

APPENDIX E: PROJECT SCOPING COMMENTS/RESPONSES

SFDB Responses to Public Scoping Comments

#	Commenter	Category	Comment	Response
1.	Lish	AL4000 Alternatives: New Alternatives Or Elements	All park roads should integrate transportation functionality and ecological sustainability, providing a net increase in environmental functions and values.	Comment noted. The responses below address how the project considers recommendations specific to this recommended goal.
2.	Lish	PN1000 Purpose And Need: Planning Process And Policy	Plan for effects of climate disruption, such as ensuring that the entire length of Sir Francis Drake Boulevard will still be in usable locations beyond the end of the century, despite rising sea levels and more frequent destructive floods. The section of Sir Francis Drake Boulevard between the Rogers Ranch and the Coast Guard road has long been a site a flooding and, even under drought conditions, there is standing water on the road throughout the year.	The portion of the project area prone to flooding is in a location where East Schooner Creek is carried under the roadway via an existing arch culvert and the roadway then parallels the creek. This area floods due to dense vegetation and sedimentation in the East Schooner Creek channel, which backs up water. As a result of sediment deposits, the elevation of the creek channel has also increased to where it is the same level as the roadway, resulting in standing water on the roadway. Flooding is not affected by the tidal flow into Schooner Creek. Rising sea levels have been incorporated into the project design considerations at Schooner Creek, where rising sea levels could affect the roadway. To reduce flooding on the roadway in the area of East Schooner Creek, the roadway would be raised 1 to 4 feet above the existing grade, the existing arch culvert would be replaced, and existing 18-inch culverts would be upsized.
3.	Lish	AL4000 Alternatives: New Alternatives Or Elements	Rather than just reconstructing this section to raise the roadway and "reduc[ing] flood risk," I encourage the NPS, the FHA, and the County to analyze the costs and benefits of realigning Sir Francis Drake Boulevard now to remove it from the floor of this valley vs. the costs of frequently repairing this section of road due to storm damage over the next century and beyond.	To realign the roadway between Pierce Point Road and Schooner Bay would require a new alignment in an area that is an eligible historic district and cultural landscape; contains numerous wetlands and other waters; and contains special-status species and associated habitat, including designated California red-legged frog critical habitat. Substantially realigning the roadway would result in unacceptable impacts to park resources.
4.	Lish	WQ4000 Water Resources: Impact Of	Protect the hydrology of wetlands and stream channels through restoration of natural drainage paths.	The project would not alter natural drainageways. However, enlarged culverts are proposed in the flood-prone area and culvert locations would be adjusted to follow natural

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		Proposal And Alternatives		drainages.
5.	Lish	TE4000 Threatened And Endangered Species: Impact Of Proposal And Alternatives; New: Wetlands: Impact of Proposal and Alternatives	What would the advantages and disadvantages on the wetlands, streams, coho salmon, steelhead trout, red-legged frog, and other species be of realigning Sir Francis Drake Boulevard so that it doesn't parallel the stream flowing from the junction with Pierce Point Road to Schooner Bay?	Substantial realignment of the roadway is beyond the scope of the project, which is primarily a resurfacing, restoration, and rehabilitation project. Because a substantial realignment in this location is beyond the scope of the project, an assessment of the advantages and disadvantages to resources has not been conducted. However, realigning the roadway between Pierce Point Road and Schooner Bay would require a new alignment in an area that is an eligible historic district and cultural landscape; contains numerous wetlands and other waters; and contains special-status species and associated habitat, including designated California red-legged frog critical habitat, resulting in substantial impacts to these resources.
6.	Lish	AL4000 Alternatives: New Alternatives Or Elements	Provide separate bicycle lanes along the entire length of Sir Francis Drake Boulevard, or at least widen the roads sufficiently to provide a broader shoulder upon which bicyclists may more safely ride.	Dedicated bike lanes are beyond the scope and purpose of this project, which is to improve the structural pavement condition of the roadway and reduce flooding. However, the proposed action would widen Sir Francis Drake Boulevard to a consistent 24-foot width, including a 1-foot-wide delineated shoulder. Providing a consistent roadway width and delineated shoulders, as well as localized sight distance improvements, would have incidental safety improvements for bicyclists. Because the study area contains numerous sensitive resources, a wider roadway to accommodate dedicated bike lanes could not be attained without substantial impacts to PRNS resources.
7.	Lish	AL4000 Alternatives: New Alternatives Or Elements	Use Solar Roadways (http://www.solarroadways.com/), or similar technology, which would replace the need for an asphalt surface. Surface the road using a material that houses PV panels to generate energy, which could potentially pay for the cost of the panel, thereby creating a road that would pay for itself over time. Doing so would help the park achieve its goal of being carbon neutral and vastly increasing the amount of clean energy produced	Solar roadways are still in conceptual stages, with grants from FHWA currently being used for research, development, and prototyping. In addition, installing a solar roadway would be very costly and ill-suited to the project location. Based on National Renewable Energy Laboratory data (2008), Point Reyes peninsula is not identified as a solar resource area.

