



MEMORANDUM

Date: July 6, 2021
To: Vinyl Vineyards, LLC c/o C.M. Florence, AICP/Oasis Associates, Inc.
From: Joe Fernandez and Michelle Matson, CCTC
Subject: **Vinyl Vineyards –Transportation Analysis**

This memorandum summarizes the transportation analysis for Vinyl Vineyards Winery located at 4372 Union Road in the unincorporated area of San Luis Obispo County. The proposed project includes a new winery with an 810 square foot (SF) tasting room, 6,072 SF of indoor and outdoor production, 1,004 SF of storage, and up to ten annual events with a maximum of 150 attendees. The proposed project also includes ten incidental dry camping sites. The site plan is shown in **Figure 1**.

TRANSPORTATION ANALYSIS SUMMARY

The two existing eastern driveways will be used for winery and special events operations. Both driveways are paved and meet County Standard A-5a. There is an existing gate at the central (eastern) driveway approximately 600 feet west of Penman Springs Road. A new gate is proposed at the easternmost driveway across from Penman Springs Road. No additional driveway improvements are proposed.

No collisions were reported at the at the Union Road/Penman Springs Road intersection or at any of the project driveways between 2016 and 2020. Five collisions were reported in the series of curves just west of the project parcel. One collision involved a westbound driver and four involved an eastbound driver. There is currently a horizontal alignment warning sign and chevrons in the westbound direction. However, no signage was observed in the eastbound direction.

We recommend the installation of an eastbound horizontal alignment warning sign west of the westernmost curve to notify drivers. We also recommend the installation of a Type P marker at the culvert headwall east of the westernmost curve. The roadside sign plan is included as **Attachment A**.

The project would not significantly impact vehicle miles traveled (VMT).

CEQA ANALYSIS

In 2021, the County released draft guidelines for evaluating transportation impacts using VMT consistent with recently mandated changes to CEQA. Small projects consistent with the General Plan and generating fewer than 110 daily trips are presumed to have a less-than-significant impact. The County's winery and special events trip calculator identifies a yearly threshold of 27,610 annual trips based on the 110 daily trip thresholds, not including weekends or holidays.

The Institute of Transportation Engineers (ITE) *Trip Generation Manual* 10th Edition was used to estimate the camping trip generation and the peak to daily factor for regular winery activities. The ITE trip generation rate for campgrounds is based on occupied campsites. The daily trips were adjusted using seasonal occupancy rates from a trip generation assessment of County campground facilities (Orosz Engineering Group, 2017).

The winery and special events trip calculator is included as **Attachment B**. The daily and annual project trip generation is shown in **Table 1**.

Table 1: Project Trip Generation

Project Trip Generation						
Winery & Special Event Operations ¹						
Annual		Peak Hour Trips		Daily Trips		Annual Trips
Days	Activity	Winery	Special Event	Winery	Special Event	
261	Weekday Non-Event	6	-	37	-	9,657
94	Weekend Non-Event	6	-	37	-	3,478
0	Weekday Event	6	60	37	120	0
10	Weekend Event	6	60	37	120	1,570
365		Total Annual Trips (Winery and Special Events)				14,705
Camping Operations						
Annual		Maximum Trips ²			Daily Trips	Annual Trips
Days	Activity	Peak Hour	Daily	Occupancy ³		
155	Weekday (Oct-April)	3	27	50%	14	2,170
106	Weekday (May-Sept)	3	27	75%	21	2,226
104	Weekend	3	27	100%	27	2,808
365		Total Annual Trips (Camping)				7,204
TOTAL ANNUAL PROJECT TRIPS						21,909 < 27,610
1. Winery and special event trips obtained from VMT SLO Special Events Calculator.						
2. PM peak hour of adjacent street trips obtained from ITE LU #416 Campground/Recreational Vehicle Park based on occupied campsites. PM peak hour assumed to be 10% of daily trips.						
3. Occupancy rates per study of SLO County campground facilities (Orosz, 2017).						

The project would generate 21,909 annual trips, less than the 27,610 annual trip threshold. Therefore, the project would not significantly impact VMT and no mitigations are required or recommended.

Note that VMT would still be below the threshold with 100 percent camping occupancy.

