



April 6, 2026

Ms. Jennylynn Olson  
Bridges Pregnancy Clinic and Care Center  
2447 Summerfield Rd., Bldg. B  
Santa Rosa, CA 95404

## Focused Transportation Impact Study for the Bridges Pregnancy Clinic Project

Dear Ms. Olson;

As requested, W-Trans has prepared focused transportation impact study for the proposed Bridges Pregnancy Clinic in the City of Santa Rosa. The purpose of this letter is to address the project's potential transportation effects related to changes in current trip generation levels, site circulation, vehicle miles traveled (VMT), and parking.

### Project Description

The proposed project consists of securing a use permit to provide additional medical services in an existing 5,560 square foot building located at 2447 Summerfield Road that is currently used as an office and for counseling support. The existing building is within a broader campus that was formerly owned and operated by Social Advocates for Youth and later purchased by Redwood Gospel Mission in 2024. Access to the site is via existing driveways on Hoen Avenue, as well as a driveway on Summerfield Road. The proposed project includes no modifications to existing access, onsite circulation, or parking configurations. The following assessment is based on information contained in the project's site plan dated February 25, 2026, as well as a proposal statement prepared by the applicant.

### Trip Generation

The anticipated trip generation for the proposed project was estimated using standard rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual*, 12<sup>th</sup> Edition, 2025, for "Medical-Dental Office Building" (ITE LU #720). To estimate the trips generated by the current use, "Small Office Building" rates (ITE LU #712) were applied.

The expected trip generation potential for the proposed project is expressed as the difference in trips resulting from the change in use from conventional office to medical office in the building. The estimated trips for the existing use, proposed use, and net difference are indicated in Table 1. Compared to the existing use, the proposed project is expected to generate an average of 71 additional trips per day, including nine additional trips during the a.m. peak hour and three during the p.m. peak hour. It should be noted that these incremental increases in trips correspond to proposed changes in how Bridges Pregnancy Clinic would use the existing building, rather than being a comparison to how the prior Social Advocates for Youth (SAY) operator used the space. It is understood that SAY used the building much more intensively than the proposed clinic, and by extension, the proposed use would be expected to generate substantially less traffic than was historically generated by SAY.

The estimated change in daily trips was also considered using operational data provided by the Bridges Pregnancy Clinic applicant, which includes both current and anticipated levels of clients, employees, and volunteers. The patient services component of the proposed project is anticipated to result in approximately 22 more clients and four more staff/volunteers per day than existing functions. The project's practical resources component, which would provide resources such as diapers and clothes, would be new and anticipated to result in approximately seven clients and four staff/volunteers per day. The proposed project would also increase classes from twice per month to weekly; because these classes would have the same number of staff and attendees, occur only once per week, and are also streamed online, they would not materially affect the site's typical daily traffic levels. In total,

the project is estimated to serve 29 additional clients per day and add approximately eight staff or volunteers per day. Assuming that all clients and staff/volunteers drive alone and generate two trips each (one inbound and one outbound), an additional 74 daily trips are estimated to occur, which is within five percent of the estimated net increase in daily trips shown in Table 1.

<b>Table 1 – Trip Generation Summary</b>											
<b>Land Use</b>	<b>Units</b>	<b>Daily</b>		<b>AM Peak Hour</b>				<b>PM Peak Hour</b>			
		<b>Rate</b>	<b>Trips</b>	<b>Rate</b>	<b>Trips</b>	<b>In</b>	<b>Out</b>	<b>Rate</b>	<b>Trips</b>	<b>In</b>	<b>Out</b>
<b>Existing</b>											
Small Office Building (LU #712)	-5.56 ksf	14.39	-80	1.64	-9	-8	-1	2.16	-12	-4	-8
<b>Proposed</b>											
Medical-Dental Office Building (LU #720) <sup>1</sup>	5.56 ksf	27.08	151	3.18	18	14	4	2.67	15	4	11
<b>Net Added Trips</b>		<b>71</b>		<b>9</b>		<b>6</b>		<b>3</b>		<b>0</b>	

Note: ksf = 1,000 square feet; LU = ITE Land Use; <sup>1</sup>rates based on fitted-curve equations published by ITE

With respect to the project’s potential influences on traffic operation including the nearby Hoen Avenue/Summerfield Road intersection, the project’s nominal increase of three to nine peak hour trips would be imperceptible to drivers. As previously noted, the project would also be expected to generate less traffic than was historically generated when SAY occupied the building.