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			here in Marin County.	
8.	Lish	AL4000 Alternatives: New Alternatives Or Elements	Rebuild park roads using innovative, natural methods to reduce imperviousness, thereby providing superior watershed-driven stormwater management, and to cleanse all runoff from the project area, thus preventing metals and toxins from leaching into streams and wetlands, thereby helping to improve water quality.	Pervious pavement is not proposed for the project due to cost and maintenance considerations, as well site considerations. For roadways, pervious pavement is typically used on low-volume roads (e.g., < 500 vehicles per day); SFDB had an average daily traffic volume of 1,369 vehicles in 2014 and pervious pavement is not considered suitable for this location.
9.	Lish	AL4000 Alternatives: New Alternatives Or Elements	Recycle as much pavement as possible and construct park roads with these recycled materials, thereby eliminating much waste, reducing landfill usage, and reducing the energy required to build the roads.	The existing pavement would be pulverized and used as a base for the roadway. In the 3R (resurfacing, restoration, and rehabilitation) sections of the roadway, which is approximately 90% of the project, the pavement would be pulverized in place and compacted to its existing width. New base course would only be added to achieve a 25-foot roadway base. In areas of reconstruction, asphalt would be pulverized, stockpiled, and then used for the base of the roadway.
10.	Lish	AL4000 Alternatives: New Alternatives Or Elements	Design the road using cutting-edge technologies to protect critical habitats and ecosystems from the encroachment of highway infrastructure.	<p>The following design elements were implemented in order to avoid or minimize impacts to wetlands and other sensitive habitats adjacent to the road:</p> <ul style="list-style-type: none"> • Maintain the existing roadway alignment to the greatest extent possible to minimize impacts to adjacent sensitive areas. • A 24-foot wide paved width, which is 4 to 8 feet less than published guidelines, is proposed (AASHTO 2011, NPS 1984). • 1-foot-wide shoulders, which are below the minimum 3-foot (NPS 1984) and 5-foot (AASHTO 2011) design standards, are proposed. This requires a design exception. • A clear zone width between 3 feet and 12 feet is proposed, which will be at or below minimum design standards. A design exception will be required for clear zone areas less than 12 feet wide. • Rockery walls and paved ditch sections were

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				<p>incorporated into project design to minimize the width of roadway slopes and ground disturbance adjacent to the road.</p> <ul style="list-style-type: none"> • A total of 32 curves provide less than minimum length of stopping sight distance. All of these curves will have design exceptions in order to minimize ground disturbance. Of the 32 curves, design exceptions at 15 curves would reduce impacts to adjacent wetlands and/or other waters of the U.S. • A total of 44 curves have curve radii below the minimum values for a 40 mph design speed. In many of these areas, wetlands and other waters of the U.S. are located adjacent to the roadway. Design exceptions are proposed for these curves to minimize potential impacts. • Near PM 1, a design exception for the steep grade is proposed. Wetlands are located adjacent to the roadway in this location, and the proposed design would match the existing terrain in order to minimize impacts..
11.	Lish	AL4000 Alternatives: New Alternatives Or Elements	Reduce disruptions to ecological processes by promoting wildlife corridors and passages, especially in areas such as wetlands where animals such as amphibians frequently cross.	Project design has, and will continue, to incorporate measures to minimize impacts to biological resources. Existing 15- and 18-inch culverts within the project area will generally be upsized to better accommodate drainageways and amphibian passage. In addition, the proposed box culvert at East Schooner Creek will be sunk one foot below existing grade to provide a natural bottom for fish passage, as well as amphibians.
12.	Lish	AL4000 Alternatives: New Alternatives Or Elements	Replace cattle guards and on-road cattle crossings at the A, B, and C ranches with under-crossings for the cattle to use.	Cattle guards in the project area generally do not function and are not maintained. Cattle guards will be replaced on a site-specific basis as needs are determined through coordination with ranchers. The two existing cattle under-crossings will be replaced with box culverts installed 2 feet below the existing round surface to maintain a natural dirt floor.

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13.	Lish	AL4000 Alternatives: New Alternatives Or Elements	<p>I am particularly concerned about the impact that roads have on wildlife populations and strongly encourage the NPS and FHA to implement proven solutions to reduce the incidence of roadkills, such as:</p> <ul style="list-style-type: none"> • providing animals with frequent opportunities to pass under roads by installing simple, inexpensive structures such as metal culverts; • increasing animals' use of these passages by providing plant cover near the entrances; • leading animals to passage entrances with earth berms, vegetation, or drift fences; and • reducing the plant cover along road curves, where it's harder to see oncoming traffic, and increasing the plant cover along straight sections, where it's easier to see traffic and thus is safer to cross. 	<p>The project team has coordinated with Marin County and NPS to review available crash data and discuss safety concerns along the project corridor. Wildlife collisions have not been identified as an issue along the corridor. However, project design has, and will continue, to incorporate measures to minimize impacts to biological resources. Existing 15- and 18-inch culverts within the project area will generally be upsized to better accommodate drainageways and amphibian passage. In addition, the proposed box culvert at East Schooner Creek will be sunk one foot below existing grade to provide a natural bottom promoting passage for amphibians. Additionally, sight distance improvements will be made at select locations along the roadway, such as cutting back side slopes, and removing vegetation within the clear zone (i.e., the area available for safe use by errant vehicles) may improve visibility of wildlife crossing the roadway.</p>
14.	Lish	WH4000 Wildlife And Wildlife Habitat: Impact Of Proposal And Alternatives	<p>Returning to the idea of realigning Sir Francis Drake Boulevard so that it doesn't parallel the stream from the junction of Pierce Point Road to Schooner Bay, given that the stream attracts wildlife, what would be the estimated number of roadkill animals if the road retains its current alignment as opposed to if the road is realigned so that it wasn't in a riparian zone?</p>	<p>As stated above, wildlife collisions have not been identified as an issue along the corridor. Additionally, substantial realignment of the roadway is beyond the scope of the project, which is primarily a resurfacing, restoration, and rehabilitation project. To realign the roadway between Pierce Point Road and Schooner Bay would require a new alignment in an area that is an eligible historic district and cultural landscape; contains numerous wetlands and other waters; and contains special-status species and associated habitat, including designated California red-legged frog critical habitat. Substantially realigning the roadway would result in unacceptable impacts to park resources.</p> <p>Because a substantial realignment in this location is beyond the scope of the project, an assessment of projected wildlife collisions between the existing alignment and a realignment has not been conducted.</p>
15.	Lish	VR4000	The NPS, the FHA, and the County should also control	Stockpiling topsoil, use of certified weed-free seed, use of

