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## Chapter 10 Comments and Responses

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The following is a list of all agencies and persons who submitted written comments on the Environmental Assessment / Draft Environmental Impact Report during the public review period of August 8 to September 22, 2006. The comments and written responses to the comments are included in this chapter and organized as follows:

1. Terry Roberts  
Director, State Clearinghouse  
State of California  
1400 Tenth Street  
Sacramento, CA 95812-3044  
September 25, 2006
2. Keith H. Lichten, P.E.  
Senior Engineer  
California Regional Water Quality Control Board  
—San Francisco Bay Region  
1515 Clay Street, Suite 1400  
Oakland, CA 94612  
September 19, 2006
3. Alan R. Zahradnik  
Planning Director  
Golden Gate Bridge,  
Highway and Transportation District  
1011 Andersen Drive  
San Rafael, CA 94901-5381  
September 22, 2006
4. David Woltering, AICP  
Director of Planning  
City of Cotati  
201 West Sierra Avenue  
Cotati, CA 94931  
September 21, 2006
5. Diane Davis  
P.O. Box 600  
Penngrove, CA 94951  
August 22, 2006
6. Clark E. Wallace  
Wallace Stevenson Ryan  
13 Bel Air Drive  
Orinda, CA 94563
7. Theresa F.R. Teuma-Mohar  
John H. Mohar  
Showcase of Motorcars  
5101 Montero Way  
Petaluma, CA 94952

8. Juliann G. Barbic  
9015 Poplar Avenue  
Cotati, CA 94931  
August 22, 2006
9. John Brugaletta  
451 W. Cotati Avenue  
Cotati, CA 94931  
August 22, 2006
10. Dolores & Ira Dahm  
278 Braden Court  
Cotati, CA 94931  
August 22, 2006
11. Prudence Draper  
210 W. School Street  
Cotati, CA 94931  
August 22, 2006
12. Joan Simon  
618 W. School Street  
Cotati, CA 94931  
August 22, 2006

**Comments**

1. Terry Roberts  
Director, State Clearinghouse  
September 25, 2006



Arnold Schwarzenegger  
Governor

STATE OF CALIFORNIA

Governor's Office of Planning and Research  
State Clearinghouse and Planning Unit



Sean Walsh  
Director

September 25, 2006

Ray Akkawi  
Department of Transportation, District 4  
111 Grand Avenue  
Oakland, CA 94612

Subject: Highway 101 HOV Lane Widening and Improvements Project - Old Redwood Highway to Rohnert Park Expressway  
SCH#: 2003062100

Dear Ray Akkawi:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on September 21, 2006, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

1

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Terry Roberts  
Director, State Clearinghouse

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044  
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

## **Responses**

1. Terry Roberts  
Director, State Clearinghouse  
September 25, 2006

1. Thanks to the Clearinghouse for helping us to meet our State circulation requirements.

**Comments**

2. Keith H. Lichten, P.E.  
California Regional Water Quality Control Board  
—San Francisco Bay Region  
September 19, 2006

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**California Regional Water Quality Control Board****San Francisco Bay Region**

1515 Clay Street, Suite 1400, Oakland, California 94612  
(510) 622-2300 • Fax (510) 622-2460  
<http://www.waterboards.ca.gov/sanfranciscobay>



Arnold Schwarzenegger  
Governor

Date: **SEP 19 2006**  
File No.: 2148.02 (BT)

Caltrans District 4  
Mr. Ray Akkawi  
Regional Project Manager  
111 Grand Avenue  
Oakland, CA. 94612

**SUBJECT: ENVIRONMENTAL ASSESSMENT/DRAFT ENVIRONMENTAL  
IMPACT REPORT FOR THE HIGHWAY 101 HOV LANE WIDENING  
IMPROVEMENTS PROJECT FROM OLD REDWOOD HIGHWAY TO  
ROHNERT PARK EXPRESSWAY (SCH# 2006092023)**

Dear Mr. Akkawi:

Thank you for giving the Regional Water Quality Control Board (Water Board) staff the opportunity to review the *Environmental Assessment/Draft Environmental Impact Report for the Highway 101 HOV Lane Widening Improvements Project* (DEIR). The proposed Project involves constructing approximately 10 kilometers of HOV lane in the north and southbound directions of U.S. Route 101 through Sonoma County, between the cities of Rohnert Park and Petaluma. The project also includes reconfiguration of the Old Redwood Highway/U.S.-101 interchange, construction of a northbound truck-climbing lane over the Cotati grade, widening and/or replacement of highway over- and under-crossings, construction of highway auxiliary lanes for exiting and entering highway traffic, and other improvements. Wetland impacts will be minimized by recruitment of the existing highway median for roadway widening.

Section 3.9.3.1 of the DEIR, *Stormwater Run-Off*, notes that the proposed project would add approximately 50 acres of impervious surface to the project area. Section 3.9.4.1, *Pollutant Removal and Reduction*, addresses Caltrans' intent to incorporate post-construction stormwater treatment Best Management Practices (BMPs) into the project design. This section also notes there may be sufficient area within the project limits to provide treatment for 100% of the impervious area within the project limits. The Water Board is extremely pleased that this extent of treatment may be provided. Please note that at a minimum, the Water Board requires Caltrans to ensure the appropriate treatment of stormwater runoff from the entirety of the area of new and any redeveloped impervious surface. Should it prove infeasible to treat runoff, Caltrans should

1

*California Environmental Protection Agency*



**Comments**

- 2. Keith H. Lichten, P.E.  
California Regional Water Quality Control Board  
—San Francisco Bay Region  
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Mr. Ray Akkawi

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Draft EIR for Rte. 101 HOV Widening from Old Redwood Highway to Rohnert Park Expressway

identify alternate treatment that will provide a water quality benefit equivalent to the foregone treatment.

Section 3.15.1.2 of the DEIR identifies approximately 0.5 acres of wetlands and other waters of the U.S. that will be permanently impacted by the project. The total area of temporary impacts to jurisdictional wetlands and waters are not identified in the draft EIR, although the document acknowledges that compensation measures will be identified for both permanent and temporary impacts. Section 3.15.2.4 explains that mitigation location and quantity will be determined at a later date upon the U.S. Army Corps of Engineers and Water Board review of the DEIR, *Wetlands Delineation Report* (Wetlands Report), and *Natural Environmental Study/Biological Assessment* (NES/BA). The Water Board has received the DEIR, but has not received the Wetlands Report or the NES/BA. Please submit these documents to the Water Board at your earliest convenience to allow for a timely review.

2

As noted in Section 3.15.2 of the DEIR, both a Clean Water Act (CWA) Section 401 water quality certification and a CWA Section 404 Permit from the Corps may be necessary for projects involving impacts to waters of the U.S. Please note that the Water Board will not issue 401 water quality certification in the event the Corps does not claim jurisdiction over impacted wetlands or waters. However, the Water Board may still regulate activities impacting Waters of the State through the issuance of Waste Discharge Requirements under the authority of the State of California's Porter-Cologne Water Quality Control Act (California Water Code, Division 7).

3

If you have any questions, comments, or concerns, please contact Brendan Thompson of my staff at (510) 622-2506, or via e-mail to [BThompson@waterboards.ca.gov](mailto:BThompson@waterboards.ca.gov).

Sincerely,



Keith H. Lichten, P.E.  
Senior Engineer

cc: State Clearinghouse  
Analette Ochoa, Caltrans  
Hardeep Takhar, Caltrans

*California Environmental Protection Agency*



## Responses

2. Keith H. Lichten, P.E.  
California Regional Water Quality Control Board  
—San Francisco Bay Region  
September 19, 2006
  
1. During final design, the project will incorporate best management practices (BMPs) for treatment within the project limits and to the extent feasible.
2. The areas of temporary and permanent impacts to wetlands/waters of the U.S. were identified in the DEA/EIR in Table 3.15-2. These have been revised to reflect current engineering and the identification of Option B as the preferred option for the SR 116 Interchange under the Build Alternative. The Wetland Delineation and NES/BA will be provided to the Water Board.
3. We expect to follow all appropriate permit steps at the appropriate time.

