10 TRANSPORTATION AND CIRCULATION

10.1 INTRODUCTION

The Transportation and Circulation chapter of the EIR discusses the existing transportation and circulation facilities within the various winery and farm brewery sub-regions in Placer County, as well as applicable policies and guidelines used to evaluate operation of such facilities. The chapter analyzes the potential for additional Agricultural Promotional Events and Special Events enabled by the proposed Zoning Text Amendment to generate additional vehicle trips on area roadways. The information contained within this chapter is primarily based on the Traffic Impact Analysis prepared for the proposed project by KD Anderson & Associates, Inc. (see Appendix G),[1] as well as the Placer County General Plan[2] and the Placer County General Plan EIR[3].

This chapter focuses on the ten existing medium (10- to 20-acre) and large (>20 acre) parcel-sized wineries and farm breweries that would be subject to the proposed Zoning Text Amendment, which are shown in Figure 3-1 of the Project Description chapter. Such facilities are referred to as *existing study facilities* throughout this EIR. Potential traffic impacts associated with future wineries and farm breweries that would be subject to the proposed Zoning Text Amendment are addressed in Chapter 12, Cumulative Impacts and Other CEQA Sections, of this EIR.

10.2 EXISTING ENVIRONMENTAL SETTING

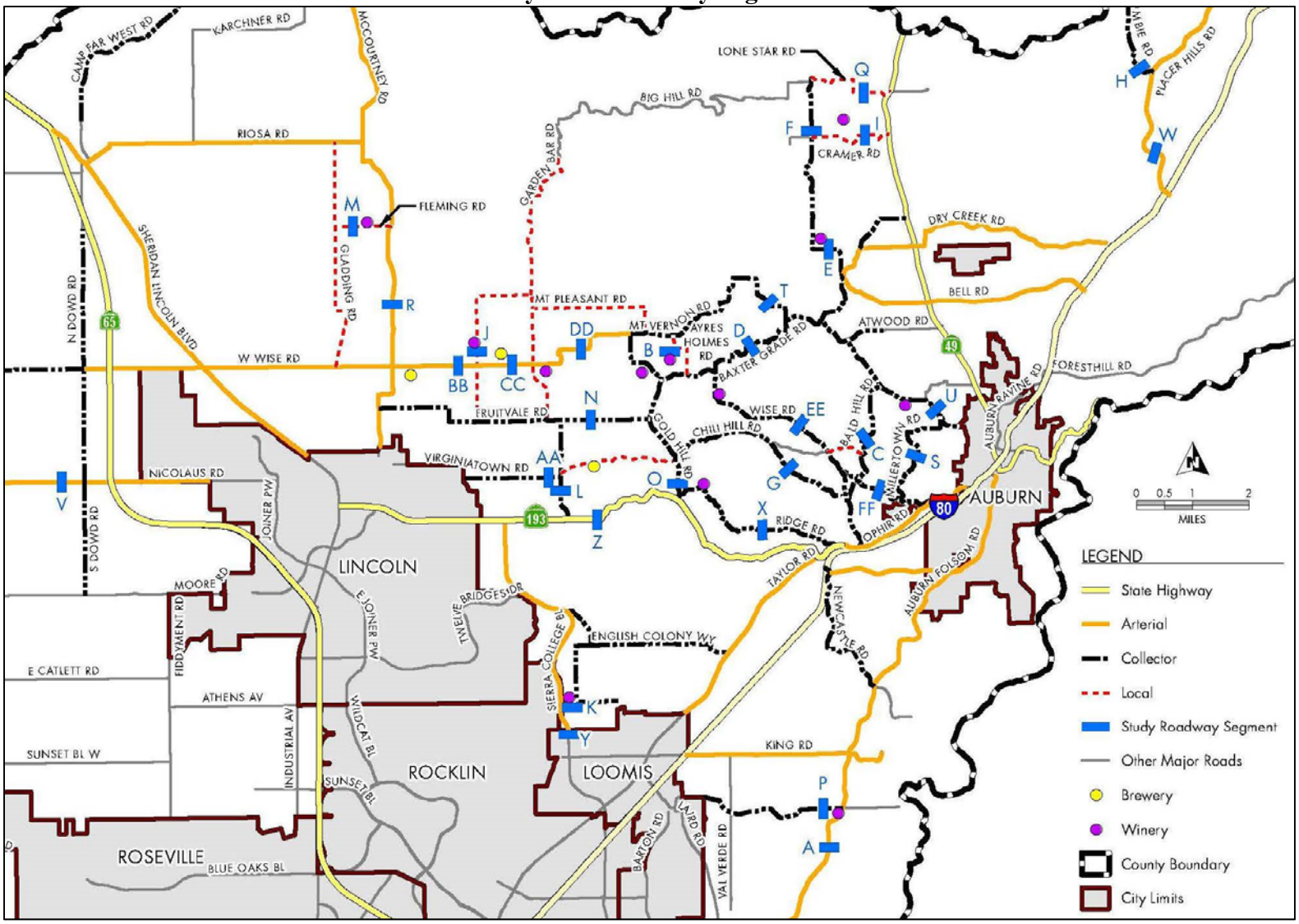
The section below describes the physical and operational characteristics of the existing transportation system within the winery/farm brewery sub-regions, including the roadway network and transit, bicycle and pedestrian facilities.

Study Area Circulation System: Roadway Segments

The existing study facilities within the County are served by a combination of State highways, Rural Arterials, Rural Collectors, and local roads (see Figure 10-1). Regional access to the winery/farm brewery sub-regions is provided by four State highways that traverse Placer County, as well as two Placer County arterials. Roadways within the winery/farm brewery sub-regions include the following:

[1] KD Anderson & Associates, Inc. *Traffic Impact Analysis for Placer County Winery and Farm Brewery Ordinance.* April 10, 2019.
[2] Placer County. *Countywide General Plan Policy Document.* August 1994 (updated May 2013).
[3] Placer County. *Countywide General Plan EIR.* July 1994.

Figure 10-1
Study Area Roadway Segments



Source: KD Anderson & Associates, 2019.