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		Vegetation And Riparian Areas: Impact Of Proposal And Alternatives	populations of invasive species and promote the growth of native species by ensuring that any fill and soil, in addition to road construction equipment, be as free of non-native plant seed and material as possible. Native plants should be cultivated and planted immediately after construction is completed in order to give native plants a head start relative to non-native invasive species that may have been introduced to the soil.	native seed, and cleaning equipment prior to entering the construction area are part of FHWA's contract requirements and will be a part of project implementation.
16.	Lish	New Code #: Post-Project Monitoring	The NPS, the FHA, and the County should also provide sufficient financial resources to incorporate post-project monitoring of the impacts the road rehabilitation projects have on the hydrological, floral, and faunal resources to ensure the desired environmental results are achieved.	The contractor will be responsible for revegetation of temporarily disturbed areas following construction. If onsite mitigation is required for wetlands and/or California red-legged frog, post-construction monitoring will be required and monitoring plan will be developed.
17.	Dunning, USEPA	PN3000 Purpose And Need: Scope Of The Analysis	Purpose and Need and Scope of Analysis It is confusing that the environmental analysis for both projects is being completed concurrently, yet not being coordinated into one document, even with the overall project footprint being the same section of Point Reyes National Seashore. Further, it appears that the stated purpose and Need statements for the two separate EAs are similar.	Two documents were prepared because the roads are under the jurisdiction of different agencies. The 12-mile section of Sir Francis Drake Boulevard to be reconstructed is maintained by Marin County. Limantour Road, Lighthouse Road, and Chimney Rock Road are maintained by the National Park Service.
18.	Dunning, USEPA	PN3000 Purpose And Need: Scope Of The Analysis	Project #1: The National Park Service in cooperation with the Federal Highway Administration/Central Federal Lands Highway Division proposes to repair 22 miles of road and adjacent parking areas in Point Reyes National Seashore. This program includes four separate road projects: Rehabilitation of portions of Limantour Road, Lighthouse Road, and Chimney Rock Road, and Pavement Preservation on 15 spur roads and 21 paved parking areas. The purpose of the proposed action is to restore the structural integrity of park roads to ensure safe driving conditions for visitors traveling in Point Reyes National Seashore, provide efficient parking space to support demand for recreational access in the park, reduce road-related drainage problems, and reduce long-	Two documents were prepared because the roads are under the jurisdiction of different agencies. However, construction of both projects would occur concurrently, which would take advantage of efficiencies related to coordination and implementation.

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			<p>term road and parking area maintenance needs and costs</p> <p>Project #2: The purpose of the proposed improvements is to restore the structural integrity of the road and enhance safety for all users while reducing ongoing maintenance requirements. Pavement along Sir Francis Drake Boulevard in the Seashore is deteriorating and badly oxidized, heavily patched, lacks shoulder support, and some sections have significant cracking and edge damage. Seasonal flooding of the creek near Schooner Bay can close the road to traffic for several days. Raising and realigning this short segment of the road has been proposed to help prevent annual flooding and minimize wetland impacts in the area where the adjacent tributary channel has aggraded and is now nearly at the same elevation as the road. The proposed improvements would address these issues through new asphalt pavement, new striping and signs, replacement of two cattle under-crossings, replacement of cross culverts, and implementation of other safety features to meet current design standards</p> <p>EPA recommends that NPS and FHWA further explain to the public and decisionmakers why the two projects are being pursued independently, especially in light of the efficiencies, and reductions in impacts to the environment, that could be gained by coordinating the planning, implementation, and future mitigation and monitoring of the two efforts. While we understand funding, timing, and a variety of other factors guide the implementation of various projects in Point Reyes National Seashore</p>	
19.	Dunning, USEPA	New Code #: Cumulative Impacts	<p>Cumulative Impacts</p> <p>Analyzing the two projects as one complete project would better allow for assessing the cumulative impacts associated with the combined rehabilitation of 34 miles of</p>	The NEPA process for Limantour Road, Lighthouse Road, and Chimney Rock Road is complete and a FONSI has been signed. However, the EA/IS for Sir Francis Drake Boulevard will analyze the actions planned for these other

