

# Fehr & Peers

Date: June 4, 2026  
 To: County of Napa Department of Public Works  
 From: Geoff Rubendall, PE, and Jasper Hendra, Fehr & Peers  
 Subject: **Napa County Left Turn Lane Warrant Update Stakeholder Response to Comments (RTC)**

## Fehr & Peers Response to Comments Matrix

| No. | Stakeholder – Date  | Stakeholder Comments  | F&P Response  |
|-----|---|---|---|
| 1.  | Peter Galloway<br>GHD<br>4/7/26   | Thanks for passing along this draft methodology for the updated left-turn-lane warrant requirements. I believe it's a good step in the right direction to use the peak hour turning volumes rather than ADT volumes. I believe you'll find it's just as conservative but will reflect a more accurate picture of the conditions when vehicles are turning in/out of the project driveways.  | Noted.  |
| 2.  | Mike Muelrath<br>Applied Civil<br>Engineering<br>Incorporated<br>4/7/26 | Thank you Ahsan!  | Noted.  |
| 3.  | Dalene Whitlock<br>W-Trans<br>4/9/26                                    | I'm thrilled that the County is finally updating this policy – I've been pushing Steve to do so for nearly twenty years!! The methodology that F&P has recommended is the one we have been using elsewhere and that we suggested to Steve, so we're totally in alignment with the revised policy. I look forward to seeing it adopted!  | Noted.  |
| 4.  | Paul N. Bartelt<br>Bartelt Engineering<br>4/21/26                       | On page 14, under Step 2, second bullet point: Should the word city be changed to Napa County?  | Comment accepted and revised accordingly.   |
| 5.  | Mark<br>4/8/2026  | <p>Thanks for sending me the information about the new methodology you are considering in regards to the warrant for provision of a left turn lane on the major road approaches to unsignalized intersections.</p> <p>My Overall Impressions, Comments and Suggested Changes</p> <p>1. The Report by F&amp;P is very complete and a job well done.</p> <p>2. The suggested chart on Page 15 of the report is fine, although I would recommend the following addition:<br/>         Provide guidance (a note on the figure) what the analysis recommends when you have more than 25 left turning vehicles and less than 50 major peak hour vehicles per hour per lane as well as when you have 5 or less left turning vehicles and more than 250 peak hour vehicles per hour per lane.</p> <p>3. Provide detailed guidance regarding the number of peak period turn movement counts required at the intersection being evaluated. For example, traffic studies require daily and peak period counts on 2 Fridays and 2 Saturdays. Does this mean peak period turn movement counts should also be conducted on each of the 4 days? If so, should the traffic engineer doing the study use his judgement in regards to what the peak hour will be each day and do turn movement counts on the same 4 days that daily hose counts are being done – or – should one set of a Friday and Saturday daily road counts initially be conducted so that the exact peak hours are determined for the following weeks? This would narrow down the turn movement peak periods that would actually need counting the following weeks.</p> <p>4. Can the County and Caltrans come to some agreement on a LTL methodology to use along State Highways (or indicate the 2 different methodologies to use in a study to keep both jurisdictions happy)?</p> <p>5. Now the BIG ITEM OF CONCERN. The new LTL methodology uses peak hour volumes rather than daily volumes. For winery studies it is required that the County's new (February 2026) Trip Generation Worksheet be used. While the new worksheet (as well as the old worksheets) provided realistic winery daily volume projections, they DO NOT for the peak hour. The worksheet shows that on a Friday the PM peak hour winery volume is projected to be 35% of the daily traffic, while on a Saturday the PM peak hour of winery traffic is projected to be almost 50% of the daily traffic. The net result is that while you are considering using a much more liberal analysis methodology, the fact that you will be using PM peak hour winery traffic projections for both a Friday and Saturday that are about 100 to 150% above the reality of what wineries are generating during these peak hours will result in very little net change in findings for the need of a LTL. In 40 + years of doing winery studies in the Napa Valley I have hardly ever seen an instance where the PM peak hour trip generation for an existing winery is more than 20% of the daily generation, and mostly it is less.</p> <p>I strongly suggest that you have new Friday and Saturday hose counts done on the driveways serving 5 to 6 wineries (up and down valley) to determine correct PM peak hour percentages so the new LTL methodology produces realistic results.</p> | <p>1. Thank you, noted.</p> <p>2. NCHRP 745 methodology outlines that the threshold remains linearly at either end of the warrant graph. The screening form will automatically take this into account, and judgement is not expected out of the user to determine under either of those conditions.</p> <p>3. The process is described in the User Guide that was developed after this comment was made. The User Guide alludes to the daily traffic count methodology from the TIS Guidelines where the data from the TIS will be reused for the left-turn screening process. If data was not already collected as part of the TIS process, coordination with the County is needed to determine an appropriate timeframe for a period of 7 days that do not coincide with a holiday.</p> <p>4. The County does not intend to get Caltrans review and approval of a shared methodology, but defer to Caltrans for their approval, and would still ask an applicant to use the County approach so the County knows if a LTL would be required per their approach, and would better position the County to support the findings of a Caltrans study. Caltrans may also require an ISOAP process which is relatively new and the County would defer to Caltrans in that case as well.</p> <p>5. We have provided suggested guidance on using the Napa County Winery Worksheet with this new approach. Should an applicant use the Winery Worksheet, the left-turning traffic volume is 1/3 of the total peak hour turning volume (assuming 50% inbound and 50% outbound, and assuming 2/3 drivers are entering as a left-turn). Additional data collection and analysis to further advance or modify the County trip generation worksheet was not included in this study. If an applicant uses the winery trip generation worksheet and they do not like the result, there are options to collect the data via different ways.</p> |