



OEG Ref 19-905

October 30, 2019

Varinder Sahi and Anita Kothari
Copia Vineyards
c/o Lacey Zubak
Kirk Consulting
8830 Morro Road
Atascadero, CA 93422

Subject: Copia Vineyards - Roadway Safety Audit at 999 and 1000 Kiler Canyon Road; Paso Robles, APN's 018-271-018 & 018-271-019

Dear Mr. Sahi and Ms. Kothari:

Orosz Engineering Group, Inc. (OEG) has prepared the following letter report for a roadway safety audit (RSA) and stopping sight distance evaluation for the subject project. Based on a brief project description provided by Kirk Consulting, there will be a primary access from an existing driveway on Kiler Canyon Road that will need to be studied. We are familiar with the study area and the current County's procedures for roadway safety audit and sight distance analysis.

PROJECT DESCRIPTION

The project is located southerly of Kiler Canyon Road westerly of Paso Robles in San Luis Obispo County. The parcel contains approximately 47.8 total acres. Access to the parcel is via an existing driveway at 1000 Kiler Canyon Road.

The proposed project contains a total of 12,843 square feet (SF) of winery uses to be constructed in two buildings. Each building is described below:

Production Building – This building includes the construction of an 8,126 SF winery production building for winemaker administration, office/lab uses, fermentation and barrel storage.

Tasting Room Building – This building proposes to contain a 3,717 SF tasting room and associated uses. An additional 1,000 SF will be allocated for barrel storage and administrative uses. The tasting room building has a total of 4,717 SF.

No special events are proposed other than events that are currently considered winemaker or industry events (generally less than 50 attendees per event).

PROJECT TRIP GENERATION

The County has also identified a trip generation rate for non-tasting room or production areas for winery uses of 0.57 PHT per 1,000 square feet. For tasting room uses, the County has identified a peak hour trip generation rate of 0.76 trips per 1,000 square feet. Based on the project description and the County trip generation rates, the proposed project is expected to generate a total of nine PM Peak Hour trips

including three general public tasting. No special event trips are proposed. A breakdown of the project trips is provided in Table 1 below.

Table 1
Project Trip Generation Summary

	Size	Peak Hour Trip Rate	Peak Hour Trips
Production Building	8,126 SF	0.57 PHT/1,000 SF	5
Tasting Room Building			
Tasting Room Uses	3,717 SF	0.76 PHT/1,000 SF	3
Production Area	1,000 SF	0.57 PHT/1,000 SF	1
Project Total		Public Tasting Trips	3
		Production Trips	6
		Special Event Trips	0

SIGHT DISTANCE ANALYSIS

The County of San Luis Obispo Public Works Department has stopping sight distance standards for driveways and intersections on County roads (2019). These standards exceed Caltrans and Federal guidelines. As vehicle travel speeds increase, the stopping sight distance increases. Based on a site visit by OEG Staff, the stopping sight distance was evaluated for the project primary access location.

The proposed primary access on Kiler Canyon Road is located approximately 1.0 mile westerly of Vine Street. Based on our field survey, the available stopping sight distance was found to be over 650 feet looking to both the north and south of the proposed primary access.

The 85th percentile vehicle speeds along Kiler Canyon Road near the site access were documented to be 40 MPH eastbound and 30 MPH westbound. Based on the travel speeds on Kiler Canyon Road, the required stopping sight distance is 440 feet eastbound and 330 feet westbound to meet the County Standards.

The actual stopping sight distance available and required stopping sight distances are summarized in the following table:

Location	Approach Speed	Required Stopping Sight Distance	Actual Stopping Sight Distance	Comments
Kiler Canyon Road Primary Access				
Looking to Drivers Left	40 MPH	440'	500+'	Ok to Left ¹
Looking to Drivers Right	30 MPH	330'	250'	Short to Right
Using Caltrans Standards ²	40 MPH 30 MPH	300' 200'	500+' 250'	Ok Left Ok Right

¹ Assumes clearing of small trees along edge of pavement.