- Interstate 80 (I-80) is the primary east-west arterial across Placer County and Northern California. In the vicinity of the winery/farm brewery sub-regions, I-80 is a six-lane controlled access freeway. Access for the winery/farm brewery sub-regions to the interstate is available by way of interchanges at State Route (SR) 193 in Newcastle and at Ophir Road near the City of Auburn.

  The California Department of Transportation (Caltrans) provides annual reports of the volume of traffic on the state highway system. Recent (2016) counts available from Caltrans report an Annual Average Daily Traffic (AADT) volume of 85,500 vehicles per day west of the SR 193 junction, 88,700 vehicles between SR 193 and Ophir Road, and 88,300 vehicles east of the Ophir Road interchange.

- State Route (SR) 193 is an east-west route that connects the City of Lincoln with I-80 across the winery/farm brewery sub-regions. SR 193 originates in Lincoln as McBean Park Drive and becomes SR 193 roughly 1.4 miles west of the Sierra College Boulevard intersection and continues from that point to I-80. In the winery/farm brewery sub-regions, SR 193 is a two-lane conventional highway. Caltrans data indicate that SR 193 carries 9,500 AADT west of Sierra College Boulevard and 5,000 AADT between Sierra College Boulevard and Newcastle. Trucks comprise nine percent of the daily traffic on SR 193 east of Sierra College Boulevard.

- SR 49 is a principal arterial that is the primary north-south route through the Auburn – North Auburn area. SR 49 links I-80 with the Grass Valley – Nevada City area to the north. Through North Auburn SR 49 is generally a four- to six-lane conventional highway with a continuous center two-way left-turn (TWLT) lane or median, and SR 49 is a four-lane rural highway.

  The most recent traffic counts published by Caltrans indicate that in 2016, SR 49 carried more than 40,000 AADT through North Auburn with the volume north of Bell Road dropping to 34,700 AADT and the volume at the Nevada County line reported to be 30,700 AADT. Trucks comprise five percent of the daily volume on SR 49 north of Bell Road.

- SR 65 is a north-south route that extends from I-80 across the western portion of the winery/farm brewery sub-regions to the route's northern terminus at a junction with SR 70 in Yuba County. SR 65 is a four- or six-lane controlled access freeway in the urban Rocklin/Roseville area and continues that configuration through Placer County to the City of Lincoln. Beyond West Wise Road, SR 65 is a two-lane expressway or conventional highway to a location north of Wheatland, where a four-lane controlled access freeway is provided.

  The most recent traffic counts published by Caltrans indicate that in 2016, SR 65 carried 117,400 AADT north of I-80 with 76,800 AADT north of the Blue Oaks Boulevard – Washington Boulevard interchange and 21,700 AADT at the Placer County – Yuba County line. Trucks comprise 15 to 20 percent of the daily volume on SR 65.

- Sierra College Boulevard is a north-south arterial road that connects SR 193 with I-80 and then continues southerly through Rocklin and Roseville before becoming Hazel Avenue in Sacramento County.

  In the area of the winery/farm brewery sub-regions, Sierra College Boulevard transitions from a two-lane rural highway to a six-lane limited access urban arterial street. Between the intersection with SR 193 and the intersection with Taylor Road in Loomis, Sierra College Boulevard is a two-lane rural arterial. Beyond Taylor Road, Sierra College Boulevard is a four-lane facility to the I-80 interchange. Sierra College Boulevard is a designated Truck Route, with STAA terminal access available in the area of the I-80 interchange. The posted speed limit on Sierra College Boulevard ranges from 40 miles per hour (mph) at the I-80 interchange to 50 mph south of Rocklin Road and 45 mph near Douglas Boulevard.

- Ophir Road is a two-lane arterial that runs north of and parallel to I-80 from SR 193 to an interchange on I-80.

- McCourtney Road is a two-lane north-south rural arterial that extends north of Lincoln to Camp Far West Lake.

The following three regional roadways provide access to isolated wineries that are outside of the area of primary winery concentration:

- Auburn Folsom Road is a north-south Rural Arterial road that connects the Granite Bay Community Plan area with the City of Auburn. Auburn Folsom Road is a four-lane facility south of Douglas Boulevard and a two-lane facility from Douglas Boulevard to Indian Hill Road in Auburn.

- Placer Hills Road is a two-lane Rural Arterial that links I-80 with the community of Meadow Vista.

- Nicolaus Road is an east-west Rural Arterial that extends west from the City of Lincoln to the Sutter County line.

In addition, the following roadway traverses the area of winery concentration with regional facilities.

- Wise Road is a Rural Arterial that extends west from an intersection on Sheridan - Lincoln Boulevard (Old SR 65) to the center of the winery/farm brewery sub-regions. Wise Road is designated as a Rural Arterial roadway.

The balance of the roads serving existing study facilities are rural collectors or local roads. Rural Collectors are noted below and those selected to be addressed quantitatively in this analysis based on the presence of wineries and farm breweries are shown in **bold**:

- Atwood Road – Richardson Drive to Mt. Vernon Road
- **Bald Hill Road – Lozanos Road to Mt. Vernon Road**
- **Baxter Grade Road – Wise Road to Mt. Vernon Road**
- **Bell Road – Joeger Road to Lone Star Road**
- **Chili Hill Road – Lozanos Road to Gold Hill Road**
- **Delmar Avenue - English Colony Way to Citrus Colony Road**
- **Combie Road – Placer Hills Road to end**
- Citrus Colony Road – Delmar Avenue to Humphrey Road
- **Fowler Road – SR 193 to Fruitvale Road**
- **Fruitvale Road – McCourtney Road to Gold Hill Road**
- **Gold Hill Road – SR 193 to Wise Road**
- **Horseshoe Bar Road - Loomis Town limits to Auburn Folsom Road**
- Joeger Road – Dry Creek to SR 49
- **Lozanos Road – Wise Road to Ophir Road**
- **Millertown Road – Wise Road to Mt. Vernon Road**
- **Mt. Vernon Road – Wise Road to Auburn City limit**
- **Ridge Road – SR 193 to Gold Hill Road**
- **Virginiatown Road – Lincoln City limits to Fowler Road**
- **Wise Road – Ophir Road to Mt. Vernon Road**

Other local roads not addressed by the County's General Plan but maintained by Placer County and providing local circulation or access in the winery/farm brewery sub-regions are listed below. Those selected to be addressed quantitatively in this analysis are shown in **bold**:

