

## Harold Brazil

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**From:** Schimmoeller, Kelli <kschimmoeller@cityofnapa.org>  
**Sent:** Friday, June 20, 2014 11:17 AM  
**To:** Harold Brazil  
**Cc:** Lucido, Julie  
**Subject:** RE: June 2014 Air Quality Conformity Task Force Packet

Hi Harold,

Yes, you are correct that Second Street is currently eastbound into downtown. That was a typo. Also, we should be able to get the no-build AADT and truck volumes to you before Tuesday.

Thank you,

~Kelli Schimmoeller

-----Original Message-----

From: Harold Brazil [mailto:HBrazil@mtc.ca.gov]  
Sent: Friday, June 20, 2014 10:58 AM  
To: Schimmoeller, Kelli  
Subject: RE: June 2014 Air Quality Conformity Task Force Packet

Hello Kelli, the Caltrans representative on the Task Force has the following comments/questions for your California Boulevard Roundabouts project:

" Under the project description, it states that, "... change Second Street from the current westbound direction to eastbound". Doesn't Second Street currently run in an eastbound direction?  
I think we need to know what the no-build AADT and truck volumes are in the opening year and the horizon year in order to make a determination. It's difficult to make a determination based solely on the build scenario traffic numbers."

Please let me know if it's possible to provide opening and horizon year, no-build AADT and truck volumes prior to or at Tuesday's meeting.

And if you have any questions, let me know and thanks.

Harold

-----Original Message-----

From: Harold Brazil  
Sent: Thursday, June 12, 2014 3:00 PM  
To: 'Schimmoeller, Kelli'  
Subject: RE: June 2014 Air Quality Conformity Task Force Packet

Hello Kelli, the project consultation meeting format with the task force isn't that rigid.

The project sponsor gives a brief description/presentation of the project and this normally goes for about 10 to 15 minutes.



'shaila.chowdhury@dot.ca.gov'; 'Rivas, Yolanda'; 'Sonnenberg, Stew'; 'O'Connor, Karin'; 'Vagenas, Ginger'; 'Wiggins, Jerome'; 'Matley, Ted'; 'Whittington, Ann'; 'Schonbrunn, David'; 'Barney, Christopher'; 'Smith, Suzanne'; 'Lombardo, Maria'; 'Holtzclaw, John'; 'Macaulay, Bob'; 'Steinhauser, Dianne'; 'Surani, Amin'; 'Rensi, Marcella'; 'Kauer, Sam'; 'Matt Jones'

Cc: Adam Crenshaw; Carolyn Clevenger; Craig Goldblatt; Ken Kirkey; Ross McKeown

Subject: RE: June 2014 Air Quality Conformity Task Force Packet

Dear Air Quality Conformity Task Force,

The next Task Force meeting will be held on Tuesday, June 24th from 10:30-noon in the Fishbowl Conference Room at MTC and the agenda package can be found at:

[http://mtcmedia.s3.amazonaws.com/files/air\\_quality\\_task\\_force-2014/AQCTF\\_6-24-14.pdf](http://mtcmedia.s3.amazonaws.com/files/air_quality_task_force-2014/AQCTF_6-24-14.pdf)

Please note that the working paper attachment for the California Boulevard Roundabouts project in the City of Napa can be found at:

[http://mtcmedia.s3.amazonaws.com/files/air\\_quality\\_task\\_force-2014/2aii\\_California\\_Blvd\\_Roundabouts\\_Project\\_Working\\_Paper\\_Attachment.pdf](http://mtcmedia.s3.amazonaws.com/files/air_quality_task_force-2014/2aii_California_Blvd_Roundabouts_Project_Working_Paper_Attachment.pdf)

The meeting materials will also be available online on the MTC website: <http://www.mtc.ca.gov/meetings/schedule/>.

Conference call information can be found on the top of the meeting agenda.

