions reduction goals and strategies. The California Air Resources Board (ARB) was directed to create a climate change scoping plan and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases." Ongoing GHG emissions reduction was also mandated in Health and Safety Code (H&SC) Section 38551(b). In 2022, the California Climate Crisis Act was passed, establishing state policy to reduce statewide human- caused GHG emissions by 85 percent below 1990 levels, achieve net zero GHG emissions by 2045, and achieve and maintain negative emissions thereafter.

Beyond GHG reduction, the State maintains a climate adaptation strategy to address the full range of climate change stressors, and passed legislation requiring state agencies to consider protection and management of natural and working lands as an important strategy in meeting the state's GHG reduction goals.

Environmental Setting

The proposed project is in a rural area, with a primarily natural resources based agricultural and tourism economy. SR-116 is the main transportation route to and through the area for both passenger and commercial vehicles. The MTC Regional Transportation Agency guides transportation development. The Sonoma County General Plan Circulation, Safety, and Traffic elements address GHGs in the project area.

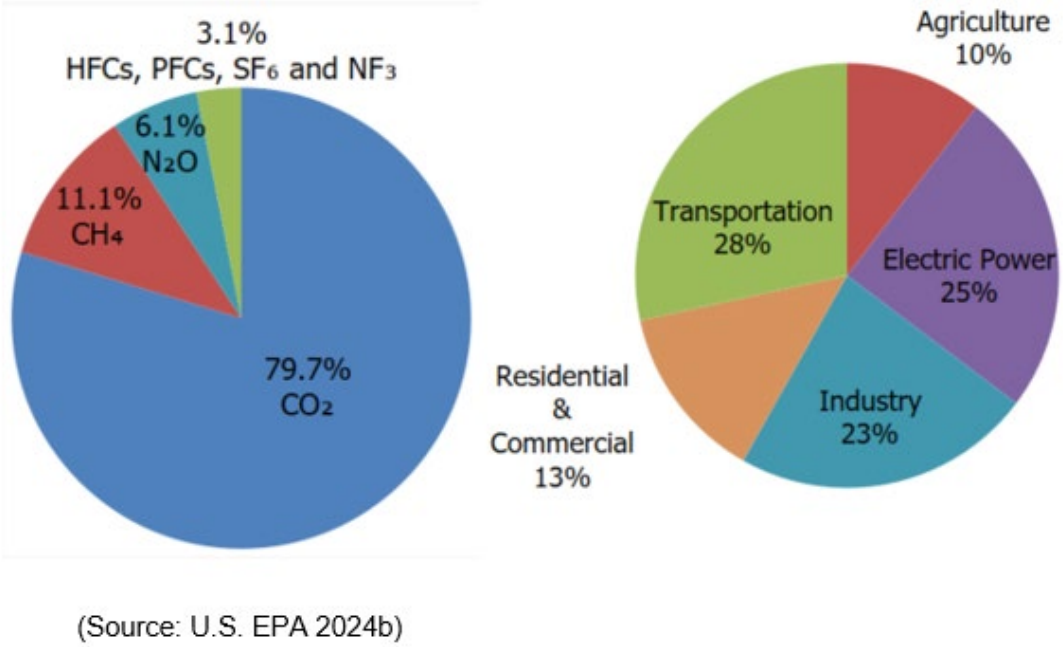
GHG Inventories

A GHG emissions inventory estimates the amount of GHGs discharged into the atmosphere by specific sources over a period of time. Tracking annual GHG emissions allows countries, states, and smaller jurisdictions to understand how emissions are changing and what actions may be needed to attain emission reduction goals. U.S. EPA is responsible for documenting GHG emissions nationwide, and the ARB does so for the state of California, as required by H&SC Section 39607.4. Cities and other local jurisdictions may also conduct local GHG inventories to inform their GHG reduction or climate action plans.

National GHG Inventory

The annual GHG inventory submitted by the U.S. EPA to the United Nations provides a comprehensive accounting of all human-produced sources of GHGs in the United States. Total national GHG emissions from all sectors in 2022 were 5,489.0 million metric tons (MMT), factoring in deductions for carbon sequestration in the land sector. (Land Use, Land Use Change, and Forestry provide a carbon sink equivalent to 15% of total U.S. emissions in 2022 [U.S. EPA 2024a].) While total GHG emissions in 2022 were 17% below 2005 levels, they increased by 1% over 2021 levels. Of these, 80% were CO_2, 11% were CH_4, and 6% were N_2O; the balance consisted of fluorinated gases. From 1990 to 2022, CO_2 emissions decreased by only 2% (U.S. EPA 2024a).

The transportation sector's share of total GHG emissions remained at 28% in 2022 and continues to be the largest contributing sector (Figure E-1). Transportation activities accounted for 37% of U.S. CO2 emissions from fossil fuel combustion in 2022. This is a decrease of 0.5% from 2021 (U.S. EPA 2024a, 2024b)).



(Source: U.S. EPA 2024b)

Figure E-1. U.S. 2022 Greenhouse Gas Emissions.

State GHG Inventory

ARB collects GHG emissions data for transportation, electricity, commercial/residential, industrial, agricultural, and waste management sectors each year. It then summarizes and highlights major annual changes and trends to demonstrate the state's progress in meeting its GHG reduction goals. Overall statewide GHG emissions declined from 2000 to 2021 despite growth in population and state economic output (Figure E-2). Transportation emissions remain the largest contributor to GHG emissions in the state (Figure E-3; ARB 2023).

