

**To:** Olguin Caban, Sonoma County      **From:** Jodi Ketelsen/ T.Y. Lin  
Robert Rodland/T.Y. Lin

**Date:** November 12, 2021  
Environmental Review

**CC:** Committee members

**Re:** ERC Comments/Questions on Todd Road/Standish Avenue Signalization Project

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## MEMORANDUM

The following provides responses to the questions provided by the Environmental Review Committee during the presentation of the Initial Study for the Todd Road/Standish Avenue Signalization Project and the proposed Mitigated Negative Declaration from October 5, 2021.

### **1. Confirm that stormwater treatment has been addressed.**

**Response:** Project design team followed the guidelines in the [Santa Rosa Area Standard Urban Storm Water Mitigation Plan](#) (SUSMP). The guidelines apply to both private and public capital improvement projects and are part of the Storm Water Management Plan for the City of Santa Rosa, the County of Sonoma, and the Sonoma County Water Agency.

Applicable projects identified in the guidelines include streets, roads, highways, and freeways and create one acre (43,560 square feet) or more of new impervious surface. Based on the information in the guidelines, the project does not meet the applicability criteria because new impervious is less than one-tenth of an acre (approximately 4,350 square feet) and resurfacing of the existing roadway is excluded from the new impervious surface area.

### **2. Were bicycle lanes considered as part of the project? Or is there a finding that bicycle lanes are not feasible (e.g., lack of existing plan for bicycles here and/or Endangered species concerns outweigh the possibility.)**

**Response:** Bicycle lanes were not considered as part of the project. Class II bicycle lanes on Todd Road are identified in the General Plan, Circulation and Transit Element as well as in the 2010 Sonoma County Bicycle and Pedestrian Plan between Santa Rosa Ave and State Hwy. 116 (approximately 5.02-mile-long corridor). While the Project does not incorporate bike lanes, the Project adheres to the County roadway standards that will accommodate the future corridor planning to install bicycles lanes when more funding is available. The

purpose of the current project is to improve the safety at the intersection of Todd Road at Standish Avenue for all user groups. In the immediate time frame, aligning the intersection, achieving safe intersection movements will bring the greatest benefit to the array of transportation users. This is especially important when transportation safety involves large trucks movements.

Construction bicycle lane within the Project area, without expanding the Project limits to the entire corridor, has other limitations:

- Todd Road narrows to one lane each direction west of the project. In this area, there are no shoulders to accommodate a safe bicycle path, especially considering the potential bicycle hazards including drainage ditches on either side of the roadway and no street lighting. Bicyclists would be forced to share the travel lane with vehicles.
- East of the project area is the SMART rail crossing. Tracks are 90 degrees to the roadway which minimizes the potential bicycle incidents when crossing, but there is limited shoulder width at the tracks and further east on Todd Road.
- Within the project area, shoulder areas are currently used for on-street parking, bus transit stops, and residents use the shoulders for garbage/recycling bins which would all introduce additional conflict points when void of clear path articulation.

A bicycle path along Todd Road would require greatly expanding the Project limits and cost of the Project. The Project does help to further the safety for the eventual planning and implementation of a bicycle path in the future.

### **3. Is there an easement for stormwater overflow on the private property – or are the ditches adequate for the 10-year flood/flow event?**

**Response:** The County has not found an easement on the southwest private property in question. This was a misrepresentation and furthermore, it is not anticipated to be needed. The Project would create a negligible increase in stormwater flows. The Project site is rural, in that the area is predominately open land which allow for immediate infiltration of stormwater/ rain into the earth. Additionally, there are no creeks nearby that might back up in this area causing flooding in this area. Finally, the FEMA Map 06097C0738F (updated 10/16/2012 accessed via <https://msc.fema.gov/portal/search?AddressQuery=Sonoma%20County%2C%20California#searchresultsanchor> on 10/14/2021) indicates that this area is well beyond even the 0.2% chance of flood hazard. Therefore, is it anticipated that the ditches are adequate for stormwater flows.

### **4. Do you happen to remember if there was a discussion/decision on the signalization selection versus a roundabout option?**

**Response:** The focus of this project is to meet current Sonoma County intersection standards to facilitate current and projected traffic movements. This intersection receives higher demand from large trucks and transit vehicles than most county roadways. The

impetuous for advancing this intersection was the use permit from Ghilotti Construction for an expansion of their yard and storing their fleet of construction equipment near this intersection. Given this context, a roundabout was not considered for the following reasons:

- **Heavy, large truck traffic.** Large truck equipment has difficulty maneuvering around roundabout if not sized appropriately. Trucks trailers have the tendency to drive over roadway islands, thus resulting in increased maintenance issues.
- **Constrained right-of-way.** The scale of a roundabout to enable efficient truck and equipment movement would result in substantially larger right-of-way requirement than currently exists. The overall projected volumes for this intersection do not warrant obtaining additional right-of-way needed for a large roundabout.
- **Utility relocation costs.** A large roundabout would also result in the need to relocation numerous utilities – including a new stormwater system, underground utilities and overhead powerlines, further increasing project costs.

**5. As part of the design, was there consideration for an interconnection between the signals at Standish and Mooreland Ave to create a coordinated signal or and/or a loop near tracks to trigger a green light at Standish so that traffic is queued would avoid backing up onto the SMART tracks.**

**Response:** There is approximately 550 feet between the Todd Road/Standish Avenue intersection and the SMART crossing. The 2018 Traffic Impact Study Report prepared by W-Trans as part of the Ghilotti Construction Yard project and the 2021 Traffic Management Technical Memorandum for this project noted that the queuing lengths were adequate for the current planning horizon.

Additionally, the construction period is anticipated to endure less than a 2-month period and would not result in closing two-lane traffic and therefore the queuing should continue to be adequate.

A coordinated signal loop near the SMART tracks is a worthy suggestion for a more-broad corridor planning vision, however at this time, the project is needed for improving the safety of the Todd Road/ Standish Avenue intersection only and queuing has not been identified as an existing or future concern at this time.

**6. The City of Santa Rosa’s General Plan was mentioned, but the ERC did not notice the mentioning of the Sonoma County General Plan.**

**Response:** The City of Santa Rosa’s General Plan was mentioned in the geology and soils discussion because the Sonoma County General Plan did not provide information about local available soil types. The Sonoma County General Plan is referenced in the Aesthetics, Biological Resources, Energy and Noise discussions consistent with the analyses required of the Initial Study for these sections and this type of project.