

DEPARTMENT OF TRANSPORTATION

DISTRICT 4
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Governor's Office of Planning & Research

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June 5, 2019

STATE CLEARINGHOUSE

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Cecily Condon, Planner III
Sonoma County
2550 Ventura Avenue
Santa Rosa, CA 95403

Sonoma County Airport Area Specific Plan – Notice of Preparation (NOP)

Dear Cecily Condon:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced project. In tandem with the Metropolitan Transportation Commission's (MTC) Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS), Caltrans mission signals a modernization of our approach to evaluating and mitigating impacts to the State Transportation Network (STN). Caltrans' *Strategic Management Plan 2015-2020* aims to reduce Vehicle Miles Travelled (VMT) by tripling bicycle and doubling both pedestrian and transit travel by 2020. Our comments are based on the NOP.

Project Understanding

The Sonoma County Airport SMART Station Specific Plan will build upon the foundation set by the existing Airport Industrial Area Specific Plan to develop an updated plan that supports a balanced and inclusive land use, urban design and circulation pattern. The project will determine existing conditions, opportunities, and constraints and establish a vision for development based on a collaborative planning process. The resulting plan will be a comprehensive product that addresses land use, circulation, design standards, infrastructure planning, and implementation strategies to guide the growth within the Specific Plan area. The proposed project covers the on- and off-ramps of Airport Boulevard and US 101.

Multimodal Transportation

The District 4 Bike Plan includes a project for a new separated crossing at the Mark West Creek undercrossing. The project should evaluate construction of a class I multi-use path alongside the creek to improve accessibility across US 101.

Vehicle Trip Reduction

In Caltrans' *Smart Mobility 2010: A Call to Action for the New Decade*, this project falls under **Place Type 5 Rural and Agricultural Lands – Rural Settlements and Agricultural Lands**, which includes settlements patterns with widely-spaced towns separated by farms, vineyards,

orchard, or grazing lands, which can significantly affect land uses, character and mobility needs. This place type has scattered dwelling units and supporting commercial uses and public facilities with no significant subdivisions and limited nonagricultural industrial or commercial land use. Given this Place Type and intensification of use, which typically leads to high levels of VMT and corresponding low levels of active transportation, we encourage the County to establish a Transportation Demand Management (TDM) program. Such measures will be critical to facilitate efficient transportation access to and from the project site and reduce transportation impacts associated with the project. The measures listed below will promote smart mobility and reduce regional VMT.

- Project design to encourage walking, bicycling and convenient transit access;
- Secured bicycle storage facilities located conveniently near entrances to minimize deterrent of bicycle use due to weather conditions;
- Bicycle parking;
- Subsidized transit passes on an ongoing basis;
- Shuttle services for residents and employees
- Fix-it bicycle repair station(s);
- Charging stations and designated parking spaces for electric vehicles;
- Low parking ratios;
- Bicycle route mapping resources and bicycle parking incentives;
- Participation/Formation in/of a Transportation Management Association (TMA) in partnership with developments in the area; and
- Aggressive trip reduction targets with annual Lead Agency monitoring and enforcement.

TDM programs should be documented with annual monitoring reports by an onsite TDM coordinator to demonstrate effectiveness. If the project does not achieve the VMT reduction goals, the reports should also include next steps to achieve those targets. Also, reducing parking supply can encourage active forms of transportation, reduce regional VMT, and lessen future transportation impacts on nearby State facilities. These smart growth approaches are consistent with the MTC's RTP/SCS goals and would meet Caltrans Strategic Management Plan sustainability goals.

Lead Agency

As the Lead Agency, Sonoma County is responsible for all project mitigation, including any needed improvements to the STN. The project's financing, scheduling, implementation responsibilities and monitoring should be fully discussed for all proposed mitigation measures, prior to the submittal of an encroachment permit. Potential mitigation measures that include the requirements of other agencies—such as Caltrans—are fully enforceable through permit conditions, agreements, or other legally-binding instruments under the control of the Lead Agency.

Cecily Condon, Planner III
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Encroachment Permit

Please be advised that any work or traffic control that encroaches onto the State ROW requires an encroachment permit that is issued by Caltrans. To obtain an encroachment permit, a completed encroachment permit application, environmental documentation, and six (6) sets of plans clearly indicating the State ROW, and six (6) copies of signed and stamped traffic control plans must be submitted to: Office of Encroachment Permits, California DOT, District 4, P.O. Box 23660, Oakland, CA 94623-0660. To download the permit application and obtain more information, visit <http://www.dot.ca.gov/hq/traffops/developserv/permits/>.

Should you have any questions regarding this letter, please contact Michael McHenry at (510) 286-5562 or Michael.mchenry@dot.ca.gov.

Sincerely,



WAHIDA RASHID
District Branch Chief
Local Development - Intergovernmental Review

c. State Clearinghouse