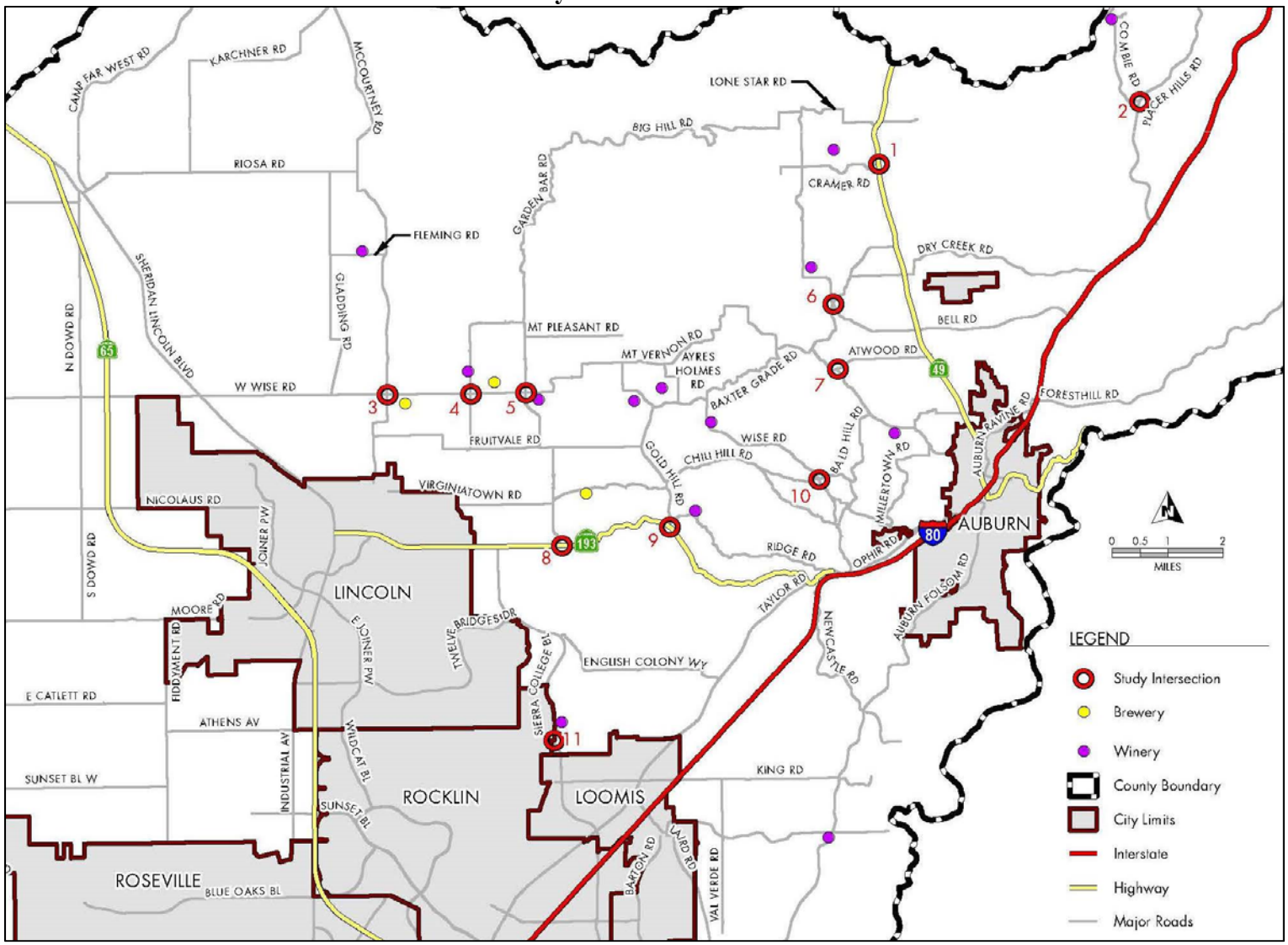
- **Ayers Holmes Road – Mt. Vernon Road to Wise Road**
- **Cramer Road – Bell Road to SR 49**
- **Crater Hill Road – Wise Road to Bald Hill Road**
- **Crosby Herold Road – Fruitvale Road to Mt. Pleasant Road**
- Garden Bar Road – Fruitvale Road to Mt. Pleasant Road
- **Gladding Road to Riosa Road**
- **Lone Star Road – Bell Road to SR 49**
- Mt. Pleasant Road – Crosby Herold Road to Mt. Vernon Road
- **Virginiatown Road – Fowler Road to Gold Hill Road**

Study Area Circulation System: Intersections

In addition to the study roadway segments noted above, the following study intersections are analyzed in the Traffic Impact Analysis (see Figure 10-2):

- The **SR 49/Cramer Road intersection** is a "tee" intersection controlled by a stop sign on the single lane eastbound Cramer Road approach. A continuous TWLT exists on SR 49 in the vicinity of the intersection.
- The **Placer Hills Road/Combie Road intersection** is a "tee" intersection controlled by a stop sign on the eastbound Combie Road approach. A left-turn lane exists on Placer Hills Road.

Figure 10-2
Study Area Intersections



Source: KD Anderson & Associates, 2019.

- The **Wise Road/McCourtney Road intersection** is controlled by an All-Way Stop; each approach is a single lane.
- The **Wise Road/Crosby Herold Road intersection** is controlled by an All-Way Stop; each approach is a single lane.
- The **Wise Road/Garden Bar Road intersection** is controlled by an All-Way Stop. An eastbound right turn lane exists on Wise Road.
- The **Bell Road/Joeger Road intersection** is controlled by an All-Way Stop; each approach is a single lane.
- The **Atwood Road/Mt. Vernon Road intersection** is controlled by stop signs on the northbound Mt. Vernon Road and southbound Old Post Lane approaches. Separate right-turn lanes exist on the northbound and eastbound approaches.
- The **SR 193/Fowler Road intersection** is a "tee" intersection controlled by a stop sign on the single-lane southbound Fowler Road approach. A separate left-turn lane exists on the eastbound SR 193 approach.
- The **SR 193/Gold Hill Road intersection** is a "tee" intersection controlled by a stop sign on the single lane southbound Gold Hill Road approach. A separate left-turn lane exists on the eastbound SR 193 approach.
- The **Wise Road/Crater Hill Road intersection** is controlled by an All-Way Stop. A separate right-turn lane is provided at the northbound approach; the other approaches have single lanes.
- The **Sierra College Boulevard/Delmar Avenue intersection** is controlled by side street stop signs on the Delmar Avenue approaches. Sierra College Boulevard has separate northbound and southbound left turn lanes, and a northbound right turn lane is available. The Delmar Avenue approaches are single lanes, but widening to accommodate truck turns creates space for right turning vehicles.