## Comments

3. Alan R. Zahradnik  
Golden Gate Bridge,  
Highway and Transportation District  
September 22, 2006

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September 22, 2006

Mr. Ray Akkawi  
Regional Project Manager  
California Department of Transportation  
P.O. Box 23660  
Oakland, CA 94623-0660



**Re: Environmental Assessment/Draft Environmental Impact Report  
Highway 101 HOV Lane Widening and Improvement Project  
Old Redwood Highway, Petaluma to Rohnert Park Expressway  
Rohnert Park, Sonoma County**

Dear Mr. Akkawi:

The Golden Gate Bridge, Highway and Transportation District (District) has reviewed the Environmental Assessment/Draft Environmental Impact Report (EA/DEIR) for the above-referenced project (Project) and offers the following comments.

### GENERAL COMMENTS

#### Regional Travel Objectives

District staff is fully supportive of this Project. It appreciates the stated goals by the California Department of Transportation (Caltrans) and the Sonoma County Transportation Authority (SCTA) to: complete the High Occupancy Vehicle (HOV) lane system in Sonoma County and "reduce traffic congestion for motorists and transit riders using" HOV lanes (Page S-1), and "Encourage...use of alternative transportation modes, by offering HOV lanes that substantially reduce congestion and delay for HOV lane users" (Page 1-7) between Petaluma and Rohnert Park.

District also supports the stated goal of this EA/DEIR to achieve consistency with the Metropolitan Transportation Commission's (MTC) *2002 HOV Lane Master Plan Update*. As you know, this MTC report (see Page 25) calls for "The highest priorities for express bus system expansion (Priority 1) are in the following corridors...US 101 in Sonoma and Marin Counties." The EA/DEIR (Page 1-14) correctly cites the objective of the MTC *2002 HOV Lane Master Plan Update* to "put a high priority on increasing express bus service that could use the Highway 101 HOV lanes to move peak-hour long distance commuters from Sonoma County to downtown San Francisco."

As you know, Golden Gate Transit (GGT) has provided, and continues to provide, both regional express and local bus service along this corridor between Sonoma County and San Francisco for over 30 years. New HOV lanes and freeway improvements by this Project should reduce travel time and improve schedule reliability for GGT's existing regional express and local bus services. This Project also presents an opportunity for Caltrans and SCTA to collaborate with the District to identify any freeway features that could further enhance regional bus transit services in the Project corridor.

While conceptual plans presented in the EA/DEIR clearly identify HOV lanes, other ancillary improvements are missing. Such improvements include and are not limited to: new bus stop

1

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## Comments

3. Alan R. Zahradnik  
Golden Gate Bridge,  
Highway and Transportation District  
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Mr. Akkawi, Caltrans  
EA/DEIR 101 Petaluma-Rohnert Park

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Page 2

pads, shared HOV/bus on-and-off-ramps, or new park-and-ride lots at interchanges located in the Project study area. These improvements could further enhance GGT's ability (and potentially that of other transit operators) to provide Sonoma County residents a viable and competitive travel option along U.S. Highway 101 (US101). District asks that such ancillary improvements to the HOV lanes be included in the plans for future phases of US101 construction.

### Agency Coordination

EA/DEIR (Pages 6-4 through 6-6) discloses agencies contacted prior to the preparation of this document. Although GGT provides extensive regional express and local bus service between Sonoma County and San Francisco on US101, the District is not identified as a stakeholder nor was it officially consulted as a public agency partner during the preparation of this document.

2

### Northbound Truck-Climbing Lane

While District appreciates the benefits to overall traffic flow provided by a truck-climbing lane, the EA/DEIR (Page 3-17) does not mention whether buses will be permitted to utilize the proposed northbound HOV lane between the Petaluma Blvd. North off-ramp and the top of the Cotati Grade (approximately 3.1 miles) just before the West Sierra Avenue exit.

3

Currently, the California Highway Patrol (CHP) does not permit vehicles that "impede" the flow of traffic to operate in an HOV lane. A similar situation to the Cotati Grade presently exists at the southbound Waldo Grade in Marin County where buses are not allowed to use the leftmost lane of US101. District is concerned that the vertical profile of the Cotati Grade may be comparable to that of the Waldo Grade, and GGT (and other buses) might be prohibited from utilizing the northbound HOV lane along this approximately 3.1-mile segment of the Project. If CHP confirms that buses would be prohibited from using this HOV lane, District requests the HOV lane be redesigned to allow for bus use and thus conform to project objectives.

## DESIGN ALTERNATIVES

### Interchange Improvements

EA/DEIR discusses (Page 2-5) general interchange improvements that address existing freeway deficiencies (e.g., acceleration lanes) and freeway operations (e.g., ramp metering). Transit improvements should also be addressed.

4

### Transit/Transit System Management (TSM) Alternative

EA/DEIR states (Page 2-8) a "Transit/TSM Alternative" was initially considered for this Project. It also states this alternative was withdrawn "because increased bus service and ridership would be viable only if HOV lanes were available to provide a high level of traffic service."

Since the District was not consulted during the preparation and evaluation of this alternative, the following questions are raised:

- a. Which design components (e.g., bus pads, carpool and bus-exclusive exit ramps, park-and-ride lots, shoulder lanes) were considered for this alternative that might have benefited existing regional express bus service on US101?
- b. Which of these design components have been incorporated into the preferred "Build" alternative?

5A

5B

**Comments**

- 3. Alan R. Zahradnik  
Golden Gate Bridge,  
Highway and Transportation District  
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Mr. Akkawi, Caltrans  
EA/DEIR 101 Petaluma-Rohnert Park

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Page 3

**Old Redwood Highway-Petaluma Blvd. North Interchange**

It appears from Figure A – Sheet 2 of 15, that the existing northbound on-ramp bus stop pad will be eliminated. While District appreciates the attempt to achieve consistent design standards, there does not appear to be any discussion or attempt to replace this bus passenger facility on US101 in Sonoma County.

6

District requests that the design of this interchange include a replacement for the eliminated northbound bus stop pad, a new southbound bus stop pad, and consideration of a park-and-ride lot in the vicinity of this interchange. Such improvements would enhance regional bus transit service to the nearby communities of north Petaluma and Penngrove.

**State Route 116 (Gravenstein Highway) Interchange**

EA/DEIR (Pages 2-10 through 2-13) does not clarify which of the nine “conceptual interchange alternatives” included incorporating design features improving regional bus transit service and which bus transit features were considered.

7

District requests that the design of this interchange consider bus stop pads and/or other transit improvements as part of this Project. These transit improvements would enhance existing regional bus service to the nearby communities of Cotati and Sebastopol, as well as provide nearby residents full advantage of existing nearby transportation facilities, such as the park-and-ride lots at Gravenstein Highway at Redwood Drive, and Old Redwood Highway at St. Joseph Way.

**TRANSIT IMPACTS**

**Existing Golden Gate Transit Services**

EA/DEIR briefly mentions (Page 3-9) five GGT bus routes that “serve the study area between Petaluma and Rohnert Park.” The following identifies the seven existing Golden Gate Transit bus routes that serve the Project study area between Petaluma and Rohnert Park.