[illegible]

UNION ROAD VOLUMES AND OPERATIONS

Union Road is a two-lane road with no pedestrian or bike facilities. Historic traffic volumes were obtained from the County. Volumes on Union Road near the project site have fluctuated over the past 15 years as shown in **Table 2**.

Table 2: Average Daily Traffic (ADT) Volumes

Average Daily Traffic (ADT) Volumes		
Roadway Segment	Date	ADT
Union Road (W of Kit Fox Lane)	6/30/17	1,716
Union Road (W of Kit Fox Lane)	3/9/14	1,827
Union Road (W of Kit Fox Lane)	6/17/10	2,088
Union Road (W of Kit Fox Lane)	9/26/06	1,980

Source: San Luis Obispo County, 2021.

The County of San Luis Obispo has adopted a level of service (LOS) standard of LOS C for roadways and intersections in rural areas outside the Urban Reserve Line (URL). Consistent with County Circulation Studies, the ADT would need to exceed 3,000 for unacceptable LOS D operations on a two lane local road. Union Road near the project site would operate acceptably with and without the project.

There is no posted speed and no bike facilities are proposed on Union Road.

ROADWAY SAFETY ANALYSIS

The project is expected to generate nine regular peak hours trips and 60 special event peak hours trips as shown in **Table 1**. Per County Resolution 2008-152, the development does not meet the criteria for road improvements. However, a Roadway Safety Analysis (RSA) is required from the project entrance to 0.5 miles toward the nearest intersection. Traffic collision data was obtained from the Statewide Integrated Traffic Records System (SWITRS) for Union Road between Penman Springs Road and 0.5 miles west as shown in **Table 3**.

Table 3: Union Road Collision History

Union Road Collision History						
Date	Time	Location	Injury Degree	Primary Collision Factor	Collision Type	Direction of Travel
7/2/16	18:30	2640' w/o Penman Springs Road	Property Damage	DUI	Other	East
8/17/18	5:50	2640' w/o Penman Springs Road	Property Damage	Improper Turning	Overtaken	East
7/5/19	6:50	2640' w/o Penman Springs Road	Property Damage	Improper Turning	Overtaken	West
7/9/16	5:25	2112' w/o Penman Springs Road	Complaint of Pain	Improper Turning	Overtaken	East
6/30/19	10:15	2112' w/o Penman Springs Road	Property Damage	Improper Turning	Overtaken	East

Source: 2016-2020 Statewide Integrated Traffic Records System (SWITRS) database.

Five solo vehicle collisions were reported between 2016 and 2020 west of Penman Springs Road. No collisions occurred at the Union Road/Penman Springs Road intersection or at any of the project driveways. One collision involved a westbound driver, and four collisions involved an eastbound driver. All collisions occurred in daylight or dusk.

All the collisions were reported in the series of curves located west of the project parcel. Currently, the westbound direction has a W1-4 and W13-1P (45 MPH) horizontal alignment warning signs with W1-8 chevrons on the first curve. No signage was observed in the eastbound direction.

An additional series of curves with W1-3 and W13-1P (30 MPH) horizontal alignment warning signs is located approximately a quarter mile west of the collision concentration. Although an additional horizontal alignment warning sign are not required per the California Manual on Uniform Traffic Control Devices (CAMUTCD), we recommend the installation of an eastbound sign west of the westernmost curve to notify drivers. A Type P object marker is also recommended at the culvert headwall within the curves. The recommended curve advisory speed of 40 miles per hour was determined using a ball bank indicator consistent with CAMUTCD practices. The roadside sign plan is included as **Attachment A**.

SITE ACCESS & CIRCULATION

CCTC reviewed the site plan shown on **Figure 1**. There are four existing driveways on Union Road accessing the parcel. The easternmost driveway at Penman Springs Road will be the primary entrance to the winery and campsites. An entry gate is proposed and will be located seventy-five feet from Union Road consistent with County Standards. The central (eastern) driveway would provide secondary access during special events and the two western driveways would be used for access to the existing residence and vineyards.

