



## CRANE TRANSPORTATION GROUP

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### MEMORANDUM

**TO:** Chuck Meibeyer,  
Meibeyer Law Group

**FROM:** Carolyn Cole, AICP  
Mark Crane, P.E.  
Crane Transportation Group

**DATE:** January 28, 2012

**RE:** **REVIEW OF TRAFFIC IMPACT ANALYSIS FOR THE BRIAN ARDEN WINERY, NOVEMBER 29, 2011**

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Dear Mr. Meibeyer:

At your request, we have conducted a review of the above-referenced traffic study and question several aspects of the study.

1. **Left Turn Lane Warrant:** the Washington State DOT Left Turn Lane warrant was used in this study rather than the year 2001 update of the referenced NHRCP Report No. 279 (i.e., the update is NCHRP Report # 457, TRB). However, since Silverado Trail is a county road, Napa County standards should govern the requirement for left turn lanes. Use of the Napa County Left Turn Lane warrant has been required by Napa County of the nearby Lava Vine Winery (comment letter re: *Mitigated Negative Declaration for Lava Vine Winery*, to Erik Lundquist, Senior Planner, Calistoga, CA, from Nathan J. Galambos, Principal Engineer, Napa County Public Works, January 11, 2012.) Preliminary application of this warrant indicates that a left turn lane would be warranted. The Napa County Left Turn Lane warrant chart is provided as an attachment to this memo.
2. **Saturday Analysis Needed:** The Saturday PM peak hour should be analyzed, as well as the as project driveway and Silverado Trail volumes may be higher during this time period.
3. **All Components of Existing and Future Traffic Should be Clearly Identified:** To fully disclose the basis of the analysis, the study should provide graphics showing each increment of traffic referenced: existing volumes, future volumes without project, project

increment, etc. Traffic volumes must account for all uses, not just the proposed new uses.

4. **New Traffic Counts Needed:** The study should not rely on turning movements that are nine years old (August Briggs Traffic Analysis, W-Trans, 2002) and 2007 machine counts. New counts conducted during the weekday PM peak hour and a Saturday peak hour would provide a reasonable basis for this analysis. These volumes could then be factored to present a "worst case," based on historical counts, if needed.
5. **Basis for Future Traffic Projections:** The study should state why the County model (Solano-Napa Travel Demand Model) was not used to provide future traffic projections for Silverado Trail: instead, a growth factor was applied to determine future projections.
6. **Silver Rose Inn and Winery Access:** The study assumes there is only one "secondary" driveway to the Silver Rose Inn and Winery project 200 yards to the west of the Brian Arden driveway. Is this correct per current circulation plans for this winery? The study should include reference to any planned future changes to circulation and access at the Silver Rose Inn and Winery.

**LEFT TURN LANE WADIANI GRAPH**