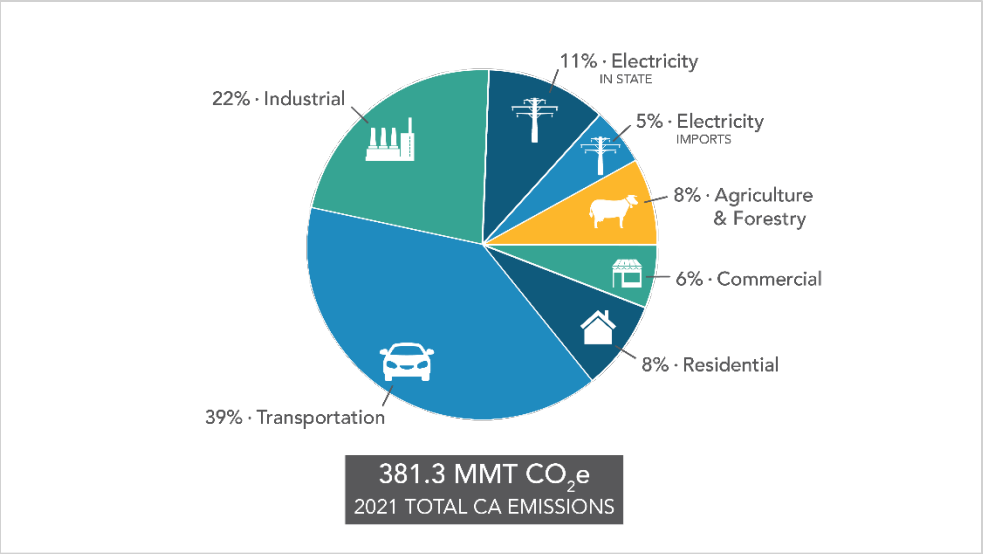


Figure E-2. California 2021 Greenhouse Gas Emissions by Economic Sector (ARB 2023).

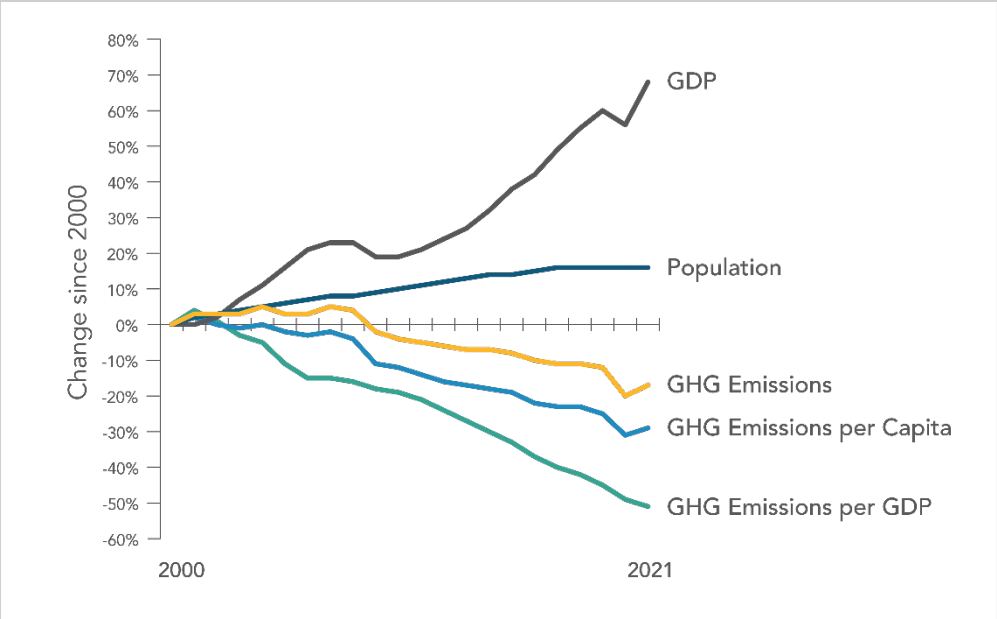


Figure E-3. Change in California GDP, population, and GHG emissions since 2000 (ARB 2023).

AB 32 required ARB to develop a Scoping Plan that describes the approach California will take to achieve the goal of reducing GHG emissions to 1990 levels by 2020, and to update it every 5 years. The AB 32 Scoping Plan and the subsequent updates contain the main strategies California will use to reduce GHG emissions. ARB adopted the first scoping plan in 2008. The second updated plan, California's 2017 Climate Change Scoping Plan,

adopted on December 14, 2017, reflects the 2030 target established in EO B-30-15 and SB 32. The *2022 Scoping Plan for Achieving Carbon Neutrality,* adopted September 2022, assesses progress toward the statutory 2030 reduction goal and defines a path to reduce human-caused emissions to 85 percent below 1990 levels and achieve carbon neutrality no later than 2045, in accordance with AB 1279 (ARB 2022a).

Regional Plans

As required by *The Sustainable Communities and Climate Protection Act of 2008*, ARB sets regional GHG reduction targets for California's 18 metropolitan planning organizations (MPOs) to achieve through planning future projects that will cumulatively achieve those goals and reporting how they will be met in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Targets are set at a percent reduction of passenger vehicle GHG emissions per person from 2005 levels. The proposed project is included in the RTP/SCS for the MTC. The regional reduction target for the MTC is 19 percent by 2035 (ARB 2021).

Table E-1. Regional and Local Greenhouse Gas Reduction Plans.