The two eastern driveways proposed for winery and camping access are currently paved and meet County and meet County Standard A-5a. An entry gate is proposed at the easternmost driveway and will be located seventy-five feet from Union Road consistent with County Standards. There is an existing gate at the central (eastern) driveway. No additional driveway improvements are proposed.

ATTACHMENTS

Attachment A: Roadside Sign Plan

Attachment B: San Luis Obispo County SB743 Sketch VMT Tool

REFERENCES

California Department of Transportation. July 2020. Highway Design Manual, 7th Edition.

_____. 2020, Revision 5. California Manual on Uniform Traffic Control Devices, 2014 Edition.

California Governor's Office of Planning and Research (OPR). December 2018. Technical Advisory on Evaluating Transportation Impacts in CEQA.

County of San Luis Obispo. May 2009. Resolution Revision Policies Regarding Land Development Improvements on County Maintained Road and Streets (RSL 2008-152).

_____. July 2016. San Luis Obispo County Bikeways Plan.

_____. June 2019. Public Improvement Standards.

_____. October 2020. Transportation Impact Analysis Guidelines.

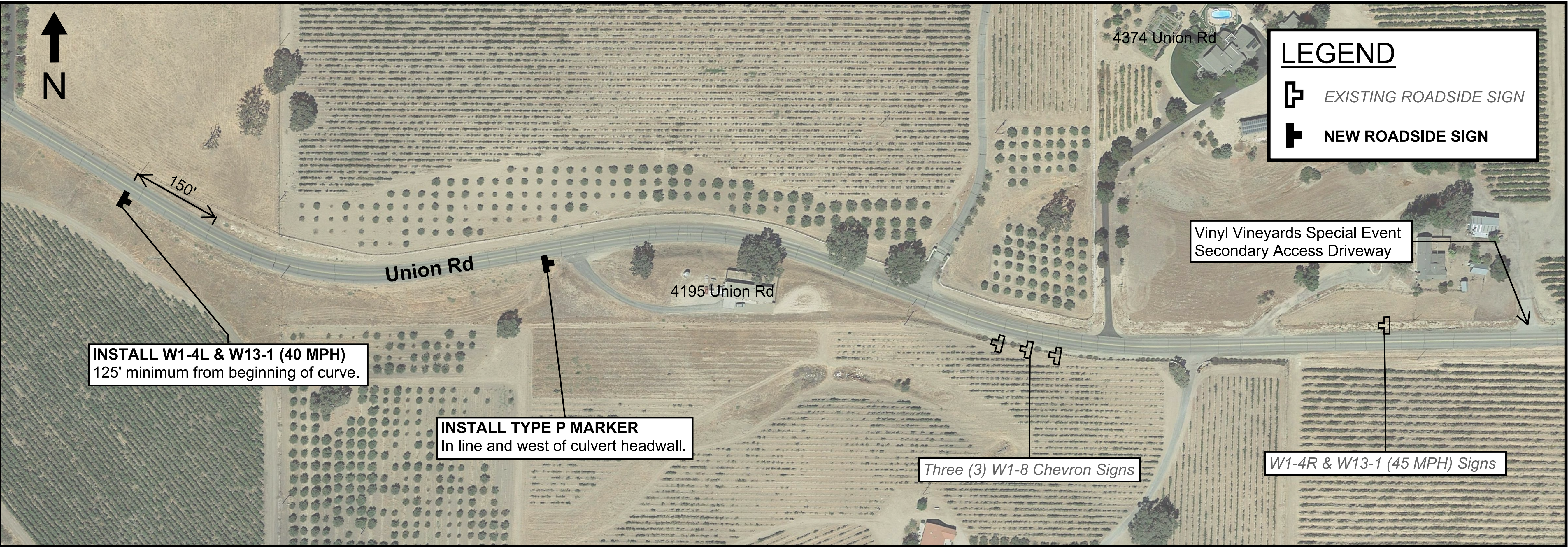
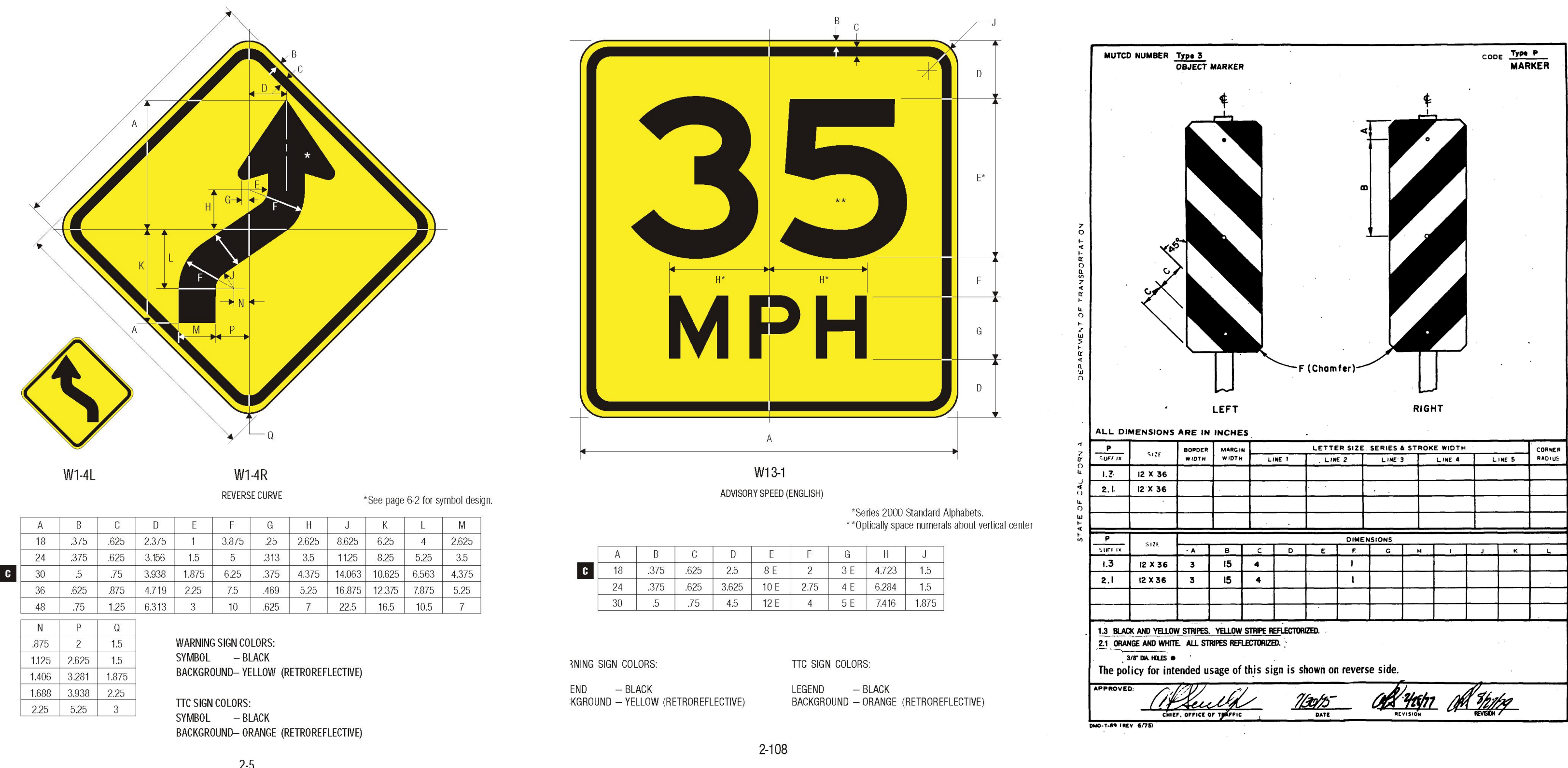
Institute of Transportation Engineers (ITE). 2017. Trip Generation Manual, 10th Edition.

Orosz Engineering Group, Inc. February 2107. Trip Generation Assessment – Castoro – DRC2015-00100 Udsen Bethel Rd – Seasonal Campground.

Transportation Research Board (TRB). 2017. Highway Capacity Manual, 6th Edition.

