

DEPARTMENT OF TRANSPORTATION

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February 12, 2014

NAP221032
NAP-221-1.61
SCH# 2013012072

Ms. Kelli Cahill
Napa County Planning, Building, and
Environmental Services Department
1195 Third Street, Suite 210
Napa, CA 94559

Dear Ms. Kelli Cahill:

County Jail and Ancillary Facilities Project – Final Environmental Impact Report

Thank you for continuing to include the California Department of Transportation (Caltrans) in the environmental review process for the above project. The following comment is based on the Final Environmental Impact Report.

Traffic Impact Study

Response S1, Table 3-2: Please clarify why some of the through and left-turn queue values shown for Existing conditions are higher than the values shown for Existing Plus Future conditions.

Please feel free to call or email Sandra Finegan at (510) 622-1644 or sandra_finegan@dot.ca.gov with any questions regarding this letter.

Sincerely,

ERIK ALM, AICP
District Branch Chief
Local Development – Intergovernmental Review

c: State Clearinghouse

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FEB 14 2014

Napa County Planning, Building
& Environmental Services

Memo



455 Capitol Mall, Suite 300
Sacramento, CA 95814
916.444-7301

Date: February 26, 2014

To: Kelli Cahill, Napa County

From: Sarah Henningsen, Ascent Environmental

Subject: Response to Caltrans Letter Dated February 12, 2014

Following the Napa County Board of Supervisors (Board) meeting on February 11, 2014 at which the Board certified the environmental impact report (EIR) for the Napa County Jail Project, the attached letter was received from Caltrans. A response to this letter is provided below.

The comment from Caltrans dated February 12, 2014 asks for clarification as to why some of the queue lengths "shown for Existing Conditions are higher than the values shown for Existing plus Future conditions." This is partially addressed in the final paragraph of Response S1-1 in the Final EIR, and excerpted as follows:

Because of the random seeding of vehicles as well as the optimization of timing for each scenario, it is not unusual to obtain better results for "plus project" conditions compared to without the project, which is the case for many of the results indicated in the tables. While this would appear to indicate an improvement, it should instead be recognized as a highly variable analysis for comparative purposes that indicates that the project will generally result in similar queuing, but not any significant increases, which are defined as being at least one car length, or 20 feet.

It should be noted that the comparison of Existing to Existing plus Phase II (or Existing plus Future, as indicated in the comment) resulted in the most noticeable decreases in queuing upon adding project-generated trips. However, the cycle lengths for Soscol Avenue/Imola Avenue and Soscol Avenue/Streblow Drive were fixed for the existing conditions analysis to reflect timing information provided as well as consistency along the corridor. Under the "plus Project" conditions, timing was optimized to allow the capacity to be re-allocated as necessary to achieve optimal performance for the corridor as a whole. It is this optimization that likely resulted in much of the improvement indicated in the calculations. It is further noted that had the timing been optimized for Existing Conditions, the queue lengths for existing conditions would likely have been shorter, and the decreases seen with the project minimized, if not erased. It is important to keep in mind the purpose of the analysis was to determine whether or not the project would substantially increase queuing beyond the available stacking lengths, and it was determined that there is a less-than-significant impact in this regard.

cc: File