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August 20, 2026

Marin County Board of Supervisors
C/o County Clerk
3501 Civic Center Drive, Suite 234
San Rafael, CA 94903

RECEIVED

AUG 20 2026

**MARIN COUNTY
CLERK**

Marin County Department of Public Works and
Marin County Department of Community Development
3501 Civic Center Drive, Suite 304
San Rafael, CA 94903

RE: Appeal to Marin County Board of Supervisors of a decision of the Marin County Department of Public Works taking the following action: Approval of the Sir Francis Drake Boulevard Bridge Replacement Project and Adoption of the Mitigated Negative Declaration Pursuant to the California Environmental Quality Act.

Honorable Board of Supervisors, County Clerk, and Department of Public Works, and Department of Community Development:

Pursuant to California Public Resources Code Section 21151 subdivision (c)¹, the Inverness Association appeals the decision of the County of Marin taking the following action:

Approval of the Sir Francis Drake Boulevard Bridge Replacement Project and Adoption of a Mitigated Negative Declaration pursuant to the California Environmental Quality Act.

On information and belief, we believe that the County Department of Public Works staff has approved the Sir Francis Drake Boulevard Bridge Replacement Project ("the Project") at the staff level. The Notice of Determination for this project has not been filed or posted so far as we have been

¹ Public Resources Code section 21151 subdivision (c) provides: "If a nonelected decisionmaking body of a local lead agency... approves a negative declaration or mitigated negative declaration... that ... approval... may be appealed to the agency's elected decisionmaking body, if any."

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able to find, and it is possible that approval of the Project has not been granted yet, but we file this appeal out of an abundance of caution.

The grounds for this appeal include those set forth in letters and email to you by Jerry Meral, President of the Inverness Association, and other members of the public. We anticipate providing further information and support for this appeal when clearer information about the decision to approve the Project, if any, becomes available.

For purposes of this appeal, we asked an expert engineer, Tom Brohard, to review the May 11, 2026, Draft Initial Study/Mitigated Negative Declaration (DIS/MND) for the Sir Francis Drake Boulevard Bridge Replacement Project. The Project in the community of Point Reyes Station in Marin County, California would remove the existing bridge over Olema Creek and construct a new bridge planned to provide two 11-foot-wide lanes, 6-foot-wide shoulders in each direction, and 2-foot-wide bridge barriers in each direction. Construction is estimated to require 6 months during which time motorists using Sir Francis Drake Boulevard would be directed to a detour of about 4 miles in length along Bear Valley Road, adding an additional 10 minutes of travel time for each vehicle trip during the proposed bridge construction closure.

The Draft IS/MND does not provide traffic volume counts on Sir Francis Drake Boulevard at or near the proposed Project. While a threshold of 110 new average daily trips (far exceeded on this road section) is typically used to determine significance in the calculation of vehicle miles travelled for land development projects, roadway projects such as the bridge replacement being proposed here are not evaluated that way. However, the proposed project that necessitates a roadway closure for 6 months requires evaluation and consideration of other alternatives that do not require a road closure that adds at least 4 miles to every vehicle trip. The Draft IS/MND does not provide current daily traffic volume counts on Sir Francis Drake Boulevard at Olema Creek so the true impact of a complete closure for the bridge reconstruction can be evaluated and assessed.

According to the Project Description, Project construction is expected to take one six-month long construction season in Spring 2028, with construction activities within the banks of Olema Creek performed between June 15 and October 15. The replacement bridge proposed over Olema Creek will be a new structure that is wider, longer, and higher than the existing structure. According to Page 6 of the Draft IS/MND, the replacement bridge will also shift the roadway about 8 feet to the south to minimize impacts to the residential properties on the north side of the roadway. From Figure 1 on Page 8 and from Figure 2 on Page 24,

this realignment will also shift Sir Francis Drake Boulevard further away from the paralleling creek and other potentially sensitive areas.

Page 75 of the Draft IS/MND states that the Point Reyes Fire Station is located 0.30 miles to the northeast and the Marin County Sheriff's Office is located 0.28 miles to the northeast. With the complete closure of Sir Francis Drake Boulevard for 6 months during construction, Page 76 states that major arterials would still be available and "...it is unlikely they would significantly impede response times during construction." The conclusion stating that since the completed project would provide the same access, then the impact would be less than significant. This conclusion is erroneous since emergency service vehicles would each also sustain at least a 10-minute additional travel time during the 6-month closure of Sir Francis Drake Boulevard.

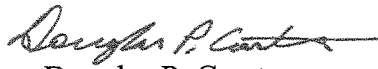
The Sir Francis Drake Boulevard should always remain available to traffic if possible. As an alternative to the total closure of Sir Francis Drake Boulevard for 6 months, it appears possible to shift the roadway slightly further south and build a single reversible lane controlled by traffic signals as a temporary measure on the south half of the new bridge. At that time, reversible traffic signal control could be implemented while the existing bridge is demolished and then the north half of the new bridge is constructed. In fact, the Caltrans Web Site shows that one-lane reversible traffic flow is being used today on State Route 1 from B Street to Sir Francis Drake Boulevard for bridge construction.

The MND fails to analyze or propose mitigation for the significant air quality, energy and climate change impacts of the many thousands of extra miles that will be driven due to this road closure.

The undersigned respectfully requests the Board of Supervisors find the MND inadequate and return the Project to staff with instructions to prepare an environmental impact report (EIR) as required by CEQA where a proposed Project may have a significant adverse impact.

Thank you for your consideration of this appeal. Please let the undersigned know when a hearing of this appeal has been scheduled.

Sincerely,


Douglas P. Carstens