

**Sonoma 101 Widening & Soundwall Construction (Wilfred to Route 12)
Final Negative Declaration/Final Environmental Assessment**

COMMENT #31 - LETTER (page 1 of 2)



GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT

November 10, 1998

Ms. Kathleen McBride
Branch Chief
Office of Environmental Planning, North
Caltrans, District 4
P.O. Box 23660
Oakland, CA 94623-0660

Dear Ms. McBride:

Re: **Initial Study/Environmental Assessment (IS/EA) U.S. Highway 101 Widening and Soundwall Construction in Sonoma County from the Wilfred Avenue Interchange to the Route 101/12 Separation**

Golden Gate Bridge, Highway and Transportation District (District) staff has reviewed the above-referenced document. The following provides background regarding Golden Gate Transit (GGT) current operations on U.S. Highway 101 and Santa Rosa Avenue, between Santa Rosa and Rohnert Park. Subsequent comments are offered as they pertain to GGT bus operations and Northwestern Pacific Railroad Authority (NWPRA) right-of-way along the project corridor.

GGT BUS OPERATIONS

GGT currently operates five bus routes (routes 71, 72, 74, 75, and 80) between Rohnert Park and Santa Rosa. GGT routes 71, 72, 74, and 75 provide express commuter service between Santa Rosa and San Francisco via Rohnert Park. Specifically they operate in the southbound direction between 4:00 a.m. and 9:00 a.m. and between 4:00 p.m. and 8:00 p.m. in the northbound direction. These routes operate on Santa Rosa Avenue between Bennett Valley Road in Santa Rosa and Roberts Lake Road in Rohnert Park. These GGT Routes serve the County fairgrounds park-and-ride lot in Santa Rosa (located near the intersection of Bennett Valley Road and Brookwood Lane), several bus stops along Santa Rosa Avenue, and the park-and-ride lot located at the intersection of Roberts Lake Road and Golf Course Drive in Rohnert Park.

GGT Route 80 provides 24 hours-per-day, seven days-per-week basic service between Santa Rosa and San Francisco. Although Route 80 provides "basic" service, it operates non-stop on U.S. Highway 101 between the Third Street on- and off-ramps in Santa Rosa and the Rohnert Park Expressway.

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COMMENTS ON IS/EA

With construction of high-occupancy vehicle (HOV) lanes, District would consider changing its commute bus routes to use the HOV lanes. District requires additional information on proposed freeway operations to determine the feasibility of such change.

Will the configuration of "HOV Plus Two Lanes" (HOV 2+) Alternative, as presented in Sheet 2 of 11, permit GGT buses to safely exit the HOV lane and enter or exit the freeway via existing on- and off-ramps at Golf Course Lane/Wilfred Avenue interchange in Rohnert Park?

A

Will the configuration of HOV 2+ Alternative, as presented in Sheets 10 and 11 of 11, permit GGT buses to safely exit the HOV lane and enter or exit the freeway via ramps to and from State Route (S.R.) 12 interchange in Santa Rosa?

B

GGT currently serves bus pads, installed by California Department of Transportation (Caltrans), on U.S. Highway 101 throughout Marin County and at the Rohnert Park Expressway interchange. District requests that Caltrans consider installation of similar bus pads on U.S. Highway 101 at Todd Road, Yolanda Avenue, and Baker Avenue.

C

Page 9, item 2.2, first bullet, last sentence should be revised to read, "The two lane cross street, north of the ramps, runs parallel to the railroad tracks that are owned by the Northwestern Pacific Railroad Authority." As information, NWPRRA is a joint powers authority which holds title to the railroad right-of-way referenced on this page. Members of NWPRRA include the District, County of Marin, and the North Coast Railroad Authority.

D

Please call Mr. Maurice P. Palumbo, Principal Planner, at (415) 257-4431 or me at (415) 257-4465 with any questions.

Very truly yours,


Jerome M. Kuykendall
Director of Planning
and Policy Analysis

JMK:gj
Wayne T. Diggs
Maurice P. Palumbo
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RESPONSE #31 - LETTER

Jerome Kuykendall Golden Gate Bridge and Highway District

Comment Number	Response
31-A	Safety is always a priority issue. Freeways are designed per the Caltrans Highway Design Manual. Reviewing the geometrics, GGT buses should not have a problem maneuvering within the Golf Course Drive/Wilfred Avenue Interchange area.
31-B	A review of the geometrics for the State Route 12 interchange indicate that GGT buses should not have a problem negotiating this interchange.
31-C	Caltrans Transportation Engineers in District 4 and HQ Structures have reviewed the request for bus pads at Todd Road, Yolanda Avenue and Baker Avenue. They determined that the interchange design was not sufficient to include bus stops. Bus stops will be considered when the interchanges are reconstructed.
31-D	This comment is noted. The change is reflected in the ND/Final Environmental Assessment.