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			roads and 21 parking areas all within the same project footprint. Should the NPS continue to move forward on these as separate projects, the documents should both clearly identify the logistical efficiencies, and associated reduction in impacts to the environment, that can be achieved by constructing the rehabilitation projects at the same time. NPS should also confirm that, when considered together, the project impacts remain less than significant as is anticipated from the analysis of the two projects separately. The cumulative impact of constructing both project improvements at the same time need to be disclosed and used to schedule, and minimize, earthmoving equipment operation. For example, by planning the re-paving of the road surfaces of Sir Francis Drake at the same time as the spur roads leading into it, FHWA and NPS will minimize the need to haul dirt/materials in and out for both projects twice, instead of once. Visual impacts to park visitors will be minimized if project timelines can be synchronized. Noise impacts to wildlife will be minimized as well. Both EAs should describe these, and other, reduced impacts that will be achieved through project synchronization.	roads as a cumulative impact and will identify whether significant impacts would occur when considering the projects together. In addition, construction of both projects would occur concurrently, which would minimize environmental impacts related to transportation of construction materials, and visual and noise impacts related to construction operations.
20.	Dunning, USEPA	AL4000 Alternatives: New Alternatives Or Elements	Water Resources - Culvert Rehabilitation EPA recommends the use of open-bottom arch culverts instead of box culverts. For those culverts proposed to be lined, rather than replaced, consider replacing the old culverts with arch culverts if feasible and if additional cost and impacts associated with increased earth movement can be reduced as much as possible. EPA also recommends use of bioengineered bank stabilization where feasible instead of just traditional rip-rap.	The arch culvert at East Schooner Creek would be replaced with a concrete box culvert. A box culvert was chosen because it would have fewer environmental impacts. A pre-cast box would be used, which requires no foundation, reducing the amount of ground disturbance required. The box would also be quicker to install, minimizing the amount of construction time, and hence disturbance to wildlife species, required. The box culvert would be sunk one foot below the existing ground level to create a more natural bottom. Preliminary recommendations for the structure at Schooner Creek are for an open-bottom arch culvert. Site conditions may require no rip-rap at all, and minimal bank stabilization would be required.

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21.	Dunning, USEPA	AL4000 Alternatives: New Alternatives Or Elements	The Scoping notice states the need for "raising and realigning" Sir Francis Drake in order to "help prevent annual flooding and minimize wetland impacts in the area where the adjacent tributary channel has aggraded and is now nearly at the same elevation as the road." EPA recommends elevating the roadway with spanning or sufficient open-bottomed culverts to allow for sufficient tributary flow and seasonal flooding, rather than additional placement of box culverts.	The portion of the project area prone to flooding is in a location where East Schooner Creek is carried under the roadway via an existing arch culvert and the roadway then parallels the creek. This area floods due to dense vegetation and sedimentation in the East Schooner Creek channel, which backs up water. As a result of sediment deposits, the elevation of the creek channel has also increased to where it is the same level as the roadway, resulting in standing water on the roadway. The project includes raising the roadway elevation in this location 1 to 4 feet above existing grade, shifting the roadway approximately 12 feet south and away from the creek channel, replacing the existing arch culvert with a box culvert sunk one foot below the existing grade, and upsizing the existing 18-inch culverts in this section. This is expected to reduce potential for flooding the roadway and accommodate existing drainage patterns. Based on 15 percent design, no additional culverts are proposed in this section of roadway.
22.	Dunning, USEPA	WQ4000 Water Resources: Impact Of Proposal And Alternatives	<p>Water Resources - Wetlands Impacts</p> <p>NPS should confirm that the full project impacts, when considering the entirety of the 34 miles of roads to be rehabilitated plus the parking area improvements, will not result in impacts to wetlands that will be substantive enough to require an Individual Permit. EPA also recommends that the NPS clarify whether the Corps has verified the wetland delineation and confirmed the permitting strategy.</p> <p>The NPS should confirm that that mitigation for Clean Water Act Section 404 and Section 401 impacts will be decided by the Corps and Regional Board, respectively and the environmental analysis of both road projects should address potential need for Clean Water Act 401 certification from the Regional Board.</p>	Wetlands have been delineated for the project and a Wetlands Statement of Findings is being prepared in accordance with National Park Service regulations and Executive Order 11990 (Protection of Wetlands). Based on 15 percent design, it is anticipated that the project will require an Individual Section 404 Permit and a 401 Water Quality Certification. The wetland and other waters delineation report will be submitted to the Corps in early 2015 with a request for a preliminary jurisdictional determination. Mitigation for the project will be coordinated with appropriate agencies, such as the Corps.

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23.	Dunning, USEPA	AL4000 Alternatives: New Alternatives Or Elements	Design Standards One stated purpose of the project was to implement safety futures consistent with current design standards. EPA commends NPS and FHWA for identifying that "maintaining the character of the roads" and "avoiding and minimizing impacts to seashore resources" are objectives of the project. In light of these objectives, EPA recommends additional discussion about context sensitive design and a discussion of waivers or modifications to adhering to a suite of current design standards that would best allow for maintaining the current character of the park roads.	The purpose of the project is to restore the structural integrity of SFDB and enhance safety for all users while reducing ongoing maintenance requirements. The roadway traverses or is adjacent to special status species habitat, including designated California red-legged frog critical habitat, numerous wetlands and other waterbodies, and visual landscapes that are valued and intended for preservation within PRNS. Because of the context-sensitive nature of the project area, improving the roadway to meet current design standards would result in unacceptable impacts to PRNS resources, and was not carried forward for full evaluation in the EA/IS. The typical section proposed for the project is a consistent 24 feet wide, which is the narrowest width that can safely accommodate vehicle passage with consideration for the large vehicles that use SFDB.
24.	Van der Wal	VR4000 Vegetation And Riparian Areas: Impact Of Proposal And Alternatives	Widening and road construction of Sir Francis Drake out through the Pt. Reyes National Seashore will destroy native plants such as California Poppies and another yellow flower I don't have a confirmed name for that line the sides of the road to the lighthouse. It is spectacular to see each spring. May be other native plants along the roadside not seen by driving by.	A general habitat assessment and focused botanical surveys were conducted to identify vegetative types and rare plants along the roadway. The proposed improvements are below minimum design standards in order to minimize overall disturbance. The typical section proposed for the project is a consistent 24 feet wide, which is the narrowest width that can safely accommodate vehicle passage with consideration for the large vehicles that use SFDB. Additionally, rocky walls and paved ditches are proposed in specific areas to further minimize disturbance to adjacent habitat. Degraded areas impacted from construction-related activity will be replanted with local, native species.
25.	Van der Wal	PN3000 Purpose And Need: Scope Of The Analysis	Widening of the road seems to be very excessive.	See response to comments #23 and #24. Existing pavement widths on SFDB generally vary from 18 feet to 24 feet, with isolated areas as wide as 27 feet along switchbacks. The existing roadway has no shoulders in many areas.

