



Memorandum

Date: July 18, 2019
Project: SOX227
To: Mr. Blake Hillegas
Permits Sonoma
From: Dalene J. Whitlock
dwhitlock@w-trans.com
Subject: UPE05-0009 Response to Comments on the *Traffic Impact Study for the VJB Vineyard and Cellars* Project

The following responses to comments from the peer review performed by GHD on the *Traffic Impact Study for the VJB Vineyard and Cellars*, May 31, 2018, (TIS) as presented in a memorandum from Peter Galloway dated January 25, 2019, are provided based on the topic areas for the various comments as identified in the memorandum.

Introduction

In the introduction it is noted that the traffic study was dated August 31, 2018; the correct date for the traffic study is May 31, 2018.

Project Description

The project description has been updated to reflect the most recent statement in the application. As this project description was issued after the traffic study was finalized, a timing issue that may have been misunderstood if the reviewer was using the incorrect report date noted above, the study was based on the project description available at the time.

Specifically, the request to eliminate the right-turn lane has been deleted from the project description and the request to widen the shoulder in lieu of providing a left-turn pocket has been added to it.

Study Area/Transportation Setting

While the supply of street parking has been an issue with the current on-site supply, the current proposal would more than double the parking available to project patrons. As indicated in the TIS, the proposed supply exceeds the minimum needed by 25 spaces. Upon completion of this off-site parking lot there is expected to be more than adequate parking, so a survey of on-street parking occupancy does not appear to be warranted.

As shown in the concept plan for the right-turn pocket prepared by BKF Engineers and dated July 2018 (included in the final traffic study), the existing diagonal parking on Shaw Avenue would be eliminated as part of the striping modifications included in these off-site improvements.

Data Collection

The volume reductions to achieve existing counts by deducting project trips, which already existed at the time of the counts, is discussed more fully in the section on the project's trip generation as well as in the "Existing Conditions" section.

Intersection Level of Service Analysis

The output was reviewed against the LOS tables and it was determined that the LOS tables accurately reflect the average delay for the side-street approaches. Although the project is proposing to install a right-turn lane, the approach is currently a single lane and as such, the average delay for both left and right turns is correctly presented as the approach delay. Vistro reports the movement with the highest delay in the header to the output table, but the correct value of approach delay is at the bottom of the table.

Future Conditions

The comment relative to the potential overstatement of future traffic growth is noted; however, no specific deficiency in the analysis was identified as a result. The traffic analysis indicates that both stop-controlled minor street approaches are expected to operate acceptably at LOS D or better under Future plus Project volumes, so if these volumes have been overestimated, as indicated, operation would be better than reported.

Project Description (Project Impact Section)

The proposed modifications to Shaw Avenue are shown on the enclosed concept plan. The proposed striping would result in the elimination of four parking spaces on the east side of the street as well as the diagonal spaces on the west side of the street. The text has been updated to reflect that a right-turn pocket will be provided as part of the project.

Trip Generation

The trip generation estimates included both patrons using the on-site parking as well as pedestrians walking in from nearby off-site parking. The text has been modified to reflect this.

Future plus Project Conditions

The reference to LOS E operation was in error and has been removed. It is noted that for purposes of the analysis it was assumed that the right-turn pocket would *not* be provided, yet operation was still determined to be acceptable under the applied standards. The additional capacity afforded by the separate left- and right-turn lanes will improve operation over conditions without the project.

County Intersection/Roadway Operations

A roadway operations analysis for Highway 12 has not previously been requested by County staff although various iterations of this analysis have been reviewed since 2005 when the project was initially approved. It is noted that while an operational analysis was prepared and included in the 2018 TIS, the project under consideration for purposes of this application is related to off-site improvements alone, and technically

does not result in any changes to the volume of traffic generated by the project site. Because the uses that generate the trips used to determine "project" impacts are already approved, further analysis does not appear to be warranted.

Pedestrian Facilities

The traffic study has been updated to indicate that a crosswalk should be provided on Shaw Avenue at SR 12 to provide a protected crossing for those pedestrians that wish to use it. It is noted, however, that many pedestrians may still choose to cross directly from the site to the off-site parking but given the local-street environment of Shaw Avenue, this practice would be consistent with activity seen on local streets, especially those with adjacent residences where cross-street trips are common.

Site Access

The proposed improvement consisting of a widened shoulder opposite the project site in lieu of a left-turn pocket was worked out over a period of many meetings and discussions between County staff and the applicant. The peer reviewer has indicated that they do not support this recommendation; however, it is at County staff's discretion to determine the appropriate improvements.

Parking

The accessible parking is to be provided in the on-site parking lot. The traffic study now identifies the existing connection directly from the parking lot to the patio for ADA accessibility.

Conclusions/Recommendations

The issues identified as needing resolution are addressed by topic above.

We hope the above information along with the updated final report adequately addresses all of staff's comments. Please call if you have any questions.