**Finding** – The project would be expected to generate 71 additional trips per day compared to existing uses, including nine additional trips during the a.m. peak hour and three additional trips during the p.m. peak hour.

### Vehicle Miles Traveled

Under guidance provided by the City of Santa Rosa’s *Vehicle Miles Traveled (VMT) Guidelines, 2020*, several criteria are identified that may be used to identify certain types of projects that are unlikely to have a VMT impact and can be “screened” from further VMT analysis. One such criteria involves map-based pre-screening for residential and office projects located within low-VMT generating areas. The project site is located in traffic analysis zone (TAZ) 605 in the SCTM23 model maintained by the Sonoma County Transportation and Climate Authorities (SCTCA). Existing employment uses in the TAZ have an estimated employment VMT of 5.9 miles per worker, which is well below the countywide average of 12.2 VMT per worker. The TAZ qualifies for screening per the map contained in the City’s VMT guidelines. In addition, the proposed project would generate fewer than 110 added trips per day, so would also qualify for “small project” VMT screening and presumed to have a less-than-significant VMT impact.

**Finding** – The project would have a less-than-significant impact on vehicle miles traveled.

### Access and Circulation

The proposed project would rely on the same access and onsite circulation that serves the existing building. Circulation within the broader campus is typical of office and commercial development, consisting of drive aisles with perpendicular parking spaces, and is expected to remain adequate. Vehicular access would remain unchanged, with the majority of the project’s employees and clients expected to use the western Hoen Avenue driveway given its proximity and convenience to the building entrance. The project would be expected to result in only modest increases to driveway volumes, including nine additional trips during the a.m. peak hour (six

inbound and three outbound) and three additional trips during the p.m. peak hour (no change inbound and three outbound). Given these modest increases, vehicular access conditions are expected to be adequate.

The existing campus has continuous sidewalk connections to existing sidewalks on Hoen Avenue and Summerfield Road, accommodating pedestrian travel as well as connectivity to transit stops. Both Hoen Avenue and Summerfield Road also include on-street bicycle lanes connecting to the broader citywide bicycle network. Accordingly, the project would adequately accommodate travel by pedestrian, bicycle, and transit modes.

**Finding** – Site access and onsite circulation is anticipated to function acceptably, and adequate connections would exist to the surrounding pedestrian, bicycle, and transit networks.

## Parking

The proposed project would use the same parking lots and spaces as the existing building. The project site plan designates 28 spaces anticipated to be used by the project, though in practice parking would be shared among all users of the broader campus. The adequacy of the project's parking supply is based on requirements contained in the *Santa Rosa Municipal Code*, Chapter 20.36; Parking and Loading Standards. The existing 5,560 square foot office building is required to have one space per 250 square feet, or 23 spaces. Upon conversion to a medical office type use, the City's code requires one space per 200 square feet, or 28 spaces. However, code section 20-36.040-C.2 also stipulates that when a building's use changes without enlarging the space, "there shall be no additional parking required for the new use, except that the new use shall comply with current ADA standards for parking, provided that any deficiency in parking is no more than 10 spaces." The project would qualify for this provision since only a change in use is proposed, and the five-space difference in parking requirements for the uses is fewer than the specified ten-space increment. The site's existing parking lots also already include spaces designated as accessible throughout the site including a space signed as van-accessible near the building entrance.

City code also requires bicycle parking at a rate of one space per 4,000 square feet of medical office uses, or two spaces. The project site plan depicts no existing or proposed bicycle parking. Accordingly, it is recommended that the project include a bike rack that can accommodate a minimum of two bicycles.

**Finding** – The project would comply with City of Santa Rosa vehicle parking requirements, however, insufficient bicycle parking would be included.

**Recommendation** – The project should include the addition of a bike rack that can accommodate a minimum of two bicycles.

## Conclusions and Recommendations

- The project would be expected to generate 71 additional trips per day compared to existing uses, including nine additional trips during the a.m. peak hour and three additional trips during the p.m. peak hour.
- The project would have a less-than-significant impact on vehicle miles traveled.
- Site access and onsite circulation is anticipated to function acceptably, and adequate connections would exist to the surrounding pedestrian, bicycle, and transit networks.
- The project should incorporate installation of a bike rack that can accommodate a minimum of two bicycles.

Ms. Jennylynn Olson

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Thank you for giving W-Trans the opportunity to provide these services. Please call if you have any questions.

Sincerely,

A handwritten signature in blue ink that reads "Zachary Matley". The signature is written in a cursive style with a large, sweeping initial 'Z'.

Zachary Matley, AICP  
Principal

JZM/SRO678.L1