Title	GHG Reduction Policies or Strategies
Association of Bay Area Governments (ABAG) Plan Bay Area 2050/Sustainable Communities Strategy and Regional Transportation Plans for Sonoma County (adopted October 2021)	• Promote compact, mixed-use commercial and residential development close to mass transit, jobs, recreation, etc. • Expand the public transit network • Strategic capacity and technology enhancements to existing highways
Sonoma County Transportation Authority Bicycle and Pedestrian Master Plan (adopted 2014)	• Class II bike lanes
Sebastopol 2023 General Plan (adopted January 2023)	Sustainability Element

Project Analysis

GHG emissions from transportation projects can be divided into those produced during operation and use of the State Highway System (SHS) (operational emissions) and those produced during construction. The primary

GHGs produced by the transportation sector are CO_2, CH_4, N_2O, and HFCs. CO_2 emissions are a product of burning gasoline or diesel fuel in internal combustion engines, along with relatively small amounts of CH_4 and N_2O. A small amount of HFC emissions related to refrigeration is also included in the transportation sector. (GHGs differ in how much heat each traps in the atmosphere, called global warming potential, or GWP. CO_2 is the most important GHG, so amounts of other gases are expressed relative to CO_2, using a metric called "carbon dioxide equivalent", or CO_2e. The global warming potential of CO_2 is assigned a value of 1, and the GWP of other gases is assessed as multiples of CO_2.)

The CEQA Guidelines generally address greenhouse gas emissions as a cumulative impact due to the global nature of climate change (Pub. Resources Code, § 21083(b)(2)). As the California Supreme Court explained, "because of the global scale of climate change, any one project's contribution is unlikely to be significant by itself." (Cleveland National Forest Foundation v. San Diego Assn. of Governments (2017) 3 Cal.5th 497, 512.) In assessing cumulative impacts, it must be determined if a project's incremental effect is "cumulatively considerable" (CEQA Guidelines Sections 15064(h)(1) and 15130).

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

Operational Emissions

The purpose of the proposed project is a safety improvements project. This type of project generally causes minimal or no increase in operational GHG emissions. Because the project would not increase the number of travel lanes on SR 116, no increase in vehicle miles traveled (VMT) would occur. While some GHG emissions during the construction period would be unavoidable, no increase in operational GHG emissions is expected.

Construction Emissions

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

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

Construction-related GHG emissions were calculated using the Caltrans Construction Emissions Tool (CAL-CET), CAL-CET2-21 version 1.0.3. Alt 1 is estimated to produce 194 tons of CO_2, 0.004 tons of CH_4, 0.011 tons of N_2O, and 0.006 tons of HFC for a total of 198 metric tons of Carbon dioxide-equivalent (CO_2e). Alt 2 is estimated to produce 148 tons of CO_2, 0.003 tons of CH_4, 0.009 tons of N_2O, and 0.005 tons of HFC for a total of 151 metric tons of CO_2e.

PF-AQ-2, PF-AQ-3, PF-GHG-1, and PF-GHG-2 would be implemented to reduce or eliminate construction-related GHG emissions where practicable.

PF-AQ-2: Idling and Access Points. Idling times would be minimized either by shutting off equipment when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure [Title 13, Section 2485 of California Code of Regulations]). Clear signage would be provided for construction workers at all access points. Construction activities involving the extended idling of diesel equipment or vehicles would be prohibited, to the extent feasible.

PF-AQ-3: Maintaining Construction Equipment and Vehicles. All construction equipment and vehicles would be maintained and properly tuned in accordance with manufacturer’s specifications. All equipment would be

checked by a certified mechanic and determined to be running in proper condition prior to operation.

PF-GHG-1: Waste Reduction. If practicable, nonhazardous waste and excess material would be recycled. If recycling is not practicable, the material would be disposed of appropriately.

PF-GHG-2: Energy Reduction. Solar energy would be used to reduce the use of non-renewable energy during construction.

All construction contracts include Caltrans Standard Specifications related to air quality. Section 7-1.02A and 7-1.02C, Emissions Reduction, requires contractors to comply with all laws applicable to the Project and to certify they are aware of and will comply with all CARB emission reduction regulations. Section 14-9.02, Air Pollution Control, requires contractors to comply with all air pollution control rules, regulations, ordinances, and statutes. Certain common regulations, such as equipment idling restrictions, that reduce construction vehicle emissions also help reduce GHG emissions.

CEQA Conclusion

While the project would not increase roadway capacity along SR 116. Non-capacity increasing projects are considered by Caltrans to have less-than-significant GHG impacts under CEQA.

Greenhouse Gas Reduction Strategies

Statewide Efforts

In response to Assembly Bill 32, the Global Warming Solutions Act, California is implementing measures to achieve emission reductions of GHGs that cause climate change. Climate change programs in California are effectively reducing GHG emissions from all sectors of the economy. These programs include regulations, market programs, and incentives that will transform transportation, industry, fuels, and other sectors to take California into a sustainable, cleaner, low-carbon future, while maintaining a robust economy (ARB 2022b).

Major sectors of the California economy, including transportation, will need to reduce emissions to meet 2030 and 2050 GHG emissions targets. The Governor’s Office of Planning and Research identified five sustainability pillars in a 2015 report: (1) Increasing the share of renewable energy in the

State's energy mix to at least 50 percent by 2030; (2) Reducing petroleum use by up to 50 percent by 2030; (3) Increasing the energy efficiency of existing buildings by 50 percent by 2030; (4) Reducing emissions of short-lived climate pollutants; and (5) Stewarding natural resources, including forests, working lands, and wetlands, to ensure that they store carbon, are resilient, and enhance other environmental benefits (OPR 2015).

The transportation sector is integral to the people and economy of California. To achieve GHG emission reduction goals, it is vital that the state build on past successes in reducing criteria and toxic air pollutants from transportation and goods movement. GHG emission reductions will come from cleaner vehicle technologies, lower-carbon fuels, and reduction of vehicle miles traveled (VMT). Reducing today's petroleum use in cars and trucks is a key state goal for reducing greenhouse gas emissions by 2030 (California Environmental Protection Agency 2015).

In addition, SB 1386 (Wolk 2016) established as state policy the protection and management of natural and working lands and requires state agencies to consider that policy in their own decision making. Trees and vegetation on forests, rangelands, farms, and wetlands remove carbon dioxide from the atmosphere through biological processes and sequester the carbon in above- and below-ground matter.