GGT ROUTE	ROUTE DESCRIPTION
72	Santa Rosa – Rohnert Park – Cotati – San Francisco
72X	Santa Rosa – Rohnert Park – San Francisco
73	Santa Rosa – Rohnert Park – Petaluma – San Francisco
74	Petaluma – San Francisco
75	Santa Rosa – San Rafael
76	East Petaluma – San Francisco
80	Santa Rosa – San Francisco

8

Since the EA/DEIR does not report the number of average transit users on these (or other) transit routes, this document does not adequately portray utilization of the US101 corridor by existing transit users.

**2030 Transit Alternative Impacts**

Under the “No-Build Alternative,” EA/DEIR states (Page 3-15) that in 2030 “transit operations... would experience similar congestion and delay conditions as described for no-build traffic operations.”

Comments

3. Alan R. Zahradnik  
Golden Gate Bridge,  
Highway and Transportation District  
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EA/DEIR 101 Petaluma-Rohnert Park

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Page 4

Under the "Build Alternative," EA/DEIR states (Page 3-21), "HOV lanes would support an increase in express bus service...offering faster and more frequent peak-hour transit service for commuters between Sonoma County and downtown San Francisco." However, EA/DEIR does not disclose potential transit ridership impacts that could result from either a travel time increase or decrease for the 2030 "Build" and "No-Build" Alternatives in comparison with 2006 "Existing" conditions. If a travel model was employed to evaluate alternatives, District would appreciate seeing the forecasted changes to transit ridership associated with project alternatives.

9

**Park-and-Ride Lots**

Table 3.1-3 of the EA/DEIR (Page 3-13) identifies parking facilities "potentially affected" by the Project. It is not clear which park-and-ride lot is intended by the heading "Park-and-Ride Lot (Cotati)." Does this refer to the park-and-ride at Highway 116 (Gravenstein Highway) and Redwood Drive, or Old Redwood Highway and St. Joseph Way, or both?

10A

Similarly, it is not clear which park-and-ride lot is intended on Table 3.1-1 by the heading "Park-and-Ride Lot (Rohnert Park)." Does this refer to the park-and-ride at US101 and Rohnert Park Expressway, or Golf Course Drive and Roberts Lake Road, or both?

10B

Thank you for providing the District with the opportunity to offer comments on this Project. You may contact our Principal Planner, Maurice Palumbo, at (415) 257-4431 if you have any questions concerning these comments.

Very truly yours,

Alan R. Zahradnik  
Planning Director

- c: Celia G. Kupersmith, General Manager
- Maurice Palumbo, Principal Planner
- Doug Kimsey, Metropolitan Transportation Commission
- Suzanne Wilford, Sonoma County Transportation Authority
- Jean Finney, Caltrans

## Responses

3. Alan R. Zahradnik  
Golden Gate Bridge,  
Highway and Transportation District

September 22, 2006

1. Locations for bus pads at the Highway 101/116 Interchange will be evaluated in the final design phase, and bus pads will be incorporated, where feasible. It is Caltrans' preference that bus stops be provided at park-and-ride facilities where these are located close to an interchange, rather than on the ramps. The existing bus pads at the Petaluma Boulevard North/Old Redwood Highway on-ramps are currently not used. Consideration of their replacement will be deferred to the overcrossing widening and replacement project to be sponsored by the City of Petaluma.

A park-and-ride facility located at Petaluma Boulevard North/Old Redwood Highway was removed in the past, but there are currently facilities at Petaluma Boulevard South and at Highway 116. Additional park-and-ride facilities are not planned for the Highway 101 corridor at this time.

Dedicated HOV on- and off-ramps were not considered as there is insufficient demand within the project limits for them to be cost-effective.

2. The Notice of Preparation to prepare an EIR for the Highway 101 HOV Lane Widening Project was sent to all appropriate local, state, and federal agencies and other interested parties, including the Golden Gate Bridge, Highway and Transportation District. No comments were received from the District.
3. The vertical profile of the Cotati Grade is three percent, substantially less than the vertical profile of the Waldo Grade (six percent). It is anticipated that buses will be able to maintain adequate speeds on the Cotati Grade to permit their use of the HOV lane between Petaluma Boulevard North and W. Sierra Avenue.
4. Please see Response to Comment #1 regarding transit improvements.
- 5A. The Transit/TSM Alternative was withdrawn from further study early in the process as it was evident that without the provision of HOV lanes, it was not viable as a stand-alone alternative, and therefore, did not meet the purpose and need of the project. Consequently, specific design components for this alternative were not developed.
- 5B. As noted in the response to Comment 5A, specific design components for the Transit/TSM Alternative were not developed. Please also refer to the response to Comment 1 regarding consideration of bus pads, shared HOV/bus on-off ramps and new park-and-ride lots.
6. The existing bus pads at the Petaluma Boulevard North/Old Redwood Highway on-ramps are not used. Consideration of their replacement will be deferred to the overcrossing widening and replacement project to be sponsored by the City of Petaluma.
7. Improvements at the SR 116 Interchange were investigated to remedy the nonstandard configuration resulting from the existing isolated northbound on-ramp, rectify existing nonstandard geometric features, improve safety and ensure acceptable traffic operations in the 2030 design year. Please refer to the response to Comment 1 regarding consideration of bus transit features.

8. The Environmental Document has been revised to include all seven Golden Gate Transit bus routes. Transit ridership is not discussed in the ED as it is not a differentiator between alternatives under consideration, and there was not a need to quantify the benefit accrued to transit users.
  9. Traffic modeling for the project included forecasting of mixed-use and HOV vehicle demand. Transit ridership was not included in the modeling as it is not a differentiator between alternatives under consideration, and there was not a need to quantify the benefit accrued to transit users.
- 10A. Table 3.1-3 has been revised to clarify which park-and-ride lots are described.
- 10B. Table 3.1-3 has been revised to clarify which park-and-ride lots are described.

## Comments

4. David Woltering, AICP  
Director of Planning, City of Cotati  
September 21, 2006

September 21, 2006

Caltrans District 4  
Attention: Mr. Ray Akkawi, Regional Project Manager  
111 Grand Avenue  
Oakland, CA 94612

Dear Mr. Akkawi:

The City of Cotati submits these comments to the document entitled *Environmental Assessment/Draft Environmental Impact Report, Highway 101 from Old Redwood Highway to Rohnert Park Expressway* dated August 2006.

1. The City strongly supports Option B, the option that would replace the existing SR 116 bridge structure. In addition to removing the existing non-standard vertical clearance, this option would also provide adequate accommodation for pedestrians and bicycles through SR 116 undercrossing at Highway 101. 1
2. The West Sierra Avenue southbound (SB) on-ramp intersection is projected to operate at LOS F during the a.m. and p.m. peak hours at the horizon year of 2030 as shown in Table H-6 under the “No Build” alternative and LOS D and LOS B under the “Build” alternative. Similarly the northbound (NB) off-ramp intersection is projected to operate at LOS C during the a.m. peak hour at the horizon year of 2030 as shown in Table H-6 under the “No Build” alternative and LOS B under the “Build” alternative. However, the description of planned improvements at the Highway 101/West Sierra Avenue interchange as outlined on page 2-6-West Sierra Avenue Interchange list no capacity improvements to the intersections. 2

It is unclear how the level of service will improve to LOS B from LOS F when no changes are proposed to critical traffic movements at the Highway 101 SB on-ramp/West Sierra Avenue intersection. Likewise, it is unclear how the level of service will improve to LOS B from LOS C when no changes are proposed to critical traffic movements at the Highway 101 NB off-ramp/West Sierra Avenue intersection. Furthermore, it is unclear if improvements will be needed to West Sierra Avenue and if the West Sierra Avenue undercrossing will need to be widened to accommodate improvements. The City requests Caltrans clarify these issues and that any necessary improvements to West Sierra Avenue be addressed.