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				<p>These narrow conditions provide little or no room for errant vehicles to correct without running off the edge of the road. Switchbacks on hills and flood-prone areas show evidence of tires dropping off pavement edges.</p> <p>The road width does not provide sufficient clearance for vehicles and bicycles to safely pass each other without traveling into opposing lanes. Larger vehicles, such as recreational vehicles, school buses, park shuttles, and milk trucks, frequently encroach into the opposing travel lane due to the narrow width of the road. This scenario not only creates safety concerns, but puts stress on the pavement edges, requiring additional maintenance.</p> <p>Drivers typically expect uniform or consistent roadway design, which can inform their ability to respond to situations on the roadway. The inconsistent widths along the project route present safety concerns because they lack the predictability users expect, particularly users who are not familiar with the roadway, such as tourists.</p>
26.	Van der Wal	VR4000 Vegetation And Riparian Areas: Impact Of Proposal And Alternatives; WH4000 Wildlife And Wildlife Habitat: Impact Of Proposal And Alternatives	At the junction of Chimney Rock Rd. and SFD Road I have seen Snipes and all the construction and truck equipment will disturb the habitat and other ground birds and native flowers/plants such as the Sticky Monkey Flower.	<p>Visual, noise, and vibration disturbances from construction may make adjacent habitats less desirable and could therefore disrupt typical behaviors of individual birds that may occupy the area. However, it is anticipated that these disturbances would have little effect on these species because the proposed activities would be localized and would occur within a previously disturbed road corridor. In addition, bird species that currently use habitat within or adjacent to the study area are likely habituated to human disturbance.</p> <p>Impacts to sensitive natural communities will be avoided as practicable by designating Environmentally Sensitive Areas. Environmentally Sensitive Areas will include each population of special status plants known to occur within</p>

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				<p>the study area, as well as locations of sensitive natural communities. Annual and perennial plant populations will be delineated separately to ensure that the proper revegetation or transplanting methods are followed. Where Environmentally Sensitive Areas cannot be avoided, the following measures will be implemented.</p> <ul style="list-style-type: none"> • Special status perennial plants with a Rare Plant Rank of 1 or 2 will be transplanted as appropriate. Species to be transplanted include Marin Manzanita, Mount. Vision ceanothus, Marin checker-lily, Point Reyes horkelia, Point Reyes checkerbloom, and purple-stemmed checkerbloom. Perennial plants and their associated soil profiles will be transplanted to adjacent areas outside of the impact zone, in close coordination with and guidance from NPS PRNS ecologists. • Special status annual plants will be reseeded as appropriate, including Point Reyes meadowfoam (blooms March–May), Point Reyes Bird's-beak (blooms June–October), and woolly-headed spineflower (blooms May–August). • Where permanent impacts and annual plant Environmentally Sensitive Areas overlap, seeds will be collected from each species. Therefore, construction will occur after the species has produced seeds (May through October depending on the species). Collected seeds will be dispersed in an area equivalent in size to the original, and in an area appropriate for each species. If feasible, the reseeded area will be adjacent to the current population. Reseeding efforts will occur amid close coordination with NPS PRNS ecology staff. • Where temporary impacts and annual plant Environmentally Sensitive Areas overlap, construction will occur after each species has had time to set seed (May through October, depending on the species).

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				Seeds will be collected and stored for reseeding. After seed collection, the top six inches of soil will be stockpiled and replaced in-kind post-construction. Collected seeds will be dispersed in the same area and equivalent in size to the original. Reseeding efforts will occur amid close coordination with NPS PRNS ecology staff.
27.	Flett	AL4000 Alternatives: New Alternatives Or Elements	I feel that, countrywide, the National Park Service tends to overdevelop and overbuild on lands under its jurisdiction. Some specific examples of (what I consider to be) overdevelopment include visitor amenities such as signage, rest rooms, parking lots, paved trails, and roads. In my opinion, these projects detract from the rural character and the natural landscape of the parks. I would much prefer that the Point Reyes National Seashore retain its off-the-beaten-track character, without paving and straightening Sir Francis Drake Boulevard and other roads within and through the park.	The project would be consistent with the visual and scenic preservation goals in the park's enabling legislation, NPS management plans and policies, as well as other area plans. The typical section proposed for the project is a consistent 24 feet wide, which is the narrowest width that can safely accommodate vehicle passage with consideration for the large vehicles that use SFDB. Traffic control signs within the study area would be reviewed and replaced, if needed, to meet current standards. Advanced warning signs would also be considered and may be included at approaches to areas where speed limits would be reduced, such as ranches. These changes are proposed to restore the structural integrity of the road and enhance safety for all users while reducing ongoing maintenance requirements. The visual character of the new facility will be very similar to the existing facility.
28.	Flett	PN2000 Purpose And Need: Park Purpose And Significance	Given that our country's major highways and bridges are in disrepair, I think that funds designated for road improvements could be better used elsewhere.	The current road has deteriorated pavement, is too narrow to accommodate safe passage of vehicles, and is seasonally inundated with standing water where East Schooner Creek parallels the north side of the road. The proposed roadway improvements would support the NPS Management Policies to provide for safe and efficient travel/accommodation of park visitors and the NPS road standards to provide a surface that will adequately support the weights of vehicles without failure, to keep non-routine maintenance to a minimum, and to provide safe travel ways for bicycling.