² County stopping sight distance standards exceed Caltrans standards.

As seen in the table above, the available stopping sight distance conditions at the proposed primary access location meets the County's 2019 A5-a stopping sight distance requirements for eastbound traffic. The applicant proposes to clear and maintain the vegetation along the project frontage to provide the sight distance required. For westbound traffic, a substantial portion of the hill and utility relocation on the northside Kiler Canyon Road would need to be graded back approximately 5-10 feet to achieve the required stopping sight distance. Since the cost of meeting the County standard is substantial, the Caltrans stopping sight distance standards for the same vehicle approach speeds were evaluated. Based on the Caltrans requirements, the proposed site access does meet the Caltrans requirements as shown in previous table.

The primary access will need to be improved to meet the County's B-1a for private driveway access connections.

Summary

Based on the site visit and our analysis, there is adequate stopping sight distance for the project driveway to the west of the access when the vegetation is removed. To achieve the required sight distance for westbound traffic, the hill and utility pole(s) will need to be cut back and moved. The Caltrans sight distance requirements can be achieved for westbound traffic with no roadway improvements. The access driveway should be improved to a B-1a standard.

ROADWAY SAFETY AUDIT

The County of San Luis Obispo has a policy (2008-152) to define the information required to complete a Roadway Safety Audit (RSA) based on the number of peak hour trips developed by a project. The proposed special events will not add any peak hour special event trips and three (3) general public weekday PM peak hour trips. The County RSA policy notes that for projects with 10 or fewer typical general public peak hour trips or less than 100 special event trips, the RSA requirements include:

Safety Analysis

Standard - Evaluate the collision rate for the primary access roadways within one-half (0.5) mile of the primary site entrance. Recommend improvements to reduce the potential for the collision patterns that are identified.

Analysis – The California Highway Patrol (CHP) has indicated that there have been no collisions within the vicinity (0.5 miles each way of the site access points) over the past three years. The collisions history associated with the project access is summarized in Table 3 below.

Table 3
Crash History
Kiler Canyon Road, Paso Robles Area

		Total Collisions
2016	12 months	0
2017	12 months	0
2018	12 months	0

Based on the data provided by the CHP, no significant traffic safety issues or significant patterns were identified at the project access driveways. No improvements are recommended or required.

Roadway Improvements

Standard – None required if project has 10 or fewer general peak hour trips or less than 100 special event trips.

Analysis – As the project is expected to generate no special event peak hour trips and three (3) General Public weekday PM PHT with the proposed project, roadway improvements are not required by the RSA policy. The RSA does require that the analysis be conducted to identify any improvements that may be needed to meet the roadway standard.

The latest traffic counts provided by the County show this portion of Kiler Canyon Road³ carry an average of 693 ADT with 82 PM peak hour trips. These traffic volumes indicate that this portion of Kiler Canyon Road is operating at LOS A, based on County roadway level of service criteria.

Based on these factors, the typical roadway section A-1c was identified as the appropriate rural road standard to evaluate for the RSA. The A-1c roadway standard notes 11-foot travel lanes and 6 foot graded shoulders. The current roadway section on Kiler Canyon Road provides 11-foot travel lanes with 0-4 foot graded shoulders. Based on the existing condition of Kiler Canyon Road within the 0.5 miles of the project access, no crash history and no special events, no improvements were determined to be necessary for the roadway. No improvements would be required to be constructed by the project as the trip generation does not meet the improvement requirement and that no safety problem has been identified.

SUMMARY

The proposed project is estimated to generate a total of no Special Event trips per hour and three (3) General Public weekday PM peak hour trips for the daily wine tasting activities. Based on this level of traffic volume, the project is not expected to create any peak hour (weekday or weekend days) impacts.

The stopping sight distance was evaluated and for the eastbound traffic the available sight distance does meet the minimum distances required by the County. For the primary project driveway to the south on Kiler Canyon Road, a substantial section of the hill to the northeast of the project driveway and utility pole(s) would need to be moved/relocated about five feet back as noted earlier in the report to meet the current County Sight Distance criteria. Therefore, adequate sight distance can be provided at all project primary driveway. Alternatively the County could accept the existing sight conditions due to the fact that meeting the County standard would result in substantial earth and utility relocation, there has been no crash history for the existing driveway access and the sight distance for westbound traffic does meet the Caltrans standards.

