



OEG Ref 19-503

September 3, 2020

Mr. Brain Farrell
474 Lake Sherwood Drive
Thousand Oaks, CA 91361

Subject: Farrell Winery- Sight Distance, Speed Survey and Roadway Safety Audit at
2851 El Pomar Drive, Templeton - UPDATED

Dear Mr. Farrell:

Orosz Engineering Group, Inc. (OEG) has prepared the following letter report for a sight distance analysis, and roadway safety audit for the subject project. The County will likely require that a sight distance analysis be conducted including a prevailing speed study to document the available or achievable stopping and corner sight distances. Additionally, a roadway safety audit (RSA) may be required for the project. Based on a brief project description provided by Kirk Consulting, there will be a primary access from one access on El Pomar Drive. The primary access is proposed to align with Victor Hugo Winery's easterly access on the north side of El Pomar Drive. A secondary site access is also proposed approximately 200 feet to the east of the primary driveway on El Pomar Drive. The site has an existing driveway access on Lupine Drive that will remain for existing agricultural site uses.

This updated report includes 2019 crash data from the California Highway Patrol and includes the speed data collected in June 2019 for the vehicle speeds on El Pomar Drive and Lupine Lane.

PROJECT DESCRIPTION

The project site is located at the southeast corner of Lupine Lane and El Pomar Drive easterly of Templeton in the County of San Luis Obispo. The project contains approximately 940 Square Feet for the winery tasting room, 4,940 Square Feet for processing, barrel storage and ancillary uses. Up to six (6) special events for up to 80 people annually are proposed to supplement proposed winery.

The project site has more than 1500 lineal feet of frontage on both El Pomar Drive and Lupine Lane. Access to the proposed project will be via a new driveway along El Pomar Drive opposite the existing Victor Hugo Winery. A secondary/emergency access for the project will also be constructed approximately 200 feet to the east of the main project driveway. The existing Lupine Lane access will remain the historic agricultural access and will be the residential access as well. Based on the natural separation of steep topography and blue line creek on the site, the Lupine Lane access is separated from the proposed winery operations taking access from El Pomar Drive.

SIGHT DISTANCE ANALYSIS

A site visit was conducted to review the actual field conditions for the vehicle approach speeds, roadway conditions and driveway conditions. The County's 2014 Standard Construction Detail A-5a (at the direction of the County Public Works Department) was used to evaluate the sight distance for this project.

Primary Site Access

The driveway access at this location is proposed to be improved to a B-1e standard. Stopping sight distance was measured in both directions from the proposed driveway location and vehicle speeds were documented. To the east and west of the access driveway are relatively straight. Vehicle speeds were observed to be 55 MPH. The speed data observed is attached to this report. A summary of the available sight distance and vehicle speeds is summarized below in Table 1 for the potential project driveway.

Table 1
Sight Distance Evaluation Farrell Winery – El Pomar Drive Access

Location	Approach Speed	Required Stopping Sight Distance	Actual Stopping Sight Distance	Comments
El Pomar Primary Driveway Looking to Drivers Left	55 MPH	500'	700'+	Ok to Left
Looking to Drivers Right	55 MPH	500'	700'+	Ok to Right

Secondary Site Access

The secondary site access is located approximately 200 feet to the east of the primary site access. The vehicle speeds and sight distance evaluation for the primary site access are the same for the secondary site access.

Summary

Based on the site visit and our analysis, there is adequate stopping sight distance at both project driveways per the 2014 County Standard A-5a. The primary access driveway access point will need to be improved to meet the County's B-1e for private driveway access connections. The secondary driveway could be improved to a B-1a standard.

PROJECT TRIP GENERATION

The County has also identified a trip generation rate of 0.76 PHT per 1000 square feet of tasting room use based on local trip generation data. The County has also identified a trip generation rate for non-tasting room areas for winery uses of 0.57 PHT per 1000 square feet. For special event peak hour trips, the County has a trip generation rate of 0.4 peak hour trip (PHT) per guest as noted in County Ordinance 2008-152. The County also has requested that an additional 10% factor for special events be applied to account for special event staff.

Based on the project description and the County trip generation rates, the proposed project is expected to generate a total of one (1) general public tasting trip, with 35 Special Event Trips up to six (6) times annually. A breakdown of the project trips is provided in Table 2 below.