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				The proposed improvements are administered under the Federal Lands Access Program (FLAP), which provides funds for projects on "access transportation facilities." An access transportation facility is a public highway, road, bridge, trail, or transit system that is located on, is adjacent to, or provides access to federal lands for which title or maintenance responsibility is vested in a state, county, town, township, tribal, municipal, or local government. The FLAP supplements state and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators. The proposed project was placed in the FLAP in 2013 with matching funds from Marin County.
29.	Nunes	AL4000 Alternatives: New Alternatives Or Elements	Raise road to reduce flooding between Rogers/Evans Historic Ranch and Drakes Bay Oyster Company.	Between approximately the road crossing with Schooner Bay and the road to the Estero Trailhead, Sir Francis Drake Boulevard would be raised 1 to 4 feet and shifted approximately 12 feet to the south to reduce flooding of the roadway. Asphalt curb and gutter would be installed along the length of this section. Rockery walls, approximately six feet high, would be constructed along portions of this section to accommodate the wider roadway template and minimize impacts.
30.	Nunes	AL4000 Alternatives: New Alternatives Or Elements	Install speed/cattle-crossing signs at Historic A Ranch for safety purposes of all travelers driving/cycling/walking through the ranch.	Cattle guards were not included in the project design because of the noise they would create, which would impact wildlife. However, the project would include additional signage alerting drivers to slow down when approaching ranch property.
31.	Nunes	AL4000 Alternatives: New Alternatives Or Elements	Increase roadway width at north end of entrance to Historic B Ranch (current narrow lanes and no shoulder is creating a safety hazard for cars/buses/cyclist/tracker [sic] trailers).	In general, the project would widen the roadway 1 to 6 feet to maintain a consistent 24-foot width with two 11-foot travel lanes and delineated 1-foot shoulders.
32.	Nunes	AL4000 Alternatives: New	Consistently manage roadside vegetation and drainage on SFDB to reduce unnecessary flooding and poor visibility for safety of all travelers.	The project includes ditch reconditioning and dense vegetation removal as needed. The project would provide a "clear zone" on either side of the road, with an area

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		Alternatives Or Elements		between 3 and 12 feet that would be cleared of vegetation.
33.	Nunes	AL4000 Alternatives: New Alternatives Or Elements	Remove dangerous "S" curve between Historic A and B ranches.	At this location (approximately 1.0 mile from the intersection with Chimney Rock Road), the vertical alignment would be flattened and side slopes cut back to improve sight distance.
34.	Nunes	AL4000 Alternatives: New Alternatives Or Elements	<p>Cattle guards at Historic A Ranch – recommend a total of five (5)</p> <ul style="list-style-type: none"> • Eliminate first cattle guard and keep existing second cattle guard at Chimney Rock Road • Keep existing two (2) cattle guards at entrance and exit but construction needs to allow maintenance for cleaning purposes • Keep existing (1) cattle guard on way to Lighthouse and install one (1) cattle guard to complete the new fence on the way to the Lighthouse 	Cattle guards were not included in the project design because of the noise they would create, which would impact wildlife.
35.	Olsen	AL4000 Alternatives: New Alternatives Or Elements	I would like to know if the park plans to widen the roads, especially those going to the lighthouse and provide bike lanes. The Park's roads are used by hundreds of bicyclists every week throughout the year. This is an area favored by bikers. The roads are very narrow and dangerous for cars and bikers. I'd simply like to know if this is part of the plan. The Park Service is making great efforts to get people out of their cars in order to reduce carbon emissions in our National Parks. I'm sure the Park Service is interested in promoting biking for this reason.	<p>The following response was provided in a letter to the commenter from the superintendent:</p> <p>The preliminary project proposal for the 12 miles of Sir Francis Drake Boulevard (SFDB) within the Seashore calls for roadway widening. Within the Seashore, SFDB ranges in width from 18 to 24 feet. The proposal is to widen the roadway where appropriate to 24 feet, which would be comprised of two 11-foot wide travel lanes and 1-foot wide shoulders on each side. This would better accommodate bicyclists and improve overall safety. In some roadside sections, sensitive resources or existing land uses may not allow this full roadway widening. Minor realignments along SFDB are also proposed in a few areas to improve site distances and reduce the angle of existing curves.</p>
36.	Cardwell	WH4000 Wildlife And Wildlife Habitat: Impact Of	Please include wildlife corridors, where possible, to help reduce roadkill. I see a lot of roadkill that makes me sad on the way to school and would like it if you could find a way to make the road safer for animals too.	The project would provide a "clear zone" on either side of the road, with an area between 3 and 12 feet that would be cleared of vegetation. Additionally, the vertical alignment of the roadway would be flattened and side slopes would be