GENERAL NOTES

- 1. Plan is accurate for the installation of new signs only.
- 2. All sign locations are approximate. Exact location shall be determined by the contractor and approved by the Encroachment Permit Engineer if deviates from the plans.
- 3. All work shall comply with the latest edition of the California Manual on Uniform Traffic Control Devices (CAMUTCD) and San Luis Obispo County Standards.
- 4. Signs shall be fabricated per the Standard Highway Signs and Markings book using aluminum sheeting and meet minimum retro-reflectivity standards per CAMUTCD Table 2A-3. Sign dimensions shall be for single lane conventional road, unless noted otherwise.
- 5. Signs shall be installed per CAMUTCD Figure 2A-2 (CA) and mounted on 4"X4" wood posts, or approved equal.
- 6. It shall be the contractor's responsibility to identify, locate, and protect all underground and overhead utilities. Contractor shall contact underground service alert (USA) at 811 at least 48 hours prior to start of work. The contractor shall notify the Encroachment Permit Engineer and utility owner for any utility obstruction during construction.
- 7. It shall be the contractor's responsibility to provide traffic control at all times consistent with CAMUTCD. At a minimum, ROAD WORK AHEAD (W20-1) and shoulder taper channelizing devices shall be provided where work is to be performed. All flaggers shall hold current certifications as defined under Cal OSHA. All workers within the roadway shall wear Type 2 CAL-OSHA high-visibility vests.



ROADSIDE SIGN PLAN - UNION ROAD (0.6 TO 0.1 MILES WEST OF PENMAN SPRINGS RD)
Not to Scale

PROJECT ENGINEER STAMP
REGISTERED PROFESSIONAL ENGINEER
MICHELLE M. MATSON
C 73131
CIVIL
STATE OF CALIFORNIA
DATE:
July 5, 2021

Central Coast Transportation Consulting
Traffic Engineering & Transportation Planning

(805) 316-0101

VINYL VINEYARDS

ROADSIDE SIGN PLAN - UNION ROAD
(0.6 TO 0.1 MILES WEST OF PENMAN SPRINGS ROAD)

PROJECT NUMBER:
P_203

DESIGNED BY:
M. Matson

DATE:
July 2021

CHECKED BY:
J. Fernandez

DATE:
July 2021

APPROVED BY:

DATE:

PLAN FILE NO. / LOCATION
RD-5230

SHEET NO.
1 of 1

Attachment B

County of San Luis Obispo Winery & Special Events Trip Calculator



prepared by CCTC

6/17/2021

Project Name: Vinyl Vineyards					
Winery and Special Event Trip Generator					
Land Use	Peak Hour Trip Rate ³	Per Unit	Unit Input	Peak Hour Trips	Daily Trips
Wine Production	0.57	1,000 sf	6.072	4	25
Wine Tasting Rooms	0.76	1,000 sf	0.81	1	6
Wine Storage	0.57	1,000 sf	1.004	1	6
Peak to Daily Factor ¹		16%			
Special Events		0.4	Guests	150	60
Peak to Daily Factor ²		50%			
		Total:		66	157

Event Vehicle
Occupancy:

1. Peak to Daily Factor for Regular Activities (% of Daily Traffic during PM Peak Hour)

2. Peak to Daily Factor for Special Event Activities

3. Peak Hour Trip Rates based on County Approved Trip Generation Rates, January 2019.

Event Frequency		Input Days in the Cell or use Scroll Bar	
Weekday Events Per Year:	0	< <input type="text"/>	(maximum 261)
Weekend Events Per Year:	10	< <input type="text"/>	(maximum 104)

All Operations		Daily Trips		Annual		Is Project Screened?
Annual Days	Activity	Regular Activities	Special Event Trips	Total	Threshold ⁴	
261	Weekday Non-Event	37	-	9,657		
94	Weekend Non-Event	37	-	3,478		
0	Weekday Event	37	120	-		
10	Weekend Event	37	120	1,570		
365	Total			14,705	27,610	Yes

4. Annual Threshold based on 110 Daily Trips per OPR Technical Advisory.

Event Operations Only		Daily		Annual		Is Project Screened?
Annual Days	Activity	Regular Activities	Guests	Total	Threshold	
0	Weekday Event	37	120	-		
10	Weekend Event	37	120	1,570		
10	Total	6	110	1,570	27,610	Yes