Subsequently, Governor Gavin Newsom issued Executive Order N-82-20 to combat the crises in climate change and biodiversity. It instructs state agencies to use existing authorities and resources to identify and implement near- and long-term actions to accelerate natural removal of carbon and build climate resilience in our forests, wetlands, urban greenspaces, agricultural soils, and land conservation activities in ways that serve all communities and in particular low-income, disadvantaged, and vulnerable communities. To support this order, the California Natural Resources Agency released *Natural and Working Lands Climate Smart Strategy* (California Natural Resources Agency 2022).

Caltrans Activities

Caltrans continues to be involved on the Governor's Climate Action Team as the ARB works to implement EOs S-3-05 and S-01-07 and help achieve the targets set forth in AB 32. EO B-30-15, issued in April 2015, and SB 32 (2016), set an interim target to cut GHG emissions to 40 percent below 1990

levels by 2030. The following major initiatives are underway at Caltrans to help meet these targets.

Climate Action Plan for Transportation Infrastructure

The California Action Plan for Transportation Infrastructure (CAPTI) builds on executive orders signed by Governor Newsom in 2019 and 2020 targeted at reducing GHG emissions in transportation, which account for more than 40 percent of all polluting emissions, to reach the state's climate goals. Under CAPTI, where feasible and within existing funding program structures, the state will invest discretionary transportation funds in sustainable infrastructure projects that align with its climate, health, and social equity goals (California State Transportation Agency 2021).

California Transportation Plan

The California Transportation Plan (CTP) is a statewide, long-range transportation plan to meet our future mobility needs and reduce GHG emissions. It serves as an umbrella document for all the other statewide transportation planning documents. The CTP 2050 presents a vision of a safe, resilient, and universally accessible transportation system that supports vibrant communities, advances racial and economic justice, and improves public and environmental health. The plan’s climate goal is to achieve statewide GHG emissions reduction targets and increase resilience to climate change. It demonstrates how GHG emissions from the transportation sector can be reduced through advancements in clean fuel technologies; continued shifts toward active travel, transit, and shared mobility; more efficient land use and development practices; and continued shifts to telework (Caltrans 2021a).

Caltrans Strategic Plan

The *Caltrans 2020–2024 Strategic Plan* includes goals of stewardship, climate action, and equity. Climate action strategies include developing and implementing a Caltrans Climate Action Plan; a robust program of climate action education, training, and outreach; partnership and collaboration; a VMT monitoring and reduction program; and engaging with the most vulnerable communities in developing and implementing Caltrans climate action activities (Caltrans 2021b).

Caltrans Policy Directives and Other Initiatives

Caltrans Director's Policy 30 (DP-30) Climate Change (June 22, 2012) established a policy to ensure coordinated efforts to incorporate climate change into Caltrans decisions and activities. Other Director's policies promote energy efficiency, conservation, and climate change, and commit Caltrans to sustainability practices in all planning, maintenance, and operations. *Caltrans Greenhouse Gas Emissions and Mitigation Report* (Caltrans 2020) provides a comprehensive overview of Caltrans' emissions and current Caltrans procedures and activities that track and reduce GHG emissions. It identifies additional opportunities for further reducing GHG emissions from Department-controlled emission sources, in support of Caltrans and State goals.

Project-Level GHG Reduction Strategies

The following measures will also be implemented in the project to reduce GHG emissions and potential climate change impacts from the project.

PF-AES-1: Vegetation Protection. Existing trees and vegetation will be preserved to the extent feasible. Trees and vegetation outside of the clearing and grubbing limits would be protected from the contractor's operations, equipment, and materials storage. Tree trimming and pruning, where required, would be under the direction of a qualified biologist.

PF-BIO-13: Vegetation and Tree Removal. Vegetation would be cleared only where necessary and cut above soil level, except in areas that would be permanently affected or excavated. This would allow plants that reproduce vegetatively to resprout after construction.

PF-BIO-14: Restore 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 will be replanted, based on the local species composition.

PF-TRA-1: Traffic Management Plan. A Traffic Management Plan (TMP) will be developed by Caltrans during the design PS&E phase. The TMP will include public information, motorist information, incident management, construction, and alternate routes. In addition, one-way traffic control, lane closures, flaggers and phasing, portable changeable message signs, flaggers and the California Highway Patrol's Construction Zone Enhanced

Enforcement Program will be incorporated into the TMP to minimize delays to local residents and highway users, as feasible. The TMP will also provide access for police and emergency service providers. Lane closures will be planned in coordination with Caltrans and Sonoma County and will include notices to emergency services providers, and the public in advance.

Adaptation

Reducing GHG emissions is only one part of an approach to addressing climate change. Caltrans must plan for the effects of climate change on the state's transportation infrastructure and strengthen or protect the facilities from damage. Climate change is expected to produce increased variability in precipitation, rising temperatures, rising sea levels, variability in storm surges and their intensity, and in the frequency and intensity of wildfires. Flooding and erosion can damage or wash out roads; longer periods of intense heat can buckle pavement and railroad tracks; storm surges combined with a rising sea level can inundate highways. Wildfire can directly burn facilities and indirectly cause damage when rain falls on denuded slopes that landslide after a fire. Effects will vary by location and may, in the most extreme cases, require that a facility be relocated or redesigned. Furthermore, the combined effects of transportation projects and climate stressors can exacerbate the impacts of both on vulnerable communities in a project area. Accordingly, Caltrans must consider these types of climate stressors in how highways are planned, designed, built, operated, and maintained.

Federal Efforts

Under NEPA Assignment, Caltrans is obligated to comply with all applicable federal environmental laws and Federal Highway Administration (FHWA) NEPA regulations, policies, and guidance.