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		Proposal And Alternatives		cut back, as needed, to improve sight distance. These measures would help drivers see wildlife alongside the road before they cross the road.
37.	Scoping Meeting	AL4000 Alternatives: New Alternatives Or Elements	<p>Improve signage</p> <ul style="list-style-type: none"> • Better signage should be installed for drivers stopping at Pierce Point/Sir Francis Drake Blvd. (SFDB) intersection • Bigger stop signs, painting on road surface, rumble strips • Better signage on SFDB for the turn to McClures Beach/lighthouse • Perhaps more advanced warning • Use consistent signage 	Because the shoulders would be used by cyclists, rumble strips were not included in order to enhance safety. More advanced warning signs would be further investigated as project design progresses. Signage would meet current standards and would therefore be consistent.
38.	Scoping Meeting	AL4000 Alternatives: New Alternatives Or Elements	Ranchers will need room beyond shoulder to maintain fences	The wider 1-foot shoulders and clear zone (between 3 to 12 feet wide) on each side of the road would provide some room for ranchers to pull over to maintain fences. No additional space will be provided in order to minimize the need for additional right-of-way.
39.	Scoping Meeting	PN8000 Purpose And Need: Objectives In Taking Action	Current conditions result in hay and milk trucks driving down the center of the roadway	One of the needs identified for this project addresses substandard roadway width. In general, the project would widen the roadway 1 to 6 feet to maintain a consistent 24-foot width with two 11-foot travel lanes and delineated 1-foot shoulders.
40.	Scoping Meeting	CR6000 Cultural Resources: Impact Of Proposal And Alternatives	Archaeological resources identified within the right-of-way	A cultural resources study of the study area was conducted including a prefield records search, geoarchaeological sensitivity assessment, and archaeological survey of the proposed project area. The records search identified one previously recorded archaeological resource in the project area. The archaeological survey identified a single prehistoric isolate—an obsidian flake— which is not eligible for the National Register of Historic Places. The previously recorded archaeological site was not re-located despite concerted effort by the field crew. Based on the geoarchaeological sensitivity assessment, only two small areas were identified with a high likelihood for cultural

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				resources. No deep excavation is proposed in these areas. As a result no affect to archaeological resources are expected as a result of the project.
41.	Scoping Meeting	New Code #: Construction: Impact Of Proposal And Alternatives	Construction schedule for the flooded section should consider high tides and high storm water runoff with global climate change influence.	<p>Work within wetlands or other waters of the U.S. will be completed during the low flow period or dry season of June 15 through October 15.</p> <p>Prior to construction, a 401 Water Quality Certification and a National Pollutant Discharge Elimination System Permit (NPDES) permit would be obtained. As part of the NPDES permit, a Stormwater Pollution Prevention Plan (SWPPP) would be developed, which would reduce potential water quality impacts during construction. Implementation of measures in the SWPPP, including those described under avoidance, minimization, and mitigation measures, below, would ensure that biological productivity and quality of coastal waters would be maintained for wildlife, aquatic species, and the protection of human health. Compliance with the conditions of the 401 Water Quality Certification, 404 permit, and NPDES permit will also ensure compliance with the water quality objectives outlined in the San Francisco Bay Basin (Region 2) Water Quality Control Plan.</p>
42.	Scoping Meeting	New Code #: Climate Change: Impact Of Proposal And Alternatives	50 year timeframe is used for global climate change effects.	The effects of climate change will be analyzed as a cumulative impact. The California Ocean Protection Council adopted statewide sea level rise projections based on climate change that allow all state agencies to plan for sea level rise with the same assumptions. The council adopted statewide values for the predicted average sea level rise and potential range of for the years 2030 and 2050.
43.	Scoping Meeting	AL4000 Alternatives: New Alternatives Or Elements	Fish passage should be the minimum criteria the culvert is designed to accommodate. Use the biggest sized culverts feasible as long as the culverts are being replaced.	The two existing corrugated metal culverts at Schooner Creek would be replaced with a structure designed to provide improved fish passage by reducing tidal and stormwater flow velocities. The existing arch culvert at East Schooner Creek would be replaced with a concrete box culvert up to 6 feet high and 12 feet wide and would be

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				installed at least one foot below the existing channel bed to accommodate fish and other wildlife passage.
44.	Scoping Meeting	AL4000 Alternatives: New Alternatives Or Elements	<ul style="list-style-type: none"> Project should include a Class I bike lane <ul style="list-style-type: none"> This is the opportunity to do this Safety issue with large trucks Help reduce Point Reyes National Seashore's carbon footprint 	Adding dedicated bike lanes along the roadway was considered to be outside the scope and purpose of this project. The project is intended to improve the structural pavement condition of the roadway and reduce flooding. In order to accommodate dedicated bike lanes, the roadway would need to be widened further and would result in additional impacts to park resources. Because of this, dedicated bike lanes were dismissed from consideration. However, widening the roadway to a consistent 24-foot width, providing a delineated shoulder and fog lines, and localized sight distance improvements would have incidental safety improvements for bicyclists.
45.	Scoping Meeting	AL4000 Alternatives: New Alternatives Or Elements	Cattle guards or rumble strips ahead of ranches can alert drivers to slow down	Cattle guards were not included in the project design because of the noise they would create, which would impact wildlife. However, the project would include additional signage alerting drivers to slow down when approaching ranch property.
46.	Scoping Meeting	AL4000 Alternatives: New Alternatives Or Elements	If there is enough space, add new pullouts	The existing gravel pullout by Schooner Bay would be paved with 4 inches of asphalt pavement to reduce erosion and maintenance. At existing pullouts along the project corridor, a 5-foot asphalt apron would be added over the existing aggregate surface, and some pullouts would be resurfaced with aggregate.
47.	Scoping Meeting	AL4000 Alternatives: New Alternatives Or Elements	Road should have fog lines	Fog lines (outer striping) would be added to the road.
48.	Scoping Meeting	AL4000 Alternatives: New Alternatives Or Elements	Request not to add paving to existing unpaved lots	The existing gravel pullout by Schooner Bay would be paved with 4 inches of asphalt pavement to reduce erosion and maintenance. At existing pullouts along the project corridor, a 5-foot asphalt apron would be added over the existing aggregate surface, and some pullouts would be