Common Traffic Analysis Terms

Level of Service (LOS) is a qualitative measure of traffic operating conditions, whereby a letter grade, from A to F is assigned, based on quantitative measurements of delay per vehicle. The grades represent the perspective of drivers and are an indication of the comfort and convenience associated with driving. In general, LOS A represents free-flow conditions, and LOS F represents severe delay under stop-and-go conditions. Table 10-1 summarizes the general characteristics associated with each LOS grade.

Intersections

For the purposes of this analysis, the volume to capacity ratio (V/C) and average delay, presented in seconds per vehicle (sec/veh), is used to evaluate signalized intersections within the County. Unsignalized intersections are evaluated with average delay only. It should be noted that currently, none of the study intersections evaluated in this chapter are signalized.

Table 10-1
Level of Service (LOS) Definitions

LOS	Signalized Intersections	Unsignalized Intersections	Roadway Segments
A	Uncongested operations, all queues clear in a single-signal cycle. V/C < 0.60 Average Delay ≤ 10 sec/veh	Little or no delay. Delay ≤ 10 sec/veh	Completely free flow.
B	Uncongested operations, all queues clear in a single cycle. 0.60 ≤ V/C < 0.70 Delay > 10 sec/veh and ≤ 20 sec/veh	Short traffic delays. Delay > 10 sec/veh and ≤ 15 sec/veh	Free flow, presence of other vehicles noticeable.
C	Light congestion, occasional backups on critical approaches. 0.70 ≤ V/C < 0.80 Delay >20 sec/veh and <35 sec/veh	Average traffic delays. Delay > 15 sec/veh and ≤ 25 sec/veh	Ability to maneuver and select operating speed affected.
D	Significant congestions of critical approaches but intersection functional. Cars required to wait through more than one cycle during short peaks. No long queues formed. 80 ≤ V/C < 0.90 Delay > 35 sec/veh and < 55 sec/veh	Long traffic delays. Delay > 25 sec/veh and ≤ 35 sec/veh	Unstable flow, speeds and ability to maneuver restricted.
E	Severe congestion with some long-standing queues on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements. Traffic queue may block nearby intersection(s) upstream of critical approach(es). 0.90 ≤ V/C < 1.00 Delay >55 sec and ≤ 80 sec/veh	Very long traffic delays, failure, extreme congestion. Delay > 35 sec/veh and ≤ 50 sec/veh	At or near capacity, flow quite unstable.
F	Total breakdown, stop-and-go operation. V/C > 1.00 Delay > 80 sec/veh	Intersection often blocked by external causes. Delay > 50 sec/veh	Forced flow, breakdown.

Source: KD Anderson & Associates, Inc., 2019.

Roadway Segments

The quality of traffic flow on Placer County roadway segments is determined based on the daily traffic volumes and generalized LOS thresholds. The Placer County General Plan EIR includes daily traffic volume thresholds that may be used to identify general operating LOS on County streets and highways. The Placer County volume thresholds are summarized in Table 10-2 below.

The applicable thresholds for arterial roadways are based on the level of access control. For the purposes of this analysis, regional facilities such as Sierra College Boulevard and Auburn Folsom Road have a high level of access control, and other arterials have moderate access control. Placer County thresholds account for the general terrain and alignment of rural collector and local roads. The roads towards the western portion of the study area are typically straight and level, while the roads toward the east follow the rolling terrain of the foothills.

Table 10-2
Evaluation Criteria for Roadway Segment LOS – Placer County

Roadway Capacity Class	Maximum Daily Traffic Volume Per Lane				
	LOS A	LOS B	LOS C	LOS D	LOS E
Freeway – Level Terrain	6,300	10,620	13,680	17,740	18,000
Freeway – Rolling Terrain	5,290	8,920	11,650	14,070	15,120
Freeway – Mountainous Terrain	3,400	5,740	7,490	9,040	9,720
Arterial – High Access Control	6,000	7,000	8,000	9,000	10,000
Arterial – Moderate Access Control	5,400	6,300	7,200	8,100	9,000
Arterial – Low Access Control	4,500	5,250	6,000	6,870	7,500
Rural Two-lane Highway – Level Terrain	1,500	2,950	4,800	7,750	12,500
Rural Two-lane Highway – Rolling Terrain	800	2,100	3,800	5,700	10,500
Rural Two-lane Highway – Mountainous Terrain	400	1,200	2,100	3,400	7,000

Source: KD Anderson & Associates, Inc., 2019.

Per the Traffic Impact Analysis, roadways located west of Fowler Road are classified as "level" while roadways to the east are classified as "rolling".

Existing Conditions – Winery and Farm Brewery Traffic Volumes

The volume of traffic entering and exiting selected existing study facilities was determined through video traffic counts conducted at winery and brewery entrances over a Friday, Saturday and Sunday. To avoid intruding onto private property, the counts were conducted at public road access points using video cameras. The counts were used to identify the highest traffic volume hours of winery operation and were intended to reflect both regular operation of wineries and breweries as well as traffic volumes associated with publicized events. To capture events at as many facilities as possible, driveway counts were conducted on June 9, 2017 through June 11, 2017, June 16, 2017 through June 18, 2017, and on September 30, 2017. The results of this data collection are presented in Table 10-3. As indicated in the table, specific events were publicized and are noted; however, exact information is not available regarding the number of persons in attendance at any event. Information gathered from social media is presented when available. The volume of traffic observed at some locations would suggest that an event was held even though details were not known.