The *Fifth National Climate Assessment*, published in 2023, presents the most recent science and "analyzes the effects of global change on the natural environment, agriculture, energy production and use, land and water resources, transportation, human health and welfare, human social systems, and biological diversity; [It] analyzes current trends in global change, both human-induced and natural, and projects major trends for the subsequent 25 to 100 years … to support informed decision-making across the United States." Building on previous assessments, it continues to advance "an inclusive, diverse, and sustained process for assessing and communicating

scientific knowledge on the impacts, risks, and vulnerabilities associated with a changing global climate" (U.S. Global Change Research Program 2023).

The National Oceanic and Atmospheric Administration provides sea level rise projections for all U.S. coastal waters to help communities and decision makers assess their risk from sea level rise. Updated projections through 2150 were released in 2022 in a report and online tool (NOAA 2022).

State Efforts

Climate change adaptation for transportation infrastructure involves long-term planning and risk management to address vulnerabilities in the transportation system. A number of state policies and tools have been developed to guide adaptation efforts.

California's Fourth Climate Change Assessment (Fourth Assessment) (2018) provides information to help decision makers across sectors and at state, regional, and local scales protect and build the resilience of the state's people, infrastructure, natural systems, working lands, and waters. The Fourth Assessment reported that if no measures are taken to reduce GHG emissions by 2021 or sooner, the state is projected to experience an up to 8.8 degrees Fahrenheit increase in average annual maximum daily temperatures; a two-thirds decline in water supply from snowpack resulting in water shortages; a 77% increase in average area burned by wildfire; and large-scale erosion of up to 67% of Southern California beaches due to sea level rise. These effects will have profound impacts on infrastructure, agriculture, energy demand, natural systems, communities, and public health (State of California 2018).

Sea level rise is a particular concern for transportation infrastructure in the coastal zone. Major urban airports will be at risk of flooding from sea level rise combined with storm surge as early as 2040; San Francisco airport is already at risk. Miles of coastal highways vulnerable to flooding in a 100-year storm event will triple to 370 by 2100, and 3,750 miles will be exposed to temporary flooding. The Fourth Assessment's findings highlight the need for proactive action to address these current and future impacts of climate change.

To help actors throughout the state address the findings of California's Fourth Climate Change Assessment, AB 2800's multidisciplinary Climate-Safe Infrastructure Working Group published *Paying it Forward: The Path Toward Climate-Safe Infrastructure in California*. This report provides guidance on

assessing risk in the face of inherent uncertainties still posed by the best available climate change science. It also examines how state agencies can use infrastructure planning, design, and implementation processes to respond to the observed and anticipated climate change impacts (Climate-Safe Infrastructure Working Group 2018).

EO S-13-08, issued in 2008, directed state agencies to consider sea level rise scenarios for 2050 and 2100 during planning to assess project vulnerabilities, reduce risks, and increase resilience to sea level rise. It gave rise to the 2009 *California Climate Adaptation Strategy*, the Safeguarding California Plan, and a series of technical reports on statewide sea level rise projections and risks, including the *State of California Sea-Level Rise Guidance Update* in 2018. The reports addressed the full range of climate change impacts and recommended adaptation strategies. The current *California Climate Adaptation Strategy* incorporates key elements of the latest sector-specific plans such as the *Natural and Working Lands Climate Smart Strategy*, *Wildfire and Forest Resilience Action Plan*, *Water Resilience Portfolio,* and the CAPTI (described above). Priorities in the 2023 *California Climate Adaptation Strategy* include acting in partnership with California Native American Tribes, strengthening protections for climate-vulnerable communities that lack capacity and resources, implementing nature-based climate solutions, using best available climate science, and partnering and collaboration to best leverage resources (California Natural Resources Agency 2023).

EO B-30-15 recognizes that effects of climate change threaten California's infrastructure and requires state agencies to factor climate change into all planning and investment decisions. Under this EO, the Office of Planning and Research published *Planning and Investing for a Resilient California: A Guidebook for State Agencies*, to encourage a uniform and systematic approach to building resilience.

SB 1 Coastal Resources: Sea Level Rise (Atkins 2021) established statewide goals to "anticipate, assess, plan for, and, to the extent feasible, avoid, minimize, and mitigate the adverse environmental and economic effects of sea level rise within the coastal zone." As the legislation directed, the Ocean Protection Council collaborated with 17 state planning and coastal management agencies to develop the *State Agency Sea-Level Rise Action Plan for California* in February 2022. This plan promotes coordinated actions

by state agencies to enhance California's resilience to the impacts of sea level rise (California Ocean Protection Council 2022).

Caltrans Adaptation Efforts

Caltrans Vulnerability Assessments

Caltrans completed climate change vulnerability assessments to identify segments of the State Highway System vulnerable to climate change effects of precipitation, temperature, wildfire, storm surge, and sea level rise.

The climate change data in the assessments were developed in coordination with climate change scientists and experts at federal, state, and regional organizations at the forefront of climate science. The findings of the vulnerability assessments guide analysis of at-risk assets and development of Adaptation Priority Reports as a method to make capital programming decisions to address identified risks.

Caltrans Sustainability Programs

The Director's Office of Equity, Sustainability and Tribal Affairs supports implementation of sustainable practices at Caltrans. The *Sustainability Roadmap* is a periodic progress report and plan for meeting the Governor's sustainability goals related to EOs B-16-12, B-18-12, and B-30-15. The Roadmap includes designing new buildings for climate change resilience and zero-net energy, and replacing fleet vehicles with zero-emission vehicles (Caltrans 2023).

Project Adaptation Analysis

Sea Level Rise

The proposed project is outside the coastal zone and not in an area subject to sea level rise. Accordingly, direct impacts to transportation facilities due to projected sea level rise are not expected.