3. Intersection level of service are not provided in Table H-6 – Year 2030 Ramp and Terminals and Adjacent Intersection Analysis – No Build alternative for the intersections of Gravenstein Highway/Old Redwood Highway and Gravenstein Highway/Redwood Drive. However, level of service projections are provided for these two intersections for the Build

## Comments

4. David Woltering, AICP  
 Director of Planning, City of Cotati  
 September 21, 2006

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 September 21, 2006

- alternative in Table H-7. Clarification of the operations level of service under the No Build alternative is requested and improvements, if necessary, are identified. 3
4. The segments of Highway 101 between West Sierra Avenue and Gravenstein Highway (SR 116) in the northbound direction is shown in Table H-4 to have a significant decrease in vehicle speed during the morning peak hour. The overall speed decreases to 25.6 mph under the Build alternative from 50.1 mph under the No Build alternative. It seems counter-intuitive that widening in this segment will result in reduced performance while all other segments are projected to have increased performance. Please clarify. 4
5. The Draft EA/EIR does not provide traffic volume projections on City streets and study intersection potentially affected by this project. Did this document make certain assumptions on potential impacts to local streets? What are those assumptions? 5
6. Section 3.5.2 *Utilities Impacts* does not adequately address impacts to City utilities. The City currently has water, sewer and storm drain lines crossing Highway 101 at locations between West Sierra Avenue and just south of the Laguna de Santa Rosa Bridge in the vicinity of Wilford Avenue. The City will require Caltrans to encase the sections of lines as a result of the widening project and a City encroachment permit will be required for this work. As part of the encroachment permit application process, the plans and specs will need to be submitted to the City Engineer for review and approval. 6
7. Caltrans should provide for the interconnect of traffic signals at the SR 116 interchange from Old Redwood Highway to Redwood Drive. Currently, the City's software is not compatible with Caltrans C-8 software and Caltrans should coordinate the implementation of the interconnect prior to the completion of the work and as a condition of obtaining a City encroachment permit for work in the area. 7
8. It is the City's understanding that traffic operations analyses included for SR 116 at the Redwood Drive intersection assumed improvements being made to the eastbound SR 116 right turn lane at Redwood Drive. Caltrans' assumption is that the City will be extending the eastbound SR 116 right turn lane at Redwood Drive to the SB off-ramp and that is not correct. The City will be extending the right turn lane as much as possible without having to modify the existing traffic signal at the off-ramp. It would be appropriate for the Highway 101 widening project to include extending the right-turn lane to the SB off-ramp and to do the signal modification work since signal modification at this location will be needed anyway. 8
9. The City will require Caltrans to enter into a maintenance agreement for Caltrans' maintenance of on and off-ramp areas within city limits. Maintenance will include weed abatement, pickup of trash and litter, sound wall maintenance (graffiti control) and signing and striping maintenance. This agreement will be required as a condition of obtaining a City encroachment permit for work within the area. 9

## Comments

4. David Woltering, AICP  
Director of Planning, City of Cotati  
September 21, 2006

City of Cotati Comments -  
Environmental Assessment/Draft EIR  
Highway 101 from Old Redwood Highway to Rohnert Park Expressway  
September 21, 2006

10. Currently there is only a NB off-ramp at West Railroad Avenue. The City acknowledges that this project will not provide additional interchanges at West Railroad Avenue. While Caltrans believes these interchanges do not meet the purpose and need criteria for the project, the City would like to stress the importance of those interchanges in alleviating the current traffic impacts to the City of Cotati's downtown corridor and strongly supports the construction of these interchanges.

10

11. All landscaping for the project within city limits will need to be metered through a valid City water meter. In keeping with the City's water conservation program, the City strongly recommends that the landscaping being proposed utilize water conservation best management practices and low water use plantings.

11

12. Caltrans should install standard sidewalks, handicap ramps and accommodate pedestrian crossings along the frontage of SR 116 from the beginning of the NB on-ramp at Commerce Boulevard to Redwood Drive and along Commerce Boulevard in the vicinity of the on-ramp. In addition, bicycles should also be accommodated with standard Class II bike lanes along SR 116 and Commerce Boulevard. Class III bike lanes are strongly discouraged as both SR 116 and Commerce Boulevard are critical roads in the City's master bike plan.

12

13. The existing drainage along Highway 101 adjacent to Redwood Drive needs to be improved. Currently, there are sections of the highway in this area that sheet flows across Redwood Drive and compromises the sub-base structure of Redwood Drive. The drainage affecting Redwood Drive will need to be adequately addressed as a condition of obtaining a City encroachment permit for work within the area.

13

14. The signalized intersection at Redwood Drive and Helman Lane will be impacted by this project. The plans and specifications for this intersection will need to be reviewed by the City Engineer as a condition of obtaining a City encroachment permit for work within this area.

14

15. Chapter 3 of the Draft EA/EIR acknowledges that removal of mature vegetation and construction of sound walls associated with the proposed project would result in adverse impacts to the visual environment. The City of Cotati is extremely concerned about these impacts, and is requesting that in both areas, i.e., proposed tree removal and construction of sound walls, that Caltrans and its representatives provide a presentation to the Cotati City Council and community to describe in detail what is being proposed along U.S. Highway 101 through Cotati. The loss of mature vegetation and construction of sound walls could have a significant adverse impact on the character of the Cotati community. Moreover, it was indicated by the presenters at the open house/public hearing on this project on Tuesday August 22, 2006, here in Cotati that Caltrans would be available to work directly with the City to address and respond to its concerns in these areas. It is anticipated that at the meeting with the Cotati City Council, the following information would be provided for consideration and comment:

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## Comments

4. David Woltering, AICP  
 Director of Planning, City of Cotati  
 September 21, 2006

City of Cotati Comments -  
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 Highway 101 from Old Redwood Highway to Rohnert Park Expressway  
 September 21, 2006

### Sound walls

- A clear description in plan view of where sound walls are being proposed through Cotati;
- Elevation view drawings of these sound walls that indicate the types of building materials being proposed for use, design treatments, associated landscape improvements and overall height;
- Photo-simulations of these sound walls to better understand the context and visual impact of these structures;
- Information on the “bounce effect” of noise being deflected from proposed sound walls to other locations in the community; and,
- Options for reducing or avoiding the visual impacts of the proposed sound walls, including eliminating them where possible, reducing their length, reducing their height, and/or providing aesthetically attractive design treatments.

15A

### Trees

- A clear depiction of which existing trees are being proposed for removal through Cotati;
- Photo-simulations that depict the loss of the trees to better understand the context and visual impact of the loss of these trees; and,
- Options for reducing or avoiding proposed tree removal and the associated visual impacts.

15B

It is anticipated that as a result of this work with the Cotati City Council and Cotati community the preparers of the EA/EIR will be able to modify the proposed design for this project and/or suggest appropriate mitigation measures related to construction of sound walls and removal of trees/tree preservation to address the concerns about adverse impacts to the visual environment and community character.

16. In the circumstance that trees must be removed within the jurisdiction of the City of Cotati as a result of this project, a tree removal permit shall be obtained from the City of Cotati and tree replacement/mitigation required in accordance with provisions of Chapter 17.54 – Tree Preservation and Protection, of the City of Cotati Land Use Code.

16

17. The aerial photographs used in Appendix A to depict proposed U.S. Highway 101 improvements as well as to assess possible project impacts and describe mitigation measures, e.g., sound wall locations, are dated. This may be a concern, and should be analyzed. For example, there have been sensitive noise receptors, residential developments, constructed in the vicinity of U.S. Highway 101 in recent years in Cotati that do not appear on the aerial photos. Examples are a 36-unit housing project on Wilford Lane near Commerce Boulevard (not shown on Figure A-Sheet 13B of 15) and a single-family residential development between Water Road and U.S. Highway 101 south of West Sierra Avenue (not shown on Figure A-Sheet 11 of 15). Is additional noise analysis and appropriate recommended mitigation needed for these and any other similar circumstances?