The average daily traffic volume occurring at wineries when events were not occurring was determined for the three winery parcel size classifications. Traffic volume averages are not provided for farm breweries. As shown in Table 10-3, the Friday averages ranged from 24 ADT for small wineries to 41 ADT for large wineries. The Friday PM peak hour averages ranged from seven to 10 peak hour trips. The total number of trips was slightly higher on Saturdays, with averages ranging from 38 to 41 ADT.

Existing Conditions – Study Roadway Segments

As part of the Traffic Impact Analysis, traffic operations were assessed under both weekday and weekend (Saturday) conditions. In order to determine existing operations at study roadway segments, daily traffic volumes were tabulated on key roadway segments.

Table 10-3
Traffic Counts at Selected Existing Wineries and Farm Breweries in Placer County

Name	Location	Parcel Size	Date	Traffic Volumes					
				Friday		Saturday		Sunday	
				Daily	Peak Hour	Daily	Peak Hour	Daily	Peak Hour
Dono dal Cielo Vineyard and Winery	6100/5960 Wise Road	Large	6/16/2017	14	5	204[1]	37	46	17
Mt. Vernon Winery	10850 Mt. Vernon Road	Large	6/9/2017	67	15	250[2]	45	92	19
Lone Buffalo Vineyards	7505 Wise Road	Medium	6/16/2017	22	6	38	13	41[3]	13
Rock Hill Winery	2958 Delmar Avenue	Medium	6/9/2017	13	5	171[4]	46	81	28
			9/30/2017	-	-	229[5]	53	-	-
Vina Castellano Winery	4590 Bell Road	Medium	6/9/2017	76	11	156[5]	25	105	22
Fawnridge Winery	5560 Fawnridge Road	Small	6/9/2017	8	2	13	1	41	13
Pescatore Vineyard and Winery	7055 Ridge Road	Small	6/9/2017	-	-	82[6]	19	-	-
			6/16/2017	40	10	34	7	10	3
Ciotti Cellars	3285 Crosby Herold Road	Medium	6/9/2017	31	10	113[7]	39	-	-
			6/16/2017	17	6	34	12	12	3
Goathouse Brewery	600 Wise Lane	Medium	6/16/2017	70	17	142[8]	46	217[9]	51
Average Volumes for Wineries Without Events		**Small**		**24**	**7**	**41**	**10**	**21**	**7**
		Medium		**37**	**8**	**38**	**13**	**--**	**--**
		Large		**41**	**10**	**--**	**--**	**69**	**18**

Notes:
[1] Live Music by Quarter Horse (1:00 to 4:00 PM), Vino Banditos concert and hotdog vendor (6:30 to 8:30 PM)
[2] Wine release party (12:00 to 5:00 PM) and Wine Cave Dinner (7:00 PM)
[3] Dads Taste Free event (12:00 to 5:00 PM)
[4] Concert
[5] Probable event details unknown
[6] Benefit dinner (6:00 PM, limited to 45 people)
[7] Yin Yoga (9:30 to 11:00 AM, limited to 40 spots), concert JP & Nowhere man (2:00 to 5:00 PM)
[8] Pizza
[9] Father's Day on the Farm (beer and hotdogs 58 guests)

Source: KD Anderson & Associates, Inc., 2019.

Based on review of traffic volume counts at existing study facility driveways, Saturday turning movement counts were conducted during the hour of peak winery traffic on Saturday (noon to 2:00 PM).

As part of the Traffic Impact Analysis, 24-hr traffic volume counts were collected on study area roadways from new counts, data available from Placer County, or the Caltrans annual traffic volume report. Data was collected on Saturday June 10, 2017 and Saturday June 24, 2017. Weekday data was collected on October 12, 2017.

Table 10-4 below summarizes the existing LOS for each study roadway segment based on current (2017) traffic volumes, along with the classification for each segment. As shown in the table, all study roadway segments currently satisfy the County's minimum standards for rural areas (LOS C, except at locations within 0.5-mile of a State highway where LOS D is acceptable).

Existing Conditions – Study Intersections

Figure 10-3 presents the existing lane configurations and current traffic volumes at each study intersection. Weekday intersection turning movement counts were collected at study intersection locations on Thursday October 5, 2017 and Saturday October 7, 2017. Intersection count data was collected during the typical weekday PM peak hour and during the highest volume hour for activity at the existing study facilities (i.e., noon to 2:00 PM) on Saturdays.

Table 10-5 shows the existing delay and LOS at the study intersections for the weekday PM peak hour (4:00 to 6:00 PM) and the Saturday peak hour (noon to 2:00 PM). As shown in the table, with the exception of the Sierra College Boulevard/Delmar Avenue intersection, all study intersections currently satisfy the County's minimum LOS C standard for facilities located more than 0.5-mile from a State highway. Motorists turning at the Sierra College Boulevard/Delmar Avenue intersection currently experience delays that are indicative of LOS E in the weekday PM peak hour.

Existing Conditions – Traffic Safety

Placer County maintains a robust Traffic Accident Analysis System (TAAS), for which traffic collision data is collected and reviewed on an annual basis. It is recognized that many roadways throughout the County do not conform to current design standards and guidelines; however, the fact that a roadway does not meet current design standards does not necessarily make safety improvements essential. Traffic and roadway engineering design standards and guidelines have evolved over many years; therefore, many roadways that do not display any safety deficiencies no longer meet the current standards simply due to the passage of time since their construction. Conversely, some roadways that meet current standards may display safety deficiencies. The TAAS recognizes that reconstructing all roadways that do not meet current design standards would be financially infeasible, and doing so would expend unnecessary funds to upgrade many roadways that operate safely. Through the TAAS program, locations for detailed engineering investigations are identified, and improvements to facilitate safe travel for all modes, if necessary, are implemented on a regular basis.