Thanks,  
Harold

Harold Brazil  
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Metropolitan Transportation Commission  
101 Eighth Street  
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CITY of NAPA

# California Blvd. Roundabouts

Air Quality Conformity Task Force Meeting  
June 24, 2014

## Project Description

- Construct roundabouts
- No change to SR 29 mainline
- Reverse traffic direction of one-way couplet on First and Second Streets
- Reduces congestion along the First Street corridor near SR 29



## Background

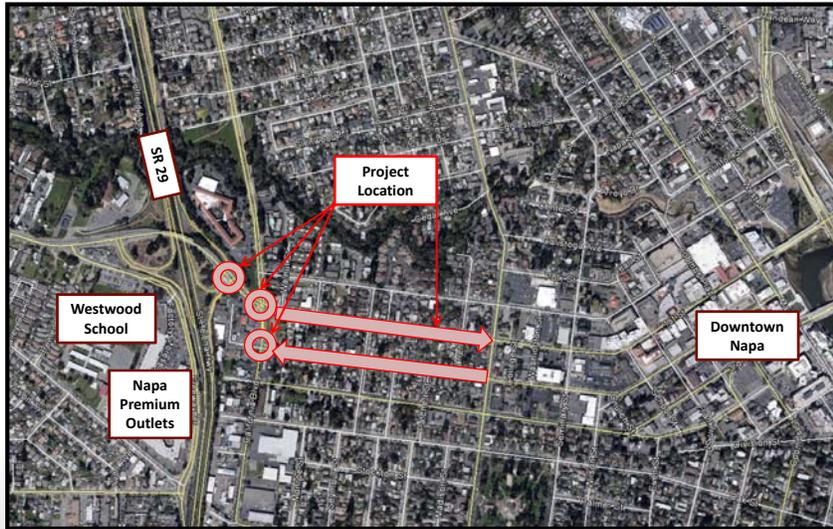
- Project is currently in PS&E
- NEPA is underway
- Project construction will be partially funded through OBAG/CMAQ
- Construction scheduled for 2017

## Project Purpose & Need

- Relieve existing and future traffic congestion
- Improve traffic safety and traffic operations
- Minimize queues and delays for all intersections in the project limits
- Increase mobility into/out of downtown Napa through reversal of one-way couplet



## Surrounding Land Use/Traffic Generators



City of Napa - California Blvd. Roundabouts 6/24/2014

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## Traffic Volumes

First St/SR 29 NB Ramps	Opening Year No Build	Opening Year Build*	Horizon Year No Build	Horizon Year Build*
AADT	31,990	31,990	35,000	35,000
Trucks (7.5%)	2,399 ADT	2,399 ADT	2,625 ADT	2,625 ADT
Delay (s/veh)	60.8	24*	383.3	16.3*
LOS	F	C*	F	B*

\*Assumes slight geometric modifications for opening year, and assumes roundabout configuration for horizon year.

The volumes uses are based on the Napa Travel Demand Model. The traffic model available for forecasts is a regional model and the forecasts are based on assumptions in the land use and socio economic development and circulation movements over the next 20 years.

The AADT and truck volumes for the build scenario and for the no-build scenario in both opening year and horizon year will be the same as the build condition. The construction of this project will not increase truck traffic nor will it increase the traffic utilizing the intersection. The project will ease congestion and reduce delay but will not create an increase in traffic.

City of Napa - California Blvd. Roundabouts 6/24/2014

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## Traffic Volumes

First St/ Calif. Blvd.	Opening Year No Build	Opening Year Build	Horizon Year No Build	Horizon Year Build
AADT	31,990	31,990	36,000	36,000
Trucks (7.5%)	2,399 ADT	2,399 ADT	2,700 ADT	2,700 ADT
Delay (s/veh)	39.4	13	67.5	13.3
LOS	D	B	F	B

Second St/ Calif. Blvd.	Opening Year No Build	Opening Year Build	Horizon Year No Build	Horizon Year Build
AADT	25,713	25,713	29,000	29,000
Trucks (5%)	1,286 ADT	1,286 ADT	1,450 ADT	1,450 ADT
Delay (s/veh)	55.6	7	60+	7.1
LOS	E	A	F	A

## Not a Project of Air Quality Concern

- New or expanded highway projects with significant number/increase in diesel vehicles?
  - Not a new or expanded highway project
  - Slight interchange modification – will tie back into existing ramps
  - No change in traffic volume or truck percentages on SR 29
- Affects intersections at LOS D, E, or F with a significant number of diesel vehicles?
  - Diesel vehicles represent 5-7.5% of intersection traffic volume
  - Intersections at LOS D, E, or F will improve to LOS A or B, and delays decrease
  - No project changes to land use that would affect diesel traffic percentage
- New bus and rail terminals and transfer points?
  - N/A
- Expanded bus and rail terminals and transfer points?
  - N/A
- Affects areas identified in PM10 or PM 2.5 implementation plan as site of violation?
  - The project is in SF Bay Area, which has non-attainment for 24-hr PM2.5, but project aims to reduce congestion, reducing automobile emissions and improving air quality

# Questions?

