

**DEPARTMENT OF CALIFORNIA HIGHWAY PATROL**

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March 11, 2006

File No.: 370.11903.12446.

Mr. Larry Blevins  
Bureau of Indian Affairs  
2800 Cottage Way  
Sacramento, CA 95825

Dear Mr. Blevins:

We appreciate the opportunity to review and comment on the Environmental Impact Statement (EIS), SCH# 2006024005, for the Gaming Development Project of the Scotts Valley Board of Pomo Indians. The California Highway Patrol (CHP) is the primary agency providing traffic law enforcement, safety, and management for the county road (Richmond Parkway) and the freeways (I-80 and I-580) serving the area described in the draft EIS. In considering the impact the proposed project may have with regard to our responsibilities, we offer the following comments:

The project would generate a noticeable increase in traffic in the North Richmond area. There are two freeways that serve this area. I-580 is the closest freeway and is a major east/west artery connecting the East Bay with Marin, and Sonoma counties. Traffic during weekdays includes commuters traveling in both directions, to and from San Francisco and Marin. It also includes significant commercial traffic moving a variety of hazardous and non-hazardous commodities. Presently, traffic congestion typically occurs only during commute hours. In the morning, both eastbound and westbound traffic on and around the Richmond-San Rafael Bridge is heavy for a short period of time and then flows smoothly during the day. In the late afternoon, traffic again becomes congested on the bridge and its approaches. Because there are very few alternate routes near the bridge, any impediment to traffic during commute hours results in an extended commute time, which can be significant depending on the nature of the impediment.

The other alternate freeway is I-80, which is also a major east/west artery connecting the East Bay to Solano and Sacramento counties. Traffic during weekdays includes commuters traveling in both directions, to and from San Francisco and Sacramento as well as points in between. It also includes significant commercial traffic moving a variety of hazardous and non-hazardous commodities. Traffic congestion typically occurs well after normal commute hours. In the morning, both eastbound and westbound traffic between the Carquinez and San Francisco-Oakland Bay Bridges is heavy for the majority of the morning hours. Starting in the early afternoon, traffic again becomes congested. Any impediment to traffic results in an extended commute time, which can be significant depending on the nature of the incident.

Both of these freeways would be the primary access to and from any development on Richmond Parkway and Parr Blvd. As such, we expect any significant increase in traffic would lead to extended commute times and an increase potential for collisions and vehicle code violations on the part of those trying to access the area. We are not in a position to establish what might constitute a "significant" increase in traffic and defer that question to a more appropriate agency for assessment. Based on the proposed nature of the development of the North Richmond area, however, it is reasonable to assume traffic to and from the development during construction and actual operation will be significant. With the serving of alcohol by any developer, particularly during special events, such as concerts, sporting events, etc., we would also expect to experience an increase in incidents related to driving under the influence.

As a final observation, it is important to consider the impact of development in the area near the Chevron refinery. By nature, the refinery is a potential target for terrorism or other types of sabotage. The present isolation of the refinery makes it easier to detect and investigate unusual or suspicious activity. Development of the area around the refinery would create an environment in which detection of such activities would be more difficult. We anticipate public and private investment in personnel and equipment may be necessary to maintain a reasonable level of security for this type of facility.

In closing, we realize any development of the North Richmond area will probably result in increased traffic in the area and a commensurate increase in a need for traffic related services. We also realize that development is inevitable. With this in mind, we have no specific objection to such development and intend to plan our operations accordingly.

Sincerely,



J. P. LEONARD, Captain  
Commander  
Oakland Area

cc: Golden Gate Division  
Special Projects Section  
Governor's Office of Planning and Research, State Clearinghouse and Planning Unit  
Governor's Office, Legal Affairs ✓

**DEPARTMENT OF TRANSPORTATION**

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April 27, 2006

CC-80-5.25  
CC080332  
SCH2006024005

Mr. John Rydzik  
Bureau of Indian Affairs  
2800 Cottage Way, Room W-2820  
Sacramento, CA 95825-1846

Dear Mr. Rydzik:

**Scotts Valley Band of Pomo Indians Fee-to-Trust and Gaming Development Project – Draft Environmental Impact Statement**

Thank you for including the California Department of Transportation (Department) in the environmental review process for the Scotts Valley Band of Pomo Indians Fee-to-Trust and Gaming Development Project. We have reviewed the Draft Environmental Impact Statement provided and we have the following comments to offer:

**Highway Operations**

1. Appendix K, Traffic Impact Study, Appendix to the Traffic Impact Study, Synchro Output Existing PM Peak Hour Intersection Analysis, Table 12, Intersections #13 & #14:

The Synchro analyses for intersections #13 & #14 do not appear to account for observed right-lane queuing by vehicles on eastbound Richmond Parkway heading for the Interstate 80 (I-80) eastbound on-ramp. We recommend looking at the analyses so that this queuing can be taken into consideration.

2. We previously requested the project sponsor to provide electronic copies of the Synchro files used for the analysis. The enclosed CD-R contains only the output files in PDF format, not the actual Synchro files.

3. Appendix K, Traffic Impact Study, page 12, Study Freeway Segments:

The limits of the freeway analysis are shorter than the limits, which were discussed and agreed upon in the scoping meeting on February 2, 2005. In addition, we have previously made similar comments on the Traffic Impact Study and Administrative Draft Environmental Impact Statement with regard to the freeway analysis limits.

We believe that the freeway analysis should be done according to our discussion at the scoping meeting. For reference, those freeway limits are:

- I-80 from State Route 4 to Richmond Parkway
- I-80 from Richmond Parkway to I-580
- I-580 between I-80 and the Richmond-San Rafael Bridge

4. Appendix K, Traffic Impact Study, pages 25 and 36, Existing/2006 Baseline Freeway Operations:

These sections should include a more detailed discussion of freeway operations. The level of service (LOS) may be one of various measures of effectiveness (MOE) of a freeway segment, but LOS is not sensitive enough to indicate potential operational impacts for a congested freeway segment. Even relatively small increases in traffic demand may incrementally worsen the operation of a congested freeway segment, which cannot be described by LOS. Other MOE, such as queue, delay, and speed are more appropriate for such conditions. Since I-80 is already congested during peak periods, traffic conditions should be discussed in terms of queue, delay, and speed.

5. Appendix K, Traffic Impact Study, Table 2, Table 8, and Table 20

The peak hour freeway analysis for I-80 was based on a 4-lane segment. Please note that during weekday AM and PM peak periods, I-80 operates as three mixed-flow lanes and one carpool lane. Therefore, the analysis should be revised to consider this. The analysis for weekends would remain the same since the carpool lane does not operate on weekends.

**Advanced Planning**

Please specify what the existing year counts are in Figure 3.8.7. A table of contents for Appendix K would be helpful for the Project's Final Environmental Impact Statement (FEIS). For Tables 20, 22, and 27, where is the table for the baseline year LOS?

Lastly, additional comments may be forthcoming from when the consultants provide the "Synchro" traffic simulation files, which are required for an adequate review.

Mr. John Rydzik  
April 27, 2006  
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We look forward to reviewing the FFIS and anticipate that our comments will be addressed at that time. Please call Christian Bushong of my staff at (510) 286-5606 if you have any questions.

Sincerely,



TIMOTHY C. SABLE  
District Branch Chief  
IGR/CEQA

c: State Clearinghouse  
Jean Finney  
Terri Pencovic