Table 10-4
Study Roadway Segment Traffic Volumes and LOS – Existing Condition

Roadway	Segment	Classification (Terrain or Access)	Weekday		Saturday	
			Daily Volume	LOS	Daily Volume	LOS
A. Auburn – Folsom Rd	South of King Rd	Rural Arterial (H)	8,573	A	8,355	A
B. Ayers Holmes Rd	Mt. Vernon Rd to Wise Rd	Local Road (R)	412	A	485	A
C. Bald Hill Rd	Wise Rd to Mt. Vernon Rd	Rural Collector (R)	1,309	A	1,038	A
D. Baxter Grade Rd	Wise Rd to Mt. Vernon Rd	Rural Collector (R)	971	A	634	A
E. Bell Rd	Lone Star Rd to Cramer Rd	Rural Collector (R)	614	A	543	A
F. Bell Rd	Joeger Rd to Cramer Rd	Rural Collector (R)	1,400	A	1,329	A
G. Chili Hill Rd	Lozanos Rd to Gold Hill Rd	Rural Collector (R)	355	A	262	A
H. Combie Rd	Placer Hills Rd to end	Rural Collector (R)	2,688	A	2,477	A
I. Cramer Rd	Bell Rd to SR 49	Local Road (R)	558	A	549	A
J. Crosby Herold Rd	Wise Rd to Meadow Creek Rd	Local Road (R)	525	A	582	A
K. Delmar Ln	Sierra College Blvd to Citrus Colony Rd	Rural Collector (L)	1,126	A	1,171	A
L. Fowler Rd	SR 193 to Virginiatown Rd	Rural Collector (L)	3,412	B	3,440	B
M. Fleming Rd	Gladding Rd to McCourtney Rd	Local Road (L)	43	A	92	A
N. Fruitvale Rd	Fowler Rd to Gold Hill Rd	Rural Collector (R)	1,486	A	1,186	A
O. Gold Hill Rd	SR 193 to Virginiatown Rd	Rural Collector (R)	1,542	A	1,857	B
P. Horseshoe Bar Rd	Val Verde Rd to Auburn – Folsom Rd	Rural Collector (R)	3,545	A	2,485	A
Q. Lone Star Rd	Bell Rd to SR 49	Local Road (R)	1,328	A	1,223	A
R. McCourtney Rd	Wise Rd to Big Bend Rd	Rural Arterial (M)	1,192	A	1,207	A
S. Millertown Rd	Wise Rd to Mt. Vernon Rd	Rural Collector (R)	150	A	135	A
T. Mt. Vernon Rd	Wise Rd to Meyers Ln	Rural Collector (R)	2,021	B	2,679	B
U. Mt. Vernon Rd	Vineyard Dr to Millertown Rd	Rural Collector (R)	2,995	B	2,676	B
V. Nicolaus Rd	West of Dowd Rd	Rural Arterial (M)	3,064	A	2,374	A
W. Placer Hills Rd	I-80 to Combie Rd	Rural Arterial (M)	9,470	A	7,407	A
X. Ridge Rd	Gold Hill Rd to SR 193	Rural Collector (R)	789	A	640	A
Y. Sierra College Blvd	South of King Rd	Rural Arterial (H)	12,762	B	10,642	A
Z. SR 193	Sierra College Blvd to Fowler Rd	State Highway (M)	6,700	A	6,700	A
AA. Virginiatown Rd	Lincoln limits to Fowler Rd	Rural Collector (L)	773	A	994	A
BB. Wise Rd	McCourtney Rd to Crosby Herold Rd	Rural Arterial (M)	2,575	A	2,714	A
CC. Wise Rd	Crosby Herold Rd to Garden Bar Rd	Rural Arterial (M)	1,857	A	1,978	A

(Continued on next page)

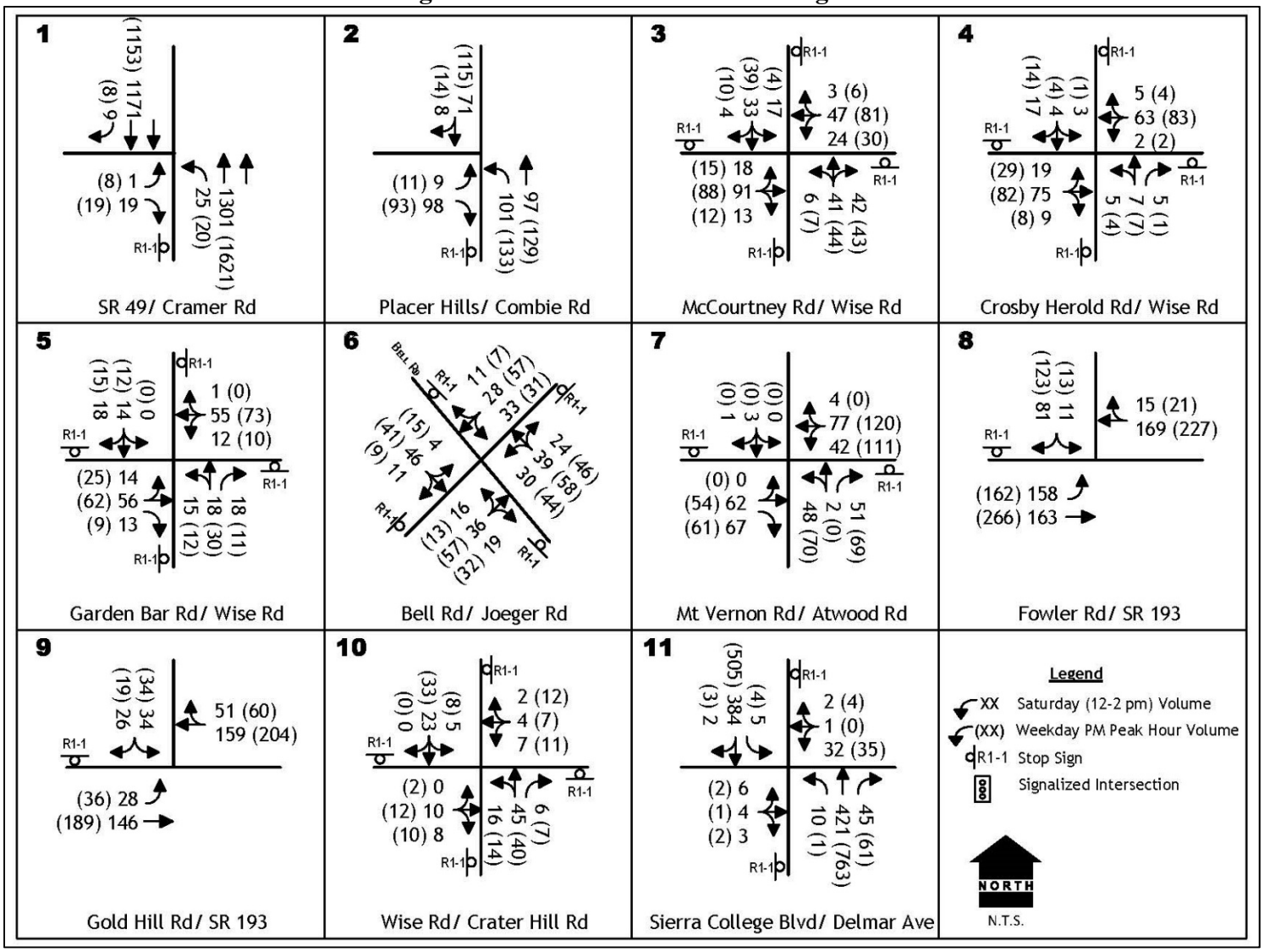
Table 10-4
Study Roadway Segment Traffic Volumes and LOS – Existing Condition