Precipitation and Flooding

This project is located within a Zone X floodplain: an area of minimum flood hazard outside the 0.2% annual chance floodplain. The project would not change the 100-year water surface elevation within the Project area. Stormwater runoff from the roadway would continue to sheet flow off the pavement similar to existing conditions. The Project would also implement temporary construction site BMPs to reduce the amount of pollutants being

discharged into the receiving waterbodies and avoid storing hazardous and non-hazardous materials within the Zone X floodplain.

Wildfire

The project is located along a State Responsibility Area and the project is not located within a very high or high severity fire area. The project would serve the same use and vehicular capacity as the existing facility and would not increase wildfire risks. The project is not likely to be subject to the effects of wildfire that could occur under climate change.

Temperature

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

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Appendix F Right of Way Acquisitions

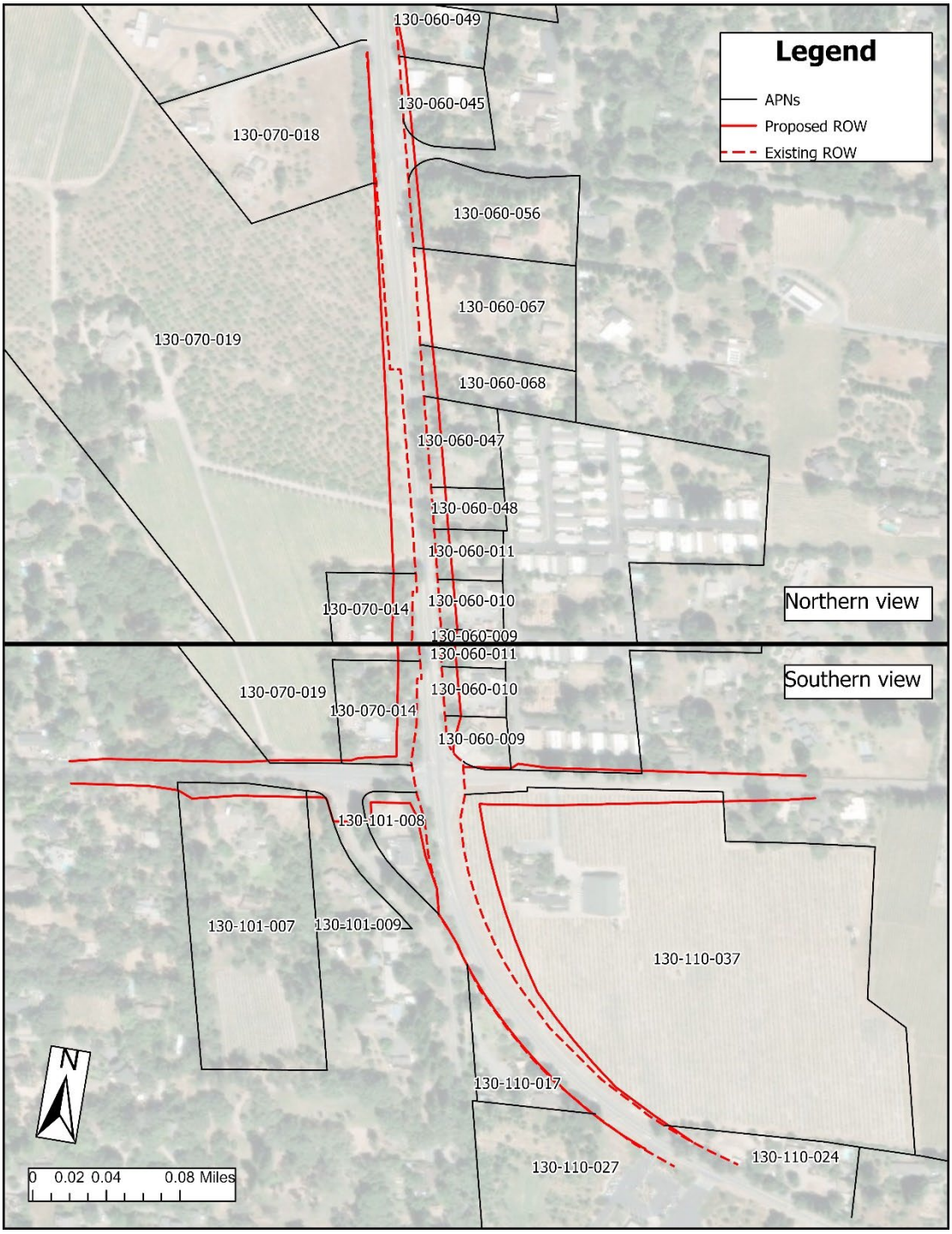

Figure F-1. Proposed Right of Way acquisitions for Alt 1.