17

## Comments

4. David Woltering, AICP  
Director of Planning, City of Cotati  
September 21, 2006

City of Cotati Comments -  
Environmental Assessment/Draft EIR  
Highway 101 from Old Redwood Highway to Rohnert Park Expressway  
September 21, 2006

For any questions pertaining to comment numbers 1 through 14, please contact our City Engineer, Toni Bertolero, at (707) 523-1010. For general questions and questions regarding the remainder comments, please contact me at (707) 665-3634.

The City of Cotati appreciates the opportunity to comment on this important transportation project.

Submitted by,

David Woltering, AICP  
Director of Planning

cc: Terry Stubbings, City Manager  
Toni Bertolero, City Engineer

Planning/Hwy.101 EIR comments 091806

## Responses

4. David Woltering, AICP  
Director of Planning, City of Cotati  
September 21, 2006
1. Comment noted. Option B has been identified as the preferred SR 116 Interchange option by SCTA and the Project Development Team, for these and other reasons.
  2. The description at the West Sierra Interchange has been revised to include the proposed improvements. A new signal traffic signal is proposed at the intersection with the southbound on-ramp; however, the westbound left turn lane considered in the traffic operational analysis will not be constructed under this project. In order to maintain a satisfactory level of service (LOS) at both ramp intersections, the project will be revised to include a new signal at the northbound off-ramp intersection.
  3. Level of service for the two intersections under the No-Build Alternative have been added to Table H-60. By definition of the No-Build Alternative, no improvements would be made as part of the project under this alternative.
  4. The improvements to Highway 101 proposed under this project would improve operations on Cotati Grade and through the Cotati area; however, there is a bottleneck on Highway 101 north of the project at Todd Road which would result in longer traffic queues during the peak-period under the Build Alternative than under the No-Build alternative. This is because the proposed improvements allow more traffic to reach the end of the Todd Road queue.
  5. The traffic model is a demand model based upon the new County-wide model used for the County's General Plan update. The model assumptions reflect existing and proposed improvements shown in approved General Plans of the Cities and the County. The model assumptions along Old Redwood Highway include one lane in each direction through downtown Cotati, two lanes in each direction within the County south of Cotati and two lanes in each direction in Petaluma. These assumptions, like all other assumptions in the model, were taken directly from General Plan information supplied by each City and the County. Caltrans requires that the model be a travel demand model and not a constrained operations model in order to see what the true demand is. The model appears to be assigning higher volumes than can physically use Old Redwood Highway given the high level of congestion forecast and the desirability of the route; therefore, constraints must be incorporated into the operational analysis.

The model indicates that the HOV lane adds 20 or 25 percent to the existing peak hour capacity of Highway 101, whereas the County population and jobs increase by about 32 percent and 60 percent, respectively, between 2000 and 2020. The trips have to go somewhere, and because Old Redwood Highway would be widened to four lanes south of Cotati, it would provide a fairly good alternative to the freeway (relatively high speeds and few traffic controls). One of the likely results of this "excess demand" (the amount of the demand greater than physical capacity) would be a spreading of the peak period, with trips starting earlier or getting queued into later time periods because of the congestion.

The constraint assumptions used in the operational analysis appear valid. In downtown Cotati, the four-way stop intersection at Old Redwood Highway and George Street will constrain the amount of traffic to approximately 1000 vph. Given two lanes feeding the northbound direction of travel on the south of the Cotati City Limits that would then be reduced down to one lane, it was not unreasonable to assume that the four-way stop could put through only 800 to 1000 vph, or that this amount of traffic would divert through the downtown Cotati area and return to Old Redwood Highway south of the intersection with SR 116. The validity of this assumption was tested and confirmed before incorporating these assumptions into the model. These assumptions were discussed and concurred with at a meeting with the City staff in April 2004.

6. Caltrans and SCTA will coordinate with all utility providers, including the City of Cotati, during the final design phase of the project so that effective design treatments and construction procedures are incorporated to avoid adverse impacts to existing utilities and traffic during construction. Typically, utilities that require protection due to the proposed highway improvements would be encased. Financial responsibility would be confirmed with existing agreements.
7. Caltrans Electrical will coordinate any modifications to the SR 116 signals with the City.
8. It appears that the comment refers to the westbound right-turn lane. An extension of this right-turn lane to the SB off-ramp is not required as part of the HOV Widening Project. SCTA will consider incorporating this work into the project if the City provides the funds for the construction and any required environmental mitigation.
9. Per standard practices, Caltrans would revise the existing maintenance agreement or enter a new maintenance agreement as a condition of obtaining any City encroachment permit for work within the area.
10. Replacement of the West Railroad Avenue Undercrossing structures is being proposed under this project to accommodate future interchange improvements and widening of Railroad Avenue.
11. The project will coordinate with the City regarding water sources and conservation measures.
12. Replacement sidewalk is proposed on SR 116 between Redwood Drive and Old Redwood Highway on the south side. In addition, the sidewalk on Commerce Boulevard will be replaced where required for roadway and ramp realignment. All replacement sidewalk will meet ADA requirements and include handicap ramps. Sufficient pavement width will be provided for Class II bike lanes. However, the designation as bike lanes will only occur if the new pavement is contiguous with bike lanes beyond the project lanes.
13. The proposed improvements will require a closed drainage system along Highway 101, adjacent to Redwood Drive. The new system will be designed to meet drainage needs.
14. Comment noted.
15. SCTA and Caltrans acknowledge the concerns of the City in this regard. During the design phase, Caltrans/SCTA will provide an opportunity for the Cotati City Council and Cotati community to review and comment on the proposed soundwall concepts/locations and the tree removal/replacement plan.

- 15a. Additional materials have been prepared to support community involvement in the design process.
- 15b. Additional materials have been prepared to support community involvement in the design process.
- 16. A City tree removal permit shall be obtained for removals outside of Caltrans right-of-way and within the City's jurisdiction.
- 17. Additional noise analysis would be required only for projects that were approved prior to the Notice of Preparation of the Environmental Impact Report for the Highway 101 project. The developments mentioned above were reviewed as follows:

The single-family residential development south of West Sierra Avenue was considered in the noise analysis and is reflected in the proposed noise abatement measures at this location.

Receptor R88A was added to represent the Wilford Village multi-family development on Wilford Lane, and predicted future noise results were added to Table 3-13.4. Due to the distance of the development from the proposed Highway 101 project, Noise Abatement Criteria for this receptor are not exceeded, and no noise abatement measures are proposed.

## Comments

5. Diane Davis  
August 22, 2006

August 22, 2006

THE CENTRAL HIGHWAY 101 HOV LANE WIDENING AND  
IMPROVEMENTS PROJECT  
Old Redwood Highway, Petaluma to  
Rohnert Park Expressway, Rohnert Park

PUBLIC OPEN HOUSE/HEARING

Tuesday, August 22, 2006

Held at Cotati City Hall

201 Sierra Avenue

Cotati, CA 94931

COMMENT CARD

NAME: Diane Davis

ADDRESS: P.O. Box 600

Penngrove, CA 94951

COMMENT: The Transportation Authority should consider  
renaming HOV lanes to ERL, standing for  
Emission Reduction Lanes, because of the use  
of hybrid vehicles.

1

Page 1

ROBIN L. KOOP, CSR#5270

800 547-4441 CALNORTH REPORTING SERVICE

## **Responses**

5. Diane Davis  
August 22, 2006

1. Changing lane naming conventions is beyond the scope of the project.

## Comments

6. Clark E. Wallace  
Wallace Stevenson Ryan

Wallace Stevenson Ryan  
13 Bel Air Dr.  
Orinda, Calif. 94563

Mr. Ray Akkawi, Regional Project Manager  
Caltrans, District 4  
111 Grand Ave.  
Oakland, Ca. 94623-0660

RE: Highway 101 Improvements Petaluma to Rohnert Park

Dear Mr. Akkawi,

Wallace Stevenson Ryan is the owner of an approximate 51000 sq. ft. parcel at the corner of Old Redwood Highway and Gravenstein Rd. (southwest corner) in Cotati, being APN #144-170-02 and 144-170-03. We were unable to attend your public meeting August 22<sup>nd</sup> on the proposed improvement and environmental impacts relating thereto.

We note with considerable alarm that as currently conceived, a considerable portion of our corner would be lopped off, significantly affecting the value and desirability of our property.

While our concern is perhaps premature, nevertheless we want to go on record at this time as protesting any such taking now or in the future as we believe that any such incursion into our property would substantially reduce to the developability of our property.

Please have this protest placed in your files, so that at an appropriate time this issue can be discussed with us and our representatives. In the meantime, we intend to continue our development activities.

Sincerely,

  
Clark E. Wallace

Cc: James Ryan  
Wm. B. Stevenson  
Terri Stubbings, Cotati City Manager

1

## Responses

6. Clark E. Wallace  
Wallace Stevenson Ryan

1. Preliminary studies indicate that acquisition of approximately 530 m<sup>2</sup> of the 6,961 m<sup>2</sup> property would be required to accommodate widening of SR 116. This includes standard 2.4 m shoulder, 3.0 m sidewalk and 2.0 m offset to R/W line. All attempts to minimize the new right of way requirements will be made during the design phase.

Any right of way acquisition will be done in accordance with Code of Federal Regulations and property owners will be compensated at fair market value.

## Comments

7. Theresa F.R. Teuma-Mohar  
John H. Mohar  
Showcase of Motorcars



Executive Director, SCTA  
520 Medocino Ave  
Suite 240  
Santa Rosa, CA. 95401

Dear Suzanne Wilford:

John and I own the Showcase of Motorcars located at 5101 Montero Way, Petaluma Ca. 94954, which is near the on ramp from Old Redwood Hwy. This location is the home of the only classic car dealership in all of Northern California. This dealership is visited by approx 300 people a day and over 2100 people a week from all over the united states and Europe and has exposure to over 150,000.00 cars a day that drive by this showroom and knows who we are and what we do. Currently we have over 7500.00 people who are ready, willing and able to sign a petition that this building and location should not be touched or torn down. This establishment has been in existence for over 30 years in Sonoma County and has been visited by families from all over the world to come and view the cars from the past. This establishment has been featured on television shows, in many documentaries as well as been in articles in such papers as the San Francisco Chronicle, Press Democrat and Independent Journal, the automobiles have been in all the local movies such as Peggy Sue Got Married, Michael and Tucker. Because the showcase is considered one of the top tourist attractions in Northern California we get tour buses from all over the United States stopping and bringing families each week for the past 10 years. This is one of the only family attractions that do not charge a family to come and spend the day with the children and enjoy the past. In addition Men Women and Children enjoy the museum like atmosphere as well as some of the rarest cars in the world. An average family can put a rare automobile on consignment or purchase an old classic car for the entire family. The showcase also houses very affordable cars for the teenagers first automobile as well as sponsors most Northern California Car Shows, donates trophies, sponsors the Petaluma police department, fire department, churches and ball games. This very successful business is an asset to the community and is a landmark. This building is over 30 years old. Each and every day the public has expressed a real concern about losing this business and landmark for the widening of an on ramp.

All our customers are ready, willing and able to stand beside us in a fight to keep this building from being torn down or disturbed in any way. This would be a hardship for our business as well as a hardship for the entire community, who enjoy what the showcase has to offer them.

1

Comments

- 7. Theresa F.R. Teuma-Mohar  
John H. Mohar  
Showcase of Motorcars



This on ramp that you claim you need can be relocated north or south of our building, as there are plenty of vacant lands available north and south of this Showcase. In addition in all the years the Showcase has been in existence there has never been an accident on this on ramp. This building cannot be replaced, as there are no other buildings or pieces of land that house over 200 cars like this building can. Nor are there properties on the 101 corridors that have this amount of exposure to the general public. It would take years for Cal Trans to relocate this business in a equal location not to mention storing these 200 automobiles in a safe, locked facility, while Cal Trans tried to find a replacement property, which does not exist. The revenues that this showroom brings to Petaluma and the County of Sonoma cannot be replaced. At this time we ask that you reconsider this on ramp and relocate it in another location in order to save a piece of history that the public wants to keep in Petaluma.

In addition I want to state for the record that we never received any notification in regard to this situation of wanting to take our building away from us. We found out about our property being affected by the neighbor this year in 2006. We than talked to all our surrounding neighbors about this situation and they too new nothing about what Cal Trans has planned for this area. I find this very disturbing, as property tax payers, we seem to get all our mail including all our bills but yet when it comes down to Cal Trans wanting to take our property away from us we never heard from anyone. I think there should be more effort on Cal Trans side to make sure each and every property owner that's property is effected by this take over should be notified either by a certified letter or even a phone call. I think if you were in our position you too would feel the same way we feel right now.

2

Sincerely,

*Theresa F.R. Teuma - Mohar*      *John H. Mohar*  
Theresa F.R. Teuma - Mohar      John H. Mohar

## Responses

7. Theresa F.R. Teuma-Mohar  
John H. Mohar  
Showcase of Motorcars

1. The existing on-ramp has a nonstandard radius and acceleration taper, which limits the approach speed when merging onto Highway 101 and exacerbates the effect of the Cotati Grade, particularly on large vehicles. Accident rates on the ramp are 1.5 times the statewide average for injury accidents and almost 1.4 times average for total accidents.

The proposed improvements would increase the acceleration distance on the ramp and improve sight distance, thereby improving safety. A high occupancy vehicle (HOV) preferential lane would also be added in accordance with Caltrans policies. The improvements also permit proposed improvements to the acceleration taper on the eastbound Petaluma Boulevard North to northbound Highway 101 loop ramp, which also exceeds the statewide average for accidents.

Alternatives to the proposed ramp alignment were investigated during project development, but were not considered feasible. Combining the westbound to northbound on-ramp movement with the eastbound to northbound loop ramp was rejected as the capacity of the ramp would be exceeded, and ramp widening would not be possible without replacement of the overcrossing structure. Relocating the ramp to a diamond configuration would push the entrance merge point further north, requiring right of way from the subject property and substantially more from the adjacent Casino property, and would also require widening the Willow Brook bridge. In addition, this configuration would result in an acute turn movement as a result of the Old Redwood Highway skew angle.

At this time, SCTA has insufficient funds to construct the proposed project in its entirety. As part of the funding plan, it is currently proposed to defer improvements at the Old Redwood Highway/Petaluma Boulevard North Interchange and combine them with a future interchange project that would widen Old Redwood Highway/Petaluma Boulevard North to four lanes and replace the existing overcrossing. Property acquisition would therefore be deferred until the larger interchange project can be funded and the environmental studies for that project are completed.

2. The need for improvements to the northbound on-ramp from westbound Old Redwood Highway were identified at project inception, and have been under consideration since the project initiation document, the Project Study Report, was prepared and approved in 2001. Improvements at this ramp were identified at the Project Scoping Meeting/Community Open House held in Cotati on June 24, 2003. Notification of the Scoping Meeting/Community Open House was directly mailed to all property owners and occupants within one-quarter mile of Highway 101 within the project limits. Also, a copy of the Draft EA/EIR was directly mailed to the Showcase of Motorcars.

Following is the letter that Caltrans returned directly to the Showcase of Motor Cars.

## Responses

7. Theresa F.R. Teuma-Mohar  
John H. Mohar  
Showcase of Motorcars

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

ARNOLD SCHWARZENEGGER, Governor

### DEPARTMENT OF TRANSPORTATION

111 GRAND AVENUE  
P. O. BOX 23660  
OAKLAND, CA 94623-0660  
PHONE (510) 286-5800  
FAX (510) 622-1662  
TTY (800) 735-2929



*Flex your power!  
Be energy efficient!*

January 3, 2007

Mr. John H. Mohar  
Ms. Theresa F.R. Teuma-Mohar  
5101 Montero Way  
Petaluma, CA 94952

RE: Comment letter received on 12/04/06 for the Draft EA/EIR SON 101 HOV North Widening Project: Old Redwood Highway to Rohnert Park Expressway

Dear Mr. Mohar and Ms. Teuma-Mohar:

Thank you for your interest in the Highway 101 improvement project that Caltrans is proposing in partnership with the Sonoma County Transportation Authority (SCTA) and the Federal Highway Administration (FHWA). The Authority shared the letter they received from you on 12/04/06. We will include your comments in the final Environmental Assessment / Environmental Impact Report for the proposed project, even though the letter was submitted after the end of the comment period of September 22, 2006.

We are sorry that you believe that you did not receive adequate notification of the environmental review process for the proposed project. As is required by environmental review law, the SCTA and Caltrans provided public notification of the availability of the draft environmental document and of the public meeting. According to the records of the SCTA, the public notice was mailed to you at three different addresses:

- 8/9/06 to Parcel # 007-421-018, Mohar of Teuma Trust, 5863 Sailing Hawk, Santa Rosa, CA, 95409.
- 8/16/06 to Ms. Teresa F. R. Teuma, Legend Real Estate, 1337 Cleveland Avenue, Santa Rosa CA 95401.
- 8/16/06 to Showcase of Motor Cars, 5101 Montero Way, Petaluma, CA 94954.

Also, Mr. John Mohar attended the public meeting on August 22, 2006. The public meeting provided the opportunity for the public to ask questions and also to make comments about the draft environmental document. Comment cards and a court reporter were available at the meeting to anyone interested in providing comments. There is no record of Mr. Mohar providing any comments at the meeting. However, Mr. Mohar did sign the sign-in sheet for the meeting.

*"Caltrans improves mobility across California"*

**Responses**

7. Theresa F.R. Teuma-Mohar  
John H. Mohar  
Showcase of Motorcars

Mr. John H. Mohar  
Ms. Theresa F.R. Teuma-Mohar  
January 3, 2007  
Page 2

Caltrans gave serious consideration to your assertion that the Showcase of Motorcars at 5101 Montero Way in Petaluma, California has special characteristics. Caltrans evaluated the property according to the federal Advisory Council on Historic Preservation's guidelines, which were set forth by the federal government to assure consistency of quality and methodology in studies of historical properties. The conclusion of the historic property survey report was that the Showcase of Motorcars did not qualify as an historic property.

The environmental review process takes place comparatively early in the whole process to plan and construct a highway improvement such as the proposed project. If the various public agencies decide to pursue the proposal, then the Caltrans Division of Right of Way will work with all affected landowners to come to a fair and equitable agreement.

Sincerely,

  
REY CENTENO  
Project Manager

*"Caltrans improves mobility across California"*

**Comments**

- 8. Juliann G. Barbic  
August 22, 2006

**COMMENT CARD**

**HIGHWAY 101 HOV LANE WIDENING AND IMPROVEMENTS PROJECT:  
Old Redwood Highway, Petaluma to Rohnert Park Expressway, Rohnert Park**

**PUBLIC OPEN HOUSE/HEARING**

**August 22, 2006**

Name: JULIANN G. BARBIC  
 Address: 9015 POPLAR AVENUE  
COTATI, CA 94931  
 Representing: SELF *Juliann G Barbic*

Please check all that apply.

1. Is the subject matter of your comment(s) related to:  Project Description;  Right of Way;  
 Traffic and Transportation;  Environmental Issues;  Schedule, Cost and Funding; and/or  
 Other \_\_\_\_\_

2. Do you have any specific comments about the information presented in the Environmental Assessment/Draft Environmental Impact Report?

I AM PLEASED WITH THE CHANGES YOU HAVE MADE  
IN LANE ALIGNMENT--USING THE MEDIAN & AREAS  
TO THE WEST.  
OR MORE TREES  
PLEASE RECONSIDER SOUND BARRIERS FROM  
RAILROAD TO WEST SIERRA. THE DENSITY IS LOW  
BECAUSE PREVIOUS GOV. AGENCIES MADE THIS A  
DIVIDER/SCENIC CORRIDOR. OUR DEEDS PREVENT  
FURTHER BUILDING.

1

WHEN YOU HAVE COMPLETED THIS SHEET WITH YOUR COMMENTS,  
 PLEASE PLACE IT IN THE COMMENT BOX TONIGHT, OR  
 MAIL IT TO THE ADDRESS ON THE REVERSE SIDE, OR EMAIL: [SON\\_101\\_Central\\_Project@dot.ca.gov](mailto:SON_101_Central_Project@dot.ca.gov)

(See back for additional comment space.)

Comments

8. Juliann G. Barbic  
August 22, 2006

3. Do you have any general comments?

PLEASE RECONSIDER THE TRUCK LANE. MOST TRUCKS ARE PASSING THE CARS. WITH EXCALATING COSTS PERHAPS THIS OPTION SHOULD BE DROPPED.

2

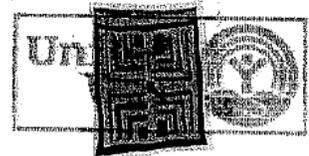
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Caltrans, District 4  
111 Grand Avenue  
Oakland, California 94623-0660

PETALUMA CA 949

19 SEP 2006 PM 3 T



39

Mr. Ray Akkawi, Regional Project Manager  
Caltrans, District 4  
111 Grand Avenue  
Oakland, California 94623-0660

Attn: Highway 101 HOV Lane Widening Project:  
Petaluma to Rohnert Park

9461230717



## Responses

8. Juliann G. Barbic  
August 22, 2006

1. Soundwalls are provided where feasible and reasonable, based on cost guidelines and ability to provide for noise attenuation. Noise studies conducted for the project indicated that noise walls were warranted on the east and west sides of Highway 101 to protect sensitive receptors north of Railroad Avenue. However, these walls did not meet FHWA guidelines for cost-effectiveness, and were therefore not considered reasonable. Proposed soundwalls and tree plantings have been refined on the basis of meetings with the City of Cotati and members of the public.
2. The truck climbing lane is warranted to improve traffic operations on Cotati Grade.

**Comments**

- 9. John Brugaletta  
August 22, 2006

**COMMENT CARD**

**HIGHWAY 101 HOV LANE WIDENING AND IMPROVEMENTS PROJECT:  
Old Redwood Highway, Petaluma to Rohnert Park Expressway, Rohnert Park**

**PUBLIC OPEN HOUSE/HEARING**

**August 22, 2006**

Name: JOHN BRUGALETTA

Address: 451 W. COTATI AV. COTATI CA 94931

Representing: THE BRUGALETTA FAMILY.

*Please check all that apply.*

1. Is the subject matter of your comment(s) related to:  Project Description;  Right of Way;  
 Traffic and Transportation;  Environmental Issues;  Schedule, Cost and Funding; and/or  
 Other \_\_\_\_\_.

2. Do you have any specific comments about the information presented in the Environmental Assessment/Draft Environmental Impact Report?

MY COMMENT CONCERN'S PROJECT #5, OPTION B WITHOUT THE SOUNDWALL IS A FANTASTIC PROPOSAL. I THINK IF THE SOUNDWALL TO OPTION B IS IMPLEMENTED THAT FOR FUTURE COST OR EXPANSION IT DOESN'T SEEM FISCALLY RESPONSIBLE. IT WOULD ALSO TAKE FROM THE BEAUTY OF COTATI.

1

**WHEN YOU HAVE COMPLETED THIS SHEET WITH YOUR COMMENTS,  
PLEASE PLACE IT IN THE COMMENT BOX TONIGHT, OR  
MAIL IT TO THE ADDRESS ON THE REVERSE SIDE, OR EMAIL: SON\_101\_Central\_Project@dot.ca.gov**

*(See back for additional comment space.)*

Comments

9. John Brugaletta  
August 22, 2006

3. Do you have any general comments?

HOPEFULLY WE CAN GET THESE PROJECTS  
 SPEEDED UP SO THAT COSTS CAN BE  
 CONSIDERED AT TODAY'S RATES OF CONSTRUCTION  
 & NOT TOMMORROW'S. I LOVE THE DESIGN'S  
 & I HOPE THAT CALTRAN'S LET'S THE BEAUTY  
 OF OUR COMMUNITY STAND WITH THIS  
 PROJECT.

2

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Caltrans, District 4  
111 Grand Avenue  
Oakland, California 94623-0660

Affix  
39¢ Stamp  
Here

Mr. Ray Akkawi, Regional Project Manager  
Caltrans, District 4  
111 Grand Avenue  
Oakland, California 94623-0660

**Attn: Highway 101 HOV Lane Widening Project:  
Petaluma to Rohnert Park**

## Responses

9. John Brugaletta  
August 22, 2006

1. Soundwall S95, which was proposed along Highway 101 over SR 116, has been withdrawn from the project on the basis of public comment and because it does not meet FHWA guidelines for cost-effectiveness.
2. Every effort is being made by SCTA to expedite the project. The project is being developed in consultation with the City of Cotati and other cities and agencies to provide for landscaping and other aesthetic features to blend the improvements in with the project setting.

**Comments**

10. Dolores & Ira Dahm  
August 22, 2006

**COMMENT CARD**

**HIGHWAY 101 HOV LANE WIDENING AND IMPROVEMENTS PROJECT:  
Old Redwood Highway, Petaluma to Rohnert Park Expressway, Rohnert Park**

**PUBLIC OPEN HOUSE/HEARING**

**August 22, 2006**

Name: DOLORES & IRA DAHM 707-792-1316 & 707-792-0831

Address: 278 BRADEN CT., CATATE, CA 94931

Representing: C

*Please check all that apply.*

1. Is the subject matter of your comment(s) related to:  Project Description;  Right of Way;  
 Traffic and Transportation;  Environmental Issues;  Schedule, Cost and Funding; and/or  
 Other Sound Wall S91

2. Do you have any specific comments about the information presented in the Environmental Assessment/Draft Environmental Impact Report?

Our property backs up to 101 on the Catate grade.  
We would appreciate constructing sound  
wall S91 as soon as possible. Thank you.  
Dolores Dahm 

Also, please replace the redwood trees  
that were removed at the West Sierra Ave  
overpass. Thank you.

**WHEN YOU HAVE COMPLETED THIS SHEET WITH YOUR COMMENTS,  
PLEASE PLACE IT IN THE COMMENT BOX TONIGHT, OR  
MAIL IT TO THE ADDRESS ON THE REVERSE SIDE, OR EMAIL: SON\_101\_Central\_Project@dot.ca.gov**

1

2

(See back for additional comment space.)

## **Responses**

10. Dolores & Ira Dahm  
August 22, 2006

1. Soundwall S91 is located along the southbound on-ramp from SR 116. It is customary practice to build soundwalls as early within the construction project as practicable, to help minimize construction noise.
2. The replacement of redwood trees removed as a result of a separate project are not within the scope of this project.

**Comments**

11. Prudence Draper  
August 22, 2006

**COMMENT CARD**

**HIGHWAY 101 HOV LANE WIDENING AND IMPROVEMENTS PROJECT:  
Old Redwood Highway, Petaluma to Rohnert Park Expressway, Rohnert Park**

**PUBLIC OPEN HOUSE/HEARING**

**August 22, 2006**

Name: PRUDENCE DRAPER

Address: 22 W SCHOOL ST - DOTATI

Representing: SELF

*Please check all that apply.*

1. Is the subject matter of your comment(s) related to:  Project Description;  Right of Way;  
 Traffic and Transportation;  Environmental Issues;  Schedule, Cost and Funding; and/or  
 Other \_\_\_\_\_.

2. Do you have any specific comments about the information presented in the Environmental Assessment/Draft Environmental Impact Report?

I would like to see a roundabout  
at the intersection of West  
School St, W. Science & 101  
~~with~~ an on ramp. This spot  
is a traffic hazard!

1

**WHEN YOU HAVE COMPLETED THIS SHEET WITH YOUR COMMENTS,  
PLEASE PLACE IT IN THE COMMENT BOX TONIGHT, OR  
MAIL IT TO THE ADDRESS ON THE REVERSE SIDE, OR EMAIL: SON\_101\_Central\_Project@dot.ca.gov**

*(See back for additional comment space.)*

## Responses

11. Prudence Draper  
August 22, 2006

1. Improvements are needed at this intersection to maintain a satisfactory level of service, with the projected growth in traffic. A traffic signal is therefore proposed under the project, and it is anticipated that this will improve safety at the intersection. A roundabout would require additional right of way and would have increased impacts to wetlands and California tiger salamander habitat.

Comments

12. Joan Simon  
August 22, 2006

**COMMENT CARD**

**HIGHWAY 101 HOV LANE WIDENING AND IMPROVEMENTS PROJECT:  
Old Redwood Highway, Petaluma to Rohnert Park Expressway, Rohnert Park**

**PUBLIC OPEN HOUSE/HEARING**

**August 22, 2006**

Name: Joan Simon

Address: 618 W. School St

Representing: Self + Eoww Patterson

Please check all that apply.

1. Is the subject matter of your comment(s) related to:  Project Description;  Right of Way;  Traffic and Transportation;  Environmental Issues;  Schedule, Cost and Funding; and/or  Other Sound walls / Visuals.

2. Do you have any specific comments about the information presented in the Environmental Assessment/Draft Environmental Impact Report?

Extend S91 (soundwall off W. Sierra) South - noise carries as people accelerate going north and brake going south on the grade - please consider extending several hundred feet (check levels)

116 Exchange - prefer option B - no soundwall Do not block view

1

2

WHEN YOU HAVE COMPLETED THIS SHEET WITH YOUR COMMENTS,  
PLEASE PLACE IT IN THE COMMENT BOX TONIGHT, OR  
MAIL IT TO THE ADDRESS ON THE REVERSE SIDE, OR EMAIL: [SON\\_101\\_Central\\_Project@dot.ca.gov](mailto:SON_101_Central_Project@dot.ca.gov)

(See back for additional comment space.)

## Responses

12. Joan Simon

August 22, 2006

1. Soundwall S91 is located along the southbound on-ramp from SR 116. Walls have been proposed where noise abatement for sensitive receptors is feasible and reasonable, in accordance with FHWA criteria. Wall limits are determined through analysis and will not be placed where they do not provide protection for sensitive receptors.
2. Soundwall S95, which was proposed along Highway 101 over SR 116, has been withdrawn from the project on the basis of public comment and because it does not meet FHWA guidelines for cost-effectiveness.