Roadway	Segment	Classification (Terrain or Access)	Weekday		Saturday	
			Daily Volume	LOS	Daily Volume	LOS
DD. Wise Rd	Garden Bar Rd to Mt. Vernon Rd	Rural Arterial (M)	1,394	A	1,304	A
EE. Wise Rd	Baxter Grade Rd to Crater Hill Rd	Rural Collector (R)	1,168	A	931	A
FF. Wise Rd	Bald Hill Rd to Ophir Rd	Rural Collector (R)	1,000	A	915	A

Note: (L) = level terrain; (R) = rolling terrain; (H) = high arterial access control; and (M) = moderate arterial access control.

Source: KD Anderson & Associates, Inc., 2019.

Figure 10-3
Existing Traffic Volumes and Lane Configurations



Source: KD Anderson & Associates, Inc., 2019.

Table 10-5
Study Intersection LOS – Existing Condition

Intersection	Control	Weekday PM Peak Hour		Saturday Afternoon Peak Hour	
		Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS
1. SR 49/Cramer Rd (overall) Eastbound Approach	EB Stop	(14.4) 18.5	(C) C	(12.9) 14.5	(B) B
2. Placer Hills Rd/Combie Rd (overall) Southbound Approach	SB Stop	(8.9) 10.2	(A) B	(8.6) 9.5	(A) A
3. Wise Rd/McCourtney Rd	AWS	8.2	A	8.2	A
4. Wise Rd/Crosby Herold Rd	AWS	7.7	A	7.5	A
5. Wise Rd/Garden Bar Rd	AWS	7.8	A	7.6	A
6. Bell Rd/Joeger Rd	AWS	8.3	A	7.8	A
7. Mt. Vernon Rd/Atwood Rd (overall) Northbound Approach	NB Stop	(8.6) 9.4	(A) A	(7.8) 7.8	(A) A
8. SR 193/Fowler Rd (overall) Southbound Approach	SB Stop	(9.9) 11.9	(A) B	(9.0) 10.6	(A) B
9. SR 193/Gold Hill Rd (overall) Southbound Approach	SB Stop	(10.4) 12.1	(B) B	(9.8) 10.8	(A) B
10. Wise Rd/Crater Hill Rd	AWS	7.6	A	7.6	A
11. Sierra College Blvd/Delmar Ave (overall) Westbound Approach	WB Stop	**(38.7)** **44.3**	**(E)** **E**	(16.9) 20.6	(C) C

Notes:
- (XX) indicates overall weighted average delay and LOS for movements yielding right-of-way.
- **Bold** indicates applicable LOS threshold exceeded.
- AWS = all-way stop.

Source: KD Anderson & Associates, Inc., 2019.

Consistent with the TAAS guidelines, three-years of collision history (January 1, 2014 – December 31, 2016) was obtained for study area roadways. This information was reviewed, and roadway collision rates were calculated based on the number of collisions per Million Vehicle Miles (MVM) of travel. This method permits comparison of roadways carrying different traffic volumes. In addition, reference to average collision rates for various types of facilities is a helpful way to determine if a location is experiencing a higher than expected rate of collisions. Comparative collision rates are published by Caltrans based on statewide data, based on the formulas noted in Table 10-6 below.

Table 10-6 2010 Statewide Average Collision Rates		
Rural		
2-lane Flat - Rural ≤55	0.82	+0.35/ADT
2-lane Rolling - Rural ≤55	1.14	+0.35/ADT
Suburban (outside City limits, but classified as urban by FHWA)		
2-lane Suburban < 45 MPH	2.39	
2-lane Suburban 45 - 55 MPH	1.32	
Source: KD Anderson & Associates, Inc., 2019.		

As noted in Table 10-7 on the following page, the study area roadways are generally experiencing collision rates at, or below, the comparative statewide average for their facility types.

The Bikeway Plan also presents information regarding bicycle related collisions that have occurred countywide from 2012 to 2016 (refer to Table 5 in the Bikeway Plan). A total of 74 collisions were identified, and the Bikeway Plan's Figure 20 illustrates the location of collisions. Review of that figure indicates that excluding incidents occurring on SR 49 in North Auburn, eight bicycle related collisions occurred in the study area.

Within the study area, specific locations have been a concern to the community, and intersections on the State Route 49 corridor are of particular concern. Caltrans and Placer County have discussed measures to improve safety by slowing the speed of traffic on SR 49 and controlling opportunities to access the state highway. The solution most recently raised would involve installation of modern roundabouts at two or three intersections in the area between Auburn and the Bear River in lieu of traffic signals. Roundabouts would slow traffic and provide a safe location for accessing the state highway. Motorists accessing the highway at locations between the roundabouts would be able to turn right and use the next roundabout to make a u-turn, rather than making left turns across high speed traffic. While this plan may have merit, funding for the project has not yet been identified.