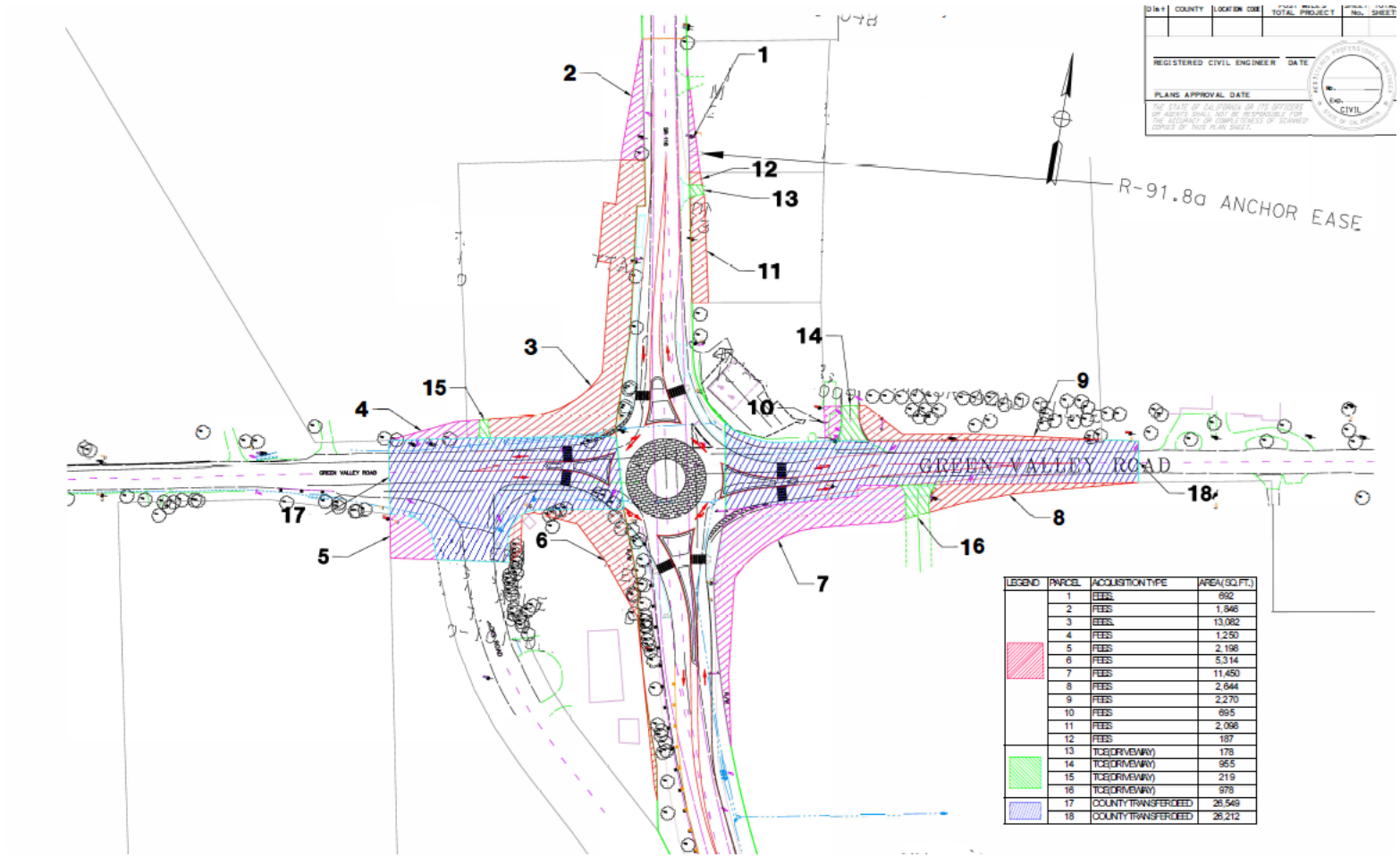

Figure F-2. Proposed Right of Way acquisitions for Alt 2.

Appendix G Farmland Conversion Impact Rating

U.S. DEPARTMENT OF AGRICULTURE
Natural Resources Conservation Service

NRCS-CPA-106
(Rev. 1-91)

FARMLAND CONVERSION IMPACT RATING FOR CORRIDOR TYPE PROJECTS

PART I *(To be completed by Federal Agency)*	3. Date of Land Evaluation Request	4. Sheet 1 of 1
1. Name of Project **Green Valley Road Safety Improvements**	5. Federal Agency Involved **FHWA/Caltrans**	
2. Type of Project **Transportation**	6. County and State **Sonoma County and California State**	
PART II *(To be completed by NRCS)*	1. Date Request Received by NRCS	2. Person Completing Form
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES ☐ NO ☐		4. Acres Irrigated / Average Farm Size
5. Major Crop(s)	6. Farmable Land in Government Jurisdiction Acres: %	7. Amount of Farmland As Defined in FPPA Acres: %
8. Name Of Land Evaluation System Used	9. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS

PART III *(To be completed by Federal Agency)*		Alternative Corridor For Segment State Route 116			
		Corridor A	Corridor B	Corridor C	Corridor D
A. Total Acres To Be Converted Directly			0.41		
B. Total Acres To Be Converted Indirectly, Or To Receive Services		0	0		
C. Total Acres In Corridor			4.32		
PART IV *(To be completed by NRCS) Land Evaluation Information*					
A. Total Acres Prime And Unique Farmland					
B. Total Acres Statewide And Local Important Farmland					
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted					
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value					
PART V *(To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)*					
PART VI *(To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))*	Maximum Points				
1. Area in Nonurban Use	15	8	8		
2. Perimeter in Nonurban Use	10	1	1		
3. Percent Of Corridor Being Farmed	20	0	0		
4. Protection Provided By State And Local Government	20	20	20		
5. Size of Present Farm Unit Compared To Average	10	0	0		
6. Creation Of Nonfarmable Farmland	25	0	0		
7. Availability Of Farm Support Services	5	0	0		
8. On-Farm Investments	20	10	8		
9. Effects Of Conversion On Farm Support Services	25	0	0		
10. Compatibility With Existing Agricultural Use	10	0	0		
TOTAL CORRIDOR ASSESSMENT POINTS	160	39	37	0	0
PART VII *(To be completed by Federal Agency)*					
Relative Value Of Farmland (From Part V)	100	0	0	0	0
Total Corridor Assessment (From Part VI above or a local site assessment)	160	39	37	0	0
TOTAL POINTS *(Total of above 2 lines)*	260	39	37	0	0

1. Corridor Selected: **To Be Determined in Final Environmental Document**	2. Total Acres of Farmlands to be Converted by Project: **Maximum 1.79 acres**	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES ☐ NO ☑

5. Reason For Selection:
Preferred corridor selection will be determined in the Final Environmental Document.

Amanda Goldsmith — Signature of Person Completing this Part:

10/22/2025 — DATE

NOTE: Complete a form for each segment with more than one Alternate Corridor

Figure G-1. Farmland Conversion Impact Rating for Alt 1 and Original Alt 2 (NRCS-CPA-106).