Table 2
Project Trip Generation Summary

	Size	Peak Hour Trip Rate	Peak Hour Trips
Tasting Room	940 SF	0.76 PHT/1,000 SF	1
Ancillary Winery Uses	4,940 SF	0.57 PHT/1,000 SF	3
Special Events			
Guests	80 guests	0.4 PHT/ Guest	32

Event Staff	10% of Guests	10% of Guest Traffic	3
Project Total		Public Tasting Trips	1
		Special Event Trips	35

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 add up to 35 peak hour special event trips and one (1) general public weekday PM peak hour trip. 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 four collisions within the vicinity (0.5 miles each way of the site access point) over the past four years. Two of the 2019 crashes on El Pomar Drive occurred west of Kim Court, both were property damage only crashes, one was a hit and run crash. The other 2019 crash occurred west of Lupine Lane and was a property damage only crash. This crash was classified as an improper turn crash that hit a fixed object. The one crash on Lupine Lane was located 1,584 feet south of El Pomar Drive. The Lupine Lane crash was a hit and run property damage only crash. The crash history associated with the project access is summarized in Table 3 below.

**Table 3
 Crash History**

El Pomar Drive within 0.5 miles of Lupine Lane and Lupine Lane South of El Pomar Drive, Templeton

		Total Crashes El Pomar Drive	Total Crashes Lupine Lane	Total Crashes at Project Access
2016	12 months	0	0	0
2017	12 months	0	0	0
2018	12 months	0	0	0
2019	12 months	3	1	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 35 special event peak hour trips and one (1) 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 El Pomar Drive carry an average of 936 ADT with 243 PM peak hour trips. These traffic volumes indicate that this portion of El Pomar Drive 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 6-8 foot graded shoulders. The current roadway section on El Pomar Drive provides 12-foot travel lanes with 6-8 foot graded shoulders. Based on the existing condition of El Pomar Drive within the 0.5 miles of the project access, no improvements were determined to be necessary as the roadway meeting County standards. 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 35 Special Event trips per hour when a maximum attendance (80 people) event is occurring and one (1) General Public weekday PM peak hour trip 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.

A stopping sight distance analysis was conducted for the both the primary and secondary intersections with El Pomar Drive. The stopping sight distance was evaluated, and the existing conditions do meet the minimum distances required by the County. Therefore, adequate sight distance is provided at the project driveway.

A Roadway Safety Audit (RSA) was conducted for El Pomar Drive 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.

This concludes our traffic analysis for the proposed Farrell Winery 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.

Attachments

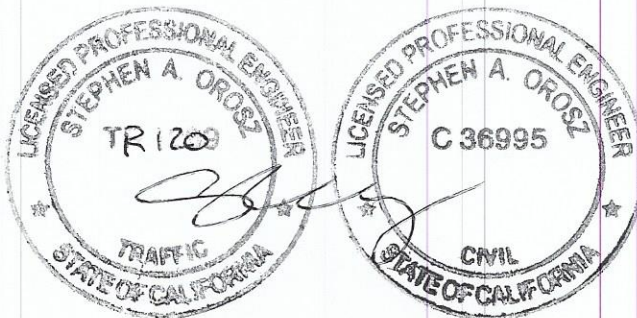


Exhibit B

VEHICLE SPEED DATA																				
Location: <u>El Pomar</u>		Direction: <u>WB</u>										Date: <u>6/22/2019</u>								
File: <u>Primary Access</u>		Time: <u>1:00 PM</u>					Time: <u>2:00 PM</u>													
MPH	NUMBER OF VEHICLES																		TOTAL EACH SPEED	
	5				10				15				20							
65 & over																			0	25
	X																		1	25
																			0	24
																			0	24
60	X																		1	24
	X																		1	23
																			0	22
	X																		1	22
55																			0	21
	X																		1	21
	X																		1	20
	X																		1	19
50	X																		1	18
	X																		1	17
	X																		1	16
	X	X	X																3	15
45	X	X																	2	12
	X	X	X	X	X														5	10
	X																		1	5
																			0	4
40 & under	X																		1	4
	X																		1	3
																			0	2
	X																		1	2
																			0	1
	X																		1	1
TOTAL NUMBER OF VEHICLES OBSERVED																		25	25	

X - Westbound

WB 85th percentile speed 56, use 55 MPH

Pace 47-56 MPH 68% of total Traffic

Exhibit B

VEHICLE SPEED DATA																				
Location: <u>El Pomar</u>					Direction: <u>EB</u>					Date: <u>6/22/2019</u>										
File: <u>Primary Access</u>					Time: <u>1:00 PM</u>					to <u>2:00:00 PM</u>										
MPH	NUMBER OF VEHICLES																		TOTAL EACH SPEED	
	5				10				15				20							
65 & over																			0	25
																			0	25
	O																		1	25
	O																		1	24
60																			0	23
																			0	23
		O	O																2	23
		O																	1	21
55																			1	20
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		O	O																2	19
50		O	O																7	17
		O	O																0	10
		O	O																2	10
																			2	8
45																			0	6
		O	O	O															3	6
		O	O																2	3
		O																	1	1
40 & under																			0	0
																			0	0
																			0	0
																			0	0
TOTAL NUMBER OF VEHICLES OBSERVED																		25	25	

O- Eastbound

EB 85th percentile speed 57, use 55 MPH

Pace 45-54 MPH 76% of total Traffic