A Roadway Safety Audit (RSA) was conducted for Kiler Canyon Road in the vicinity of the project site per County Resolution 2008-152. Based on the criteria outlined in the RSA requirements, the project is not expected to create a need for roadway improvements.

³ County of San Luis Obispo Count Station 1490, May 2018, Peak Day Thursday

This concludes our traffic analysis for the proposed Copia Vineyards Project. Should you have any questions, or require additional information, feel free to contact us.

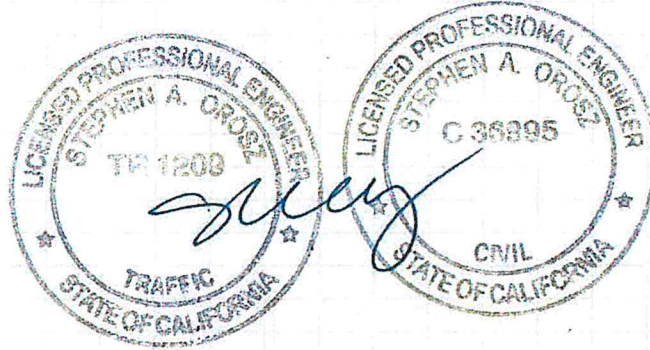
Sincerely,



Stephen A. Orosz, P.E.

Traffic Engineer

Orosz Engineering Group, Inc.



Enclosures

Exhibit B

VEHICLE SPEED DATA																						
Location:		Kiler Canyon Road						Direction: EB						Date: 10/5/2019								
File:		Primary Access						Time: 12:45 PM						2:45 PM								
MPH	NUMBER OF VEHICLES																			TOTAL EACH SPEED		
	5					10					15					20						
45 & over	X																			1	37	
	X	X	X																	3	36	
																				0	33	
																				0	33	
40																				0	33	
	X																			1	33	
	X	X																		2	32	
																				0	30	
35	X																			1	30	
	X																			1	29	
	X																			1	28	
	X	X	X																	3	27	
30	X	X	X	X	X	X														6	24	
	X	X																		2	18	
	X	X	X	X																4	16	
	X	X	X																	3	12	
25	X	X	X	X	X	X														6	9	
																				0	3	
																				0	3	
	X																			1	3	
20 & under																				0	2	
																				0	2	
																				0	2	
	X																			1	2	
20 & under																				0	1	
	X																			1	1	
TOTAL NUMBER OF VEHICLES OBSERVED																					37	37

X - Eastbound

EB 85th percentile speed 39, use 40 MPH

Pace 29-38 MPH 73% of total Traffic

Exhibit B

VEHICLE SPEED DATA																					
Location:		Kiler Canyon Road								Direction: WB				Date: 10/5/2019							
File:		Primary Access								Time: 12:45 PM				2:45 PM							
MPH	NUMBER OF VEHICLES																		TOTAL EACH SPEED		
	5				10				15				20								
40 & over																			0	37	
																			0	37	
																			0	37	
	O																		1	37	
35																			0	36	
																			0	36	
	O	O	O																3	36	
																			0	33	
30	O	O																	2	33	
																			0	31	
	O	O																	2	31	
	O																		1	29	
25	O	O																	3	28	
	O	O	O	O															4	25	
	O	O	O	O	O	O	O												7	21	
	O	O	O																3	14	
20	O	O																	2	11	
	O	O	O																3	9	
	O	O																	2	6	
	O	O																	2	4	
15 & under																			0	2	
	O																		1	2	
	O																		1	1	
																			0	0	
TOTAL NUMBER OF VEHICLES OBSERVED																		37	37		

O- Westbound

WB 85th percentile speed 32, use 30 MPH

Pace 21-30 MPH 78% of total Traffic