U.S. DEPARTMENT OF AGRICULTURE
Natural Resources Conservation Service

NRCS-CPA-106
(Rev. 1-91)

FARMLAND CONVERSION IMPACT RATING FOR CORRIDOR TYPE PROJECTS

PART I *(To be completed by Federal Agency)*	3. Date of Land Evaluation Request	4. Sheet 1 of 1
1. Name of Project **Green Valley Road Safety Improvements**	5. Federal Agency Involved **FHWA/Caltrans**	
2. Type of Project **Transportation**	6. County and State **Sonoma County and California State**	
PART II *(To be completed by NRCS)*	1. Date Request Received by NRCS	2. Person Completing Form
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES ☐ NO ☐		4. Acres Irrigated / Average Farm Size
5. Major Crop(s)	6. Farmable Land in Government Jurisdiction Acres: %	7. Amount of Farmland As Defined in FPPA Acres: %
8. Name Of Land Evaluation System Used	9. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS

PART III *(To be completed by Federal Agency)*		Alternative Corridor For Segment _____			
		Corridor A	Corridor B	Corridor C	Corridor D
A. Total Acres To Be Converted Directly		0.2			
B. Total Acres To Be Converted Indirectly, Or To Receive Services		0			
C. Total Acres In Corridor		4.11			
PART IV *(To be completed by NRCS) Land Evaluation Information*					
A. Total Acres Prime And Unique Farmland					
B. Total Acres Statewide And Local Important Farmland					
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted					
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value					
PART V *(To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)*					
PART VI *(To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))*	Maximum Points				
1. Area in Nonurban Use	15	9			
2. Perimeter in Nonurban Use	10	1			
3. Percent Of Corridor Being Farmed	20	0			
4. Protection Provided By State And Local Government	20	20			
5. Size of Present Farm Unit Compared To Average	10	0			
6. Creation Of Nonfarmable Farmland	25	0			
7. Availablility Of Farm Support Services	5	0			
8. On-Farm Investments	20	8			
9. Effects Of Conversion On Farm Support Services	25	0			
10. Compatibility With Existing Agricultural Use	10	0			
TOTAL CORRIDOR ASSESSMENT POINTS	160	38	0	0	0
PART VII *(To be completed by Federal Agency)*					
Relative Value Of Farmland (From Part V)	100	0	0	0	0
Total Corridor Assessment (From Part VI above or a local site assessment)	160	38	0	0	0
TOTAL POINTS *(Total of above 2 lines)*	260	38	0	0	0

1. Corridor Selected: **Corridor A**	2. Total Acres of Farmlands to be Converted by Project: **0.2 acres**	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES ☐ NO ☐

5. Reason For Selection:

Amanda Goldsmith — 01/12/2026

Signature of Person Completing this Part: — DATE 1/12/20

NOTE: Complete a form for each segment with more than one Alternate Corridor

Figure G-2. Farmland Conversion Impact Rating for Revised Alt 2 (NRCS-CPA-106).

Appendix H Interview with Gas Station Owner (Transcript)

Fred Mashhour (F): Know what's going to happen to this business? They're gonna take a big chunk of this property, that guy right across.

David Levitt (D): On the corner, they're trying to take his property? Like eminent domain or whatever?

F: Yeah yeah. He said the line is going to come right next to his septic tank. So…

D: You don't mind if I'm recording this do you?

F: No, no… so yeah so I don't know… I'm hoping they haven't predetermined this. I'm hoping they are listening to people. Because see, you have the retirement community here, back here, and they all like to see a crosswalk so they can walk across the street. What's gonna happen to these two, two pumps that are, are they gonna be taking pump these who would cover that pump? Well, if they take two pumps out, if they lose two pumps, I might as well kiss this business goodbye.

So I'm hoping, I'm hoping, you know, based on what I have observed for the past 24 years, you know, I think a signal light is perhaps the most…

D: Just a red and green light.

F: Yeah, that's it. That's probably the cheapest, least expensive, and I know it, it, it perhaps slow down the traffic a bit. But these highways were designed for 40 years ago.

D: Well it can even be automatic, there's not that much, there's no traffic coming off this street hardly.

F: Yeah or you know at least like a four-way flashing redlight. You know the coins that they hang in the middle of the highway. So everybody can stop and go. So that way, the traffic slows down, you can see you

can do the crosswalk and you don't have to spend all that money. I have been to Europe, I have seen the rotaries back there, the roundabouts. I've seen them there, they work fine but right in the middle of a highway. No, I don't think so.

D: This isn't the right place for it seems like. There's no traffic, it doesn't make that much sense. It's people leaving my street.

F: And, and you know, plus you have all these big trucks and trailers, semis. With the roundabout you're going to need a large space for them. I mean, it, to me, it doesn't make sense.

D: Your first word was ridiculous when I asked you about it last week.

F: Yeah, I think a stoplight is the most practical way of approaching this, you know, and doing this.

D: Every other intersection has one, it works.

F: Well, you know, it would slow down the traffic but I think that…

D: It can even be self-monitoring where it doesn't slow it down very much unless there's traffic.

F: Yeah, you know? So I don't know. My hope is they just put a signal light, that would perhaps be the best way to deal with this.

D: I totally agree, I think a lot of people do. Thank you, this is good.

F: Yeah, you're welcome. And thank you for being so concerned, it's very kind of you.

D: It's funny, you know the other crazy thing here? There's a sinkhole that opens up every once in a while. You've seen it, it must be scary.

F: Oh yeah, there is, yeah.

D: Right there, they want to put a circle in a place where a sinkhole opens up?

F: Well they can fix that.

D: Well that’s what I thought and then it opened up again.

F: It may not, if they do it right then it won’t. In my opinion.

D: You think they already did it right?

F: Well hopefully…