



December 13, 2017

Mr. Patrick Streeter
City of Santa Rosa
Planning and Economic Development Department
100 Santa Rosa Avenue, Room 3
Santa Rosa, CA 95404

Response to Caltrans Comments on the Santa Rosa Memorial Office Building and Parking Structure Project

Dear Mr. Streeter;

We received a copy of the letter dated November 3, 2017, to you from Ms. Patricia Maurice of Caltrans District 4, and on behalf of the applicant provide the following responses to comments relative to the traffic analysis and potential impacts. Note that the comments are paraphrased and provided in italics for ease of review.

Caltrans provided guidance on the requirements under Senate Bill (SB) 743 to prepare a travel demand analysis and develop data regarding vehicle miles traveled (VMT).

As noted in the letter, the guidelines regarding SB 743 are currently advisory. This is in part because methodologies for determining VMT, other than through use of travel demand models, have not been developed. Similarly, there are currently no standards against which to evaluate VMT results if there were obtained. Because the VMT cannot be estimated with any readily available methodologies, and even if it were, the results could not be evaluated for significant, the request for this data is premature.

It is noted that the project would result in expansion of medical office facilities in an area where a hospital already exists and there are a substantial number of other medical offices. While a formal analysis was not performed, it is reasonable to anticipate that this project will not have a significant impact on VMT as it will link similar uses so that a single trip can serve multiple purposes.

The traffic impact study prepared for the project addressed its potential safety impacts as well as effects on modes other than passenger vehicles.

Concern was expressed about the project's potential to impact operation at the Third Street off-ramp from US 101 North and Farmers Lane (SR 12)/Sonoma Avenue.

The project would be expected to generate a nominal number of trips at the off-ramp from US 101 North to Third Street. Further, this ramp has four lanes with more than adequate capacity to accommodate any traffic added as a result of the project.

Given the location of housing and other land uses that would generate trips to the new offices, it is anticipated that there would be a nominal number of new left turns on northbound Farmers Lane at Sonoma Avenue. Most drivers would either be traveling straight through on Sonoma Avenue or would use SR 12 to Brookwood Avenue to get to the site. The traffic study indicates that 59 trips are expected to originate east of Sotoyome Street on Sonoma Avenue during the morning peak hour and 31 during the p.m. peak hour. Some of these would be expected to enter the street system between the site and Farmers Lane, with the remainder entering westbound Sonoma Avenue via a combination of movements from the north, south and east legs of the intersection. The anticipated volume added to the northbound left turn would be ten vehicles or less, which can reasonably be expected to have a minimal impact.

Caltrans recommends a robust Transportation Demand Management Program (TDM) and suggests that the parking supply be reduced from what is proposed.

The project will result in some efficiency of use by locating doctors near the hospital where their patients are being treated as well as near lab and other services that they might otherwise need to travel elsewhere to obtain.

In consideration of the location of this medical complex within a residential neighborhood, the parking supply as proposed should be retained to ensure that the concerns of surround residents about there being adequate spaces to accommodate project-generated parking are addressed. It is further noted that there is a perceived inadequacy of parking because the existing parking may be less convenient than use of neighborhood streets, and parking proposed as part of this project will locate spaces to be more convenient, thereby reducing impacts on the adjacent neighborhood.

The project will improve access for alternative modes, including installing a crosswalk with rapid rectangular flashing beacons on Montgomery Drive, providing bicycle parking and showers for use by employees who bike to work, and installing a shelter at the bus stop on the project's frontage. Additional demand management measures are supported, and should be included in the project's TDM Plan.

The project should provide connections to existing bike lanes and trails.

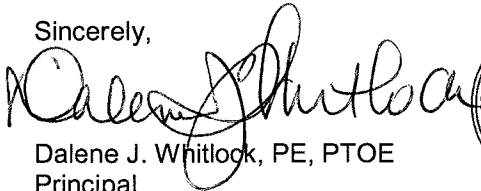
The project site is located within a fully developed area, with connectivity for both pedestrians and bicyclists. The project will consolidate two mid-block crosswalks into a single location with active warning devices, improving access for pedestrians.

The project should contribute fair share traffic impact fees.

The City of Santa Rosa has a traffic mitigation impact fee program, and is expected to levy fees on the project as appropriate.

We hope this information adequately addresses the comments from Caltrans. Please contact me if you have any questions.

Sincerely,



Dalene J. Whitlock, PE, PTOE
Principal



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