Transit System

Currently, Placer County Transit (PCT) provides bus service to urban areas within western Placer County. The Auburn Station on Nevada Street in the City of Auburn is the hub for service in western Placer County. PCT's Taylor Road Shuttle travels between Auburn and Sierra College in Rocklin, following Ophir Road between Auburn and the Ophir Park-and-Ride lot on I-80. Stops on Ophir Road are by reservation only. In addition to the Taylor Road Shuttle route, PCT's SR 49 route follows SR 49 north from the Auburn Transit Center to Dewitt Center on Bell Road and Chana High School on Richard Drive south of Dry Creek Road. It should be noted that while the aforementioned routes help to provide regional transit access to the winery/farm brewery sub-regions, none of these routes are near any of the existing study facilities.

Table 10-7
Collision Analysis (1/1/2014 to 12/31/2016)

Road Name	From	To	Length (miles)	Segment Related Collisions (3-year)	ADT	Collision Rate	Statewide Average
Ayers Holmes Road	Mt Vernon Road	Wise Road	0.9	0	412	0.00	1.99
Bald Hill Road	Wise Road	Mt Vernon Road	2.1	2	1309	0.66	1.32
Baxter Grade Road	Wise Road	Mt Vernon Road	2.1	3	971	1.34	1.50
Bell Road	Lone Star Road	Richardson Drive	5.2	9	1400	1.13	1.39
Chili Hill Road	Lozanos Road	Gold Hill Road	3.7	1	355	0.70	2.13
Combie Road	Placer Hills Road	end	1.7	3	2688	0.60	2.39
Cramer Road	Bell Road	SR 49	1.6	3	558	3.07	1.77
Crosby Herold Road	Fruitvale Road	Mt Pleasant Road	2.3	1	525	0.76	1.81
Delmar Avenue	Sierra College Blvd	English Colony Way	1.9	0	1126	0.00	1.13
Fowler Road	SR 193	Virginiatown Road	0.9	3	3412	0.89	0.92
Fleming Road	Gladding Road	McCourtney Road	1	0	43	0.00	8.96
Fruitvale Road	McCourtney Road	Gold Hill Road	5.1	2	1486	0.24	1.38
Gold Hill Road	SR 193	Wise Road	2.4	2	1542	0.49	1.37
Horseshoe Bar Road	Val Verde Road	Auburn Folsom Road	2.1	5	3545	0.61	2.39
Lone Star Road	Bell Road	SR 49	1.8	1	1328	0.38	1.40
McCourtney Road	Wise Road	Big Ben Road	1.8	1	1192	0.43	1.11
Millertown Road	Wise Road	Mt Vernon Road	2.3	0	150	0.00	2.39
Mt Vernon Road	Wise Road	Joeger Road	4.8	13	2021	1.22	1.31
Mt Vernon Road	Joeger Road	City of Auburn	3.4	16	2995	1.43	2.39
Nicolaus Road	Sutter County Line	SR 65	5	5	2064	0.44	0.99
Placer Hills Road	I-80	Combie Road	2.6	9	9470	0.33	1.18
Ridge Road	Gold Hill Road	SR 193	3.5	5	789	1.65	1.58
Viginiatown Road	City of Lincoln	Gold Hill Road	5.4	6	773	1.31	1.27
Wise Road	McCourtney Road	Garden Bar Road	2.5	5	2575	0.71	0.96
Wise Road	Garden Bar Road	Ophir Road	9.7	14	1394	0.95	1.39

Source: KD Anderson & Associates, Inc., 2019.

Bicycle Facilities

The *Placer County Regional Bikeway Plan* provides information regarding the regional system of bikeways for transportation and recreation purposes. An update to the regional bikeway plan was approved by the Placer County Transportation Planning Agency (PCTPA) Board, and adopted by the Placer County Board of Supervisors in June of 2018 (2018 Bikeway Plan).[4]

Bikeways within Placer County are defined by the following four classifications:

- **Class I Bikeway (Bike Path):** Bike paths or shared-use paths provide a completely separated facility designed for the exclusive use of cycles and pedestrians with minimal vehicle crossflows. Motorized vehicles are not allowed on Class I Bike Paths.
- **Class II Bikeway (Bike Lane):** Bike lanes are on-street bikeways that provide a designated right-of-way for the exclusive or semi-exclusive use of bicycles. Through travel by motor vehicles or pedestrians prohibited, but vehicle parking and crossflows by pedestrians and motorists are permitted.
- **Class III Bikeway (Bike Route)**: Bike routes provide a right-of-way designated by signs or permanent markings and shared with pedestrians and motorists. Roadways designated as Class III Bike Routes should have sufficient width to accommodate motorists, bicyclists, and pedestrians. Shared-lane markings ("sharrows") can be used on roadways with a posted speed limit of 35 mph or less to provide an additional alert to drivers of the shared roadway environment with bicyclists.
- **Class IV Bikeway (Separated Bikeway).** Separated bikeways provide a physical separation from vehicular traffic. This separation may include grade separation, flexible posts, planters, or other inflexible physical barriers, or on-street parking. This class of bikeway has not yet been implemented in Placer County.

Table 10-8 below provides a summary of the existing bicycle facilities within the winery/farm brewery sub-regions, as indicated in Figure 10 and Figure 11 from the 2018 Bikeway Plan. As shown in the table, dedicated bicycle facilities are relatively rare within the study area.

Table 10-8
Existing Study Area Bicycle Facilities

Road	Segment	Facility Classification
SR 193	Oak Tree Lane to Lincoln City limit	Class II
Ophir Road	Newcastle to I-80	Class II
English Colony Road	Penryn Elementary School to UPRR	Class II
Auburn Folsom Road	Auburn to Douglas Blvd	Class III
Bell Road	SR 49 to I-80	Class II
Lozanos Road	Adjoining Ophir Elementary School	Class III
Placer Hills Road	Winchester Club Drive to Combie Road	Class III
Richardson Drive	Joeger Road to Dry Creek Road	Class III

Source: KD Anderson & Associates, Inc., 2019.

[4] Placer County. *Placer County Regional Bikeway Plan, 2018 Update.* June 2018.

Figure 19 of the 2018 Bikeway Plan notes the presence of recreational cyclists on numerous rural roads within the County and identifies various High-Use Recreational Routes for cyclists. Nearly all study area roads are classified as High-Use Recreational Routes.

In addition to the existing bicycle facilities discussed above, the 2018 Bikeway Plan notes bicycle facilities that may be developed in the future (see Table 10-9). The Bikeway Plan notes the priority for each planