

March 16, 2022



Mr. Calvin Sandell
3348 Paradise Drive
Tiburon, CA 94920

Draft Traffic Study for the 380 Blodgett Street Project

Dear Mr. Sandell;

As requested, W-Trans has prepared a focused traffic study for the 380 Blodgett Street Project in the City of Cotati. The purpose of this letter is to address potential traffic impacts associated with the proposal to construct a single-story 35,500 square foot warehouse.

Existing Conditions

The study area consists of Blodgett Street, which terminates at the frontage of the project site. Blodgett Street is classified as a collector street in the Cotati General Plan, is generally 40 feet wide and has two 12-foot travel lanes.

Project Description

The proposed project includes the construction of a 35,500 square foot warehouse on an undeveloped parcel as well as paved parking areas and internal roadways consistent with typical warehouse land uses. To accommodate employees and customers the project would provide 36 vehicle parking spaces and six bicycle parking spaces.

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*, 11th Edition, 2021, for Warehousing (ITE Land Use 150). Based on application of these rates, the proposed project is expected to generate an average of 61 trips per day, including six a.m. peak hour trips and six trips during the p.m. peak hour. These results are summarized in Table 1.

Table 1 – Trip Generation Summary

Land Use	Units	Daily		AM Peak Hour				PM Peak Hour			
		Rate	Trips	Rate	Trips	In	Out	Rate	Trips	In	Out
Warehousing	35.5 ksf	1.71	61	0.17	6	5	1	0.18	6	2	4

Note: ksf = 1,000 square feet

Given the nominal number of peak hour trips that the project would be expected to generate, it is reasonable to conclude that it would have an imperceptible effect on traffic operation and further analysis is therefore unwarranted.

Vehicle Miles Traveled (VMT) Evaluation

Senate Bill (SB) 743 established the increase in Vehicle Miles Traveled (VMT) as a result of a project as the basis for determining transportation impacts of development projects. The City of Cotati adopted a VMT policy on September 22, 2020, in their document titled "Guidelines for Analysis of Vehicle Miles Traveled (VMT)". Guidance provided in this document recommends the use of screening thresholds to quickly identify when a project should be expected to cause a less-than-significant impact in terms of VMT without conducting a detailed study. This

document indicates that small infill projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than-significant transportation impact.

The project is expected to generate 61 daily trips which satisfies the criteria for consideration as a small infill project. As a small infill project, the impact on vehicle miles traveled can be assumed to be less than significant.

Alternative Modes

Pedestrian Facilities

Sidewalks are generally present on both sides of Blodgett Street, though gaps are present in the sidewalk network along Alder Avenue as well as Helman Lane. Internal pedestrian access within the site would be provided via a network of sidewalks and curb ramps. All pedestrian facilities are presumed to be built to satisfy current City of Cotati standards.

Finding – Existing and proposed pedestrian facilities serving the project site would be adequate since current design standards would be satisfied, and pedestrian access would be provided between the building access points and the surrounding public street network.

Bicycle Facilities

Limited bicycling facilities are present in the vicinity of the project site, including an approximate 0.8-mile segment of bike lane on Redwood Drive approximately one-half mile away. According to the *Cotati Bicycle and Pedestrian Master Plan, 2014*, a Class I path is proposed along the Laguna de Santa Rosa north of the project site.

Finding – Existing and planned bicycle facilities serving the project site would be adequate since the project would be in an area with a network of facilities available to bicycle users.

Transit Facilities

Development sites which are located within a one-half mile walk to a transit stop are generally considered to be adequately served by transit.

Transit services throughout Sonoma County are provided by Sonoma County Transit (SCT). There are no transit routes that stop within one-half mile. The closest transit access is approximately 0.7 mile from the project site on Gravenstein Highway at Alder Avenue. SCT Route 26 provides service between Sonoma State University and the Sebastopol Transit Hub on school days only and serves stops on Gravenstein Highway at Alder Avenue. While these bus stops are not within an acceptable walking distance of the project site, employees could reasonably ride a bicycle between the project site and each bus stop. Two to three bicycles can be carried on most SCT buses. Bike rack space is on a first come, first served basis. Additional bicycles are allowed on SCT buses at the discretion of the driver.

Dial-a-ride, also known as paratransit, or door-to-door service, is available for those who are unable to independently use the transit system due to a physical or mental disability. SCT Paratransit is designed to serve the needs of individuals with disabilities within the greater Sonoma County area. Trips for travel can be reserved Monday through Friday from 8:00 a.m. to 5:00 p.m., Saturday and Sunday from 9:00 a.m. and 5:00 p.m.

Finding – The lack of existing transit service within an acceptable walking distance of the project site is typical for such remote locations and is therefore considered acceptable, though employees could use a bicycle to reach nearby transit stops.

Site Access and Circulation

As proposed, access to the site would occur via a pair of shared driveways located at the western and northern sides of a planned cul-de-sac at the western terminus of Blodgett Street. Based on a review of the site plan, all internal drive aisles and driveways are expected to provide acceptable circulation for all vehicles. As demonstrated in the enclosed site plan, articulated trucks would be able to navigate the internal roadways, recessed loading docks and project driveways without striking any permanent fixtures. It is assumed that emergency vehicles can also navigate all areas of the site since these are typically smaller and more nimble than articulated trucks. Given the nominal number of new trips associated with the project it is reasonable to anticipate that it would have an imperceptible and therefore less-than-significant impact on emergency response times. Separate turn lanes are generally not necessary within a cul-de-sac since vehicle speeds within the circular area are relatively low and there is no opposing traffic to delay movements into the driveways from the cul-de-sac.

Sight Distance

At typical driveways a substantially clear line of sight should be maintained between the driver of a vehicle waiting on the driveway and the driver of an approaching vehicle. Adequate time should be provided for the waiting vehicle to either cross, turn left, or turn right, without requiring the through traffic to radically alter their speed.

The site would be accessed via the two shared driveways located on a future cul-de-sac at the western terminus of Blodgett Street. The future cul-de-sac would be located on land with level terrain suggesting the future cul-de-sac would also be generally level. Further, cul-de-sacs are typically free of obstructions which may hinder sight distances and vehicle operating speeds within cul-de-sacs are normally relatively slow at 20 mph or slower. Based upon this assessment, it is expected that the sight distance at the project driveways would be adequate if parking is prohibited within the cul-de-sac and adjacent vegetation is properly trimmed.

Site Circulation

In terms of on-site circulation, all interior drive aisles should provide connections to buildings and parking lots within the project site. The project site plan should be designed to comply with the City of Cotati standard plans and specifications, such that on-site circulation would function acceptably for all vehicles, including fire trucks.

Finding – On-site vehicle (including commercial and emergency vehicles) access is expected to be adequate. Adequate sight distance would be available at each driveway to accommodate all turns leaving the site if parking is prohibited within the cul-de-sac and adjacent vegetation is properly trimmed.

Conclusions and Recommendations

- The proposed project is expected to generate an average of 61 trips per day, including six trips during the weekday a.m. peak hour and six during the p.m. peak hour.
- The limited access for pedestrians, bicyclist, and transit is acceptable for the rural location of the site and type of project proposed.
- The proposed project would have a less-than-significant transportation impact on vehicle miles traveled.
- The site plan demonstrates that adequate access for vehicles (including commercial and emergency vehicles) would be provided.

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

Sincerely,

Kenny Jeong, TE
Senior Engineer

Dalene J. Whitlock, PE, PTOE
Senior Principal

DJW/kbj/COT096-1.L1

Enclosure: Site Plan

DRAFT