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				resurfaced with aggregate. The project includes no additional paving of pullouts or parking lots.
49.	Scoping Meeting	AL4000 Alternatives: New Alternatives Or Elements	Improve sight distance for cars pulling out of North District Operations Center	The trees that form the windbreak lining the road to the RCA Receiving Station are contributing elements to historic districts that encompass the Point Reyes peninsula. These trees are also outside of the county right-of-way. Therefore, these trees cannot be altered or removed as part of this project.
50.	Scoping Meeting	AL4000 Alternatives: New Alternatives Or Elements	Is it possible to consider realignments to avoid sensitive species or reduce construction complexity even if it is outside of the right-of-way?	Substantial realignment of the roadway is beyond the scope of the project, which is primarily a resurfacing, restoration, and rehabilitation project. The roadway is abutted by sensitive resources, including an eligible historic district and cultural landscape, numerous wetlands and other waters, and special-status species and associated habitat, for the entire length of the road. Keeping the road on existing alignment where possible will minimize impacts to adjacent resources to the extent practicable.
51.	Scoping Meeting	AL4000 Alternatives: New Alternatives Or Elements	Would fences, signs, posts in the right-of-way be moved outside the right-of-way as part of construction?	Fences would only be replaced when they need to be moved to accommodate construction. Any replaced fences would be located at the right-of-way line.
52.	Scoping Meeting	AL4000 Alternatives: New Alternatives Or Elements	How will the project deal with fencing for the ranches during construction? Which party will be responsible for taking down, securing, and reinstalling the fences?	The construction contractor will be responsible for taking down, securing, and reinstalling fences, with the exception of electrical fences, which will be the responsibility of the rancher.
53.	Scoping Meeting	AL4000 Alternatives: New Alternatives Or Elements	Is there a berm in the riparian corridor on the north side of the road in the flooded area?	Vegetation has grown over a fence that gives the impression of a berm, which will remain in place.
54.	Scoping Meeting	AL4000 Alternatives: New	Can the flooded section be improved by using a causeway or multiple culverts?	An option was considered to reconstruct the roadway in the flood prone area on a causeway (i.e., viaduct) in order to minimize impacts to sensitive habitat while reducing

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		Alternatives Or Elements		<p>flooding potential. This would consist of removing the existing roadway and reconstructing the new roadway approximately 4 feet above the existing grade on 24-inch diameter piers placed every 20 to 40 feet. The horizontal alignment of the road would be shifted as much as 65 feet to the north of the existing road alignment in this segment. Additionally, temporary detours would be established at the locations where the causeway would tie into the existing road alignment. This would allow the road to remain open to the public during construction of the causeway.</p> <p>Assuming only the piers would account for permanent impacts, it is anticipated this option would reduce permanent impacts to wetlands and other waters of the U.S. by approximately 24 percent. This option would also reduce permanent impacts to California red-legged frog habitat by approximately 5 percent. However, temporary impacts to wetlands and red-legged frog habitat are likely to increase because (1) temporary detours may be required on new alignments to maintain one lane of traffic at tie-in locations and (2) temporary matting and/or gravel would need to be placed in wetlands and other waters to allow equipment and personnel access to pier locations for construction. In addition, the causeway option may indirectly affect frog habitat and wetlands and other waters through permanent shading of resources located directly below the causeway—totaling approximately one acre. Shading can adversely impact the growth and function of wetlands and other habitat.</p> <p>The causeway could also be a new visual element to the cultural landscape, which may be seen as a visual intrusion. This option would alter the existing road, which has a low profile and blends easily into the surrounding landscape. A new roadway alignment within fairly intact</p>

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				<p>vegetation, along with the addition of railing, may make the presence of the road more visually obvious. With this option, visual impacts are expected to be slightly higher and viewer response may be more negative. Additionally, the visual modification is expected to adversely affect SFDB, which is a contributing element to a number of historic districts. Although it would adversely affect a contributing element, it is not expected to result in an adverse effect to the historic districts or cultural landscape. However, additional measures would be required to mitigate adverse effects.</p> <p>Construction costs for incorporating this option would be approximately 75 percent higher than the Action Alternative and are substantially higher than the available funds for the project. Although permanent impacts to sensitive habitat would be reduced, temporary construction impacts to sensitive habitat, tourists, ranchers, and wildlife would be increased. Additionally, the permanent impacts to sensitive habitat adjacent to the road that would result from the Action Alternative will be mitigated through on-site and off-site restoration, enhancement, and creation of habitat. For these reasons, this option was eliminated from further consideration.</p> <p>Multiple culverts would require dredging the channel, which is not possible due to the presence of special status species, and would not fix the problem of water backing up into the road.</p>
55.	Scoping Meeting	Purpose And Need: Scope Of The Analysis	Why does the project start at Pierce Point Road instead of park boundary?	Sir Francis Drake Boulevard is in better condition between the NPS boundary and the Pierce Point Road intersection.
56.	Scoping Meeting	MT1000 Miscellaneous Topics: General	What is the distance of the roadside that will be rocked or have retaining walls?	Approximately 300 linear feet of rockery walls are proposed. No retaining walls are proposed.

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57.	Scoping Meeting	New Code #: Post-Project Monitoring	How will construction oversight be monitored in regards to park resources?	During construction, a Contracting Officer will be onsite to provide construction oversight and coordinate efforts between the contractor and technical staff. In addition, the contractor must comply with Section 107 of FP-14, Standard Specifications for Construction of Roads and Bridges on Federal Highway Projects, which outlines legal relations and responsibility to the public. Specifically, this includes protection and restoration of property and landscape (107.02), environmental protection (107.10), and protection of forests, parks, and public lands (107.11).