



MEMORANDUM

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| To: Mr. Eric Wilberg Solano County Department of Resource Mgmt. 675 Texas Street, Suite 5500 Fairfield, CA 94533 | Date: August 27, 2019 |
| cc: Mr. Gary Bacon Suisun Valley Inn | Project: Proposed Event Building/Barn Monroe Ranch - Suisun Valley Inn 4400 Suisun Valley Road |
| From: GHD 2300 Clayton Road, Suite 920 Concord, CA 94520 Mr. Kamesh Vedula, Principal Mr. Robert Tuma | Subject: Response to Comments |
| | Report: C2616MEM003 |

Response to Comments (RAZ Comments U-18-03 Monroe Ranch) Regarding “Focused Traffic Impact Analysis for Proposed Monroe Ranch Event Facility” Report, dated March 29, 2019.

Dear Mr. Wilberg,

Provided herein are responses to the traffic-related comments submitted to the County regarding the traffic impact analysis report prepared for the proposed Monroe Ranch Wedding/Event Building. The comment letter (RAZ Comments U-18-03 Monroe Ranch) containing the full text of the comments is attached.

Comments on IS/ND Section 2.16 Transportation and Traffic

Comment T-1: The [traffic count] data was collected during January, the quietest traffic month of the year on Suisun Valley Road.... The study attempts to rectify a faulty data set by extrapolating the relative seasonal change in traffic volume from Caltrans Annual Volume Data for the intersection of Highway 121 and Wooden Valley Road...

Response T-1: To establish Existing conditions, traffic volume counts were conducted in January 2019 and were adjusted using industry-standard methodology to reflect potentially higher volume months. Monthly volume data is not available for Suisun Valley Road, therefore data provided by the California Department of Transportation (Caltrans), which quantifies peak month volumes on State Highways, was utilized. For this study, volumes from two highways within proximity of the project site were evaluated. These included Interstate-80 near Suisun Valley Road south of the site and State Route 121 near Wooden Valley Road north of the site. For I-80, the Caltrans data showed peak month volumes are 10% higher than average month. For SR 121, peak month volumes are 22% higher. The higher percentage of 22% was added to the count volumes. For comparison, a recent policy established by Napa County for counts conducted during winter is to increase the volumes by 15% to reflect peak month activity.

It is noted that considerable volume capacity remains for conditions to remain acceptable under the County's Level-of-Service threshold. The threshold for acceptable conditions is LOS C with up to 25 seconds of delay. The intersection delays using the seasonally increased volumes are approximately 11 seconds for existing+project volumes and 13 seconds for cumulative+project volumes. The existing peak hour through volumes on Suisun Valley Road utilized for the analysis could double and LOS operations would continue to function acceptably.

Several additional factors contribute to the conservative aspect of the volumes utilized in the study.

Due to the time length of the events, approximately one-half of the total project trips would occur in a given hour (half before the event and half after the event). As a result, only half of the project trips have the potential to occur during the "peak hour" of the day when background traffic volumes are highest. The other half would occur outside of the peak hour of the day, when volumes on the street network are lower. However, the study evaluated operating conditions with the project for both scenarios (before and after an event) using the peak hour background volumes.

The traffic study assumed all of the project trips before and after an event occur in a single hour. In actuality, not all project trips would occur in one hour, as some guests would arrive/depart earlier or later, resulting in lower peak hour trips.

The application states that weekend wedding events would vary in attendance, with most events consisting of approximately 150 persons and several up to 250 persons. Weekday events would typically have low attendance: up to 50 people, although 61 vehicles could be accommodated in the onsite parking lot (source: Mr. Gary Bacon, project applicant.) The traffic study evaluated operating conditions for both weekend and weekday events based on maximum attendance, reflecting higher project trips than would be generated for a number of the events.

Comment T-2: The Applicant's traffic study does not adequately address the cumulative impact of event uses on traffic dynamics within Suisun Valley including existing uses, currently approved but not yet operating uses, and the likely expansion of existing and new events uses. The report's analysis of future traffic demand is based on projections from the Napa-Solano Regional Travel Demand Model for the Year 2040.

Response T-2: Cumulative conditions, reflecting traffic generated for existing and future forecast volumes to a horizon year, were evaluated in the traffic report. The Monroe Ranch project trips were added to, and evaluated relative to, cumulative traffic volumes. The cumulative volumes were derived from the Napa-Solano traffic model, which is an industry-standard methodology for forecasting traffic volumes. The cumulative traffic growth projections to the Horizon Year 2040 equate to an annual increase of 2.15% per year. The cumulative volumes represent a 45% increase to the existing volumes. The proposed Monroe Ranch project trips were added to the cumulative volumes and operating conditions were evaluated. As noted, the calculated intersection delay indicates additional volume capacity would remain for LOS conditions to remain acceptable.

The same factors that contribute to the conservative aspect of the analysis are applicable to the cumulative analysis. The cumulative analysis assumed all of the project trips (before and after events) occur during the peak hour of background traffic and assumed vehicle trip generation based on maximum attendance volumes.

We trust this provides the requested information. Please contact us if you have additional comments or questions.