



March 9, 2012

Mr. Dan Takasugi, PE  
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**Response to Caltrans Comments on the Focused Traffic Impact  
 Analysis for the Brian Arden Winery**

Dear Mr. Takasugi;

Whitlock & Weinberger Transportation, Inc. (W-Trans) is in receipt of comments from Ms. Lisa Carboni of Caltrans in a letter dated March 2, 2012, relative to the *Focused Traffic Impact Analysis for the Brian Arden Winery*, November 29, 2011. The letter requested an analysis of the project's impact on operation of the intersection of SR 29/Silverado Trail under both short-term and long-term conditions.

As discussed with Ms. Sandra Finegan of Caltrans, an operational analysis was not completed since this intersection has already been identified by the City as requiring mitigation to address future operational deficiencies and safety issues. The City, in coordination with Caltrans, has been working towards installation of a modern roundabout to replace the existing all-way stop controls. Further, the City has established a traffic impact fee to fund this improvement as well as others needed to accommodate long term growth, including the proposed winery.

In the *Concept Approval Report for the Route 29 (Lincoln Avenue)/Silverado Trail-Lake Street Roundabout*, dated August 19, 2009, the intersection of SR 29/Silverado Trail is reported to be operating at LOS B during both the morning and evening peak periods as well as during the midday peak on Saturday under its existing all-way stop controls. Under projected 2030 volumes and with the proposed roundabout, LOS B operation is expected to be retained. Given the low delay and high levels of service currently experienced and projected for the future, the few trips added by the project can reasonably be expected to have a less-than-significant impact, with operation remaining at LOS C or better.

Finally, the *Caltrans Guide for the Preparation of Traffic Impact Studies* indicates that for projects generating 1-49 peak hour trips, the need for a traffic analysis would generally be triggered by one of three conditions, including affecting a State facility that is operating unacceptably, increased potential for a traffic incident, or a change in the local circulation network that impacts a State facility. None of these conditions apply to the project. Since the project generates fewer than 10 vehicle trips during peak hours, and the adjacent State facility (SR 29) is *not* experiencing significant delay, there does not appear to be a need for further traffic analysis.

We hope this information adequately addresses the comments. Please call if you need any further information.

Sincerely,

Dalene J. Whitlock, PE, PTOE  
 Principal



DJW/djw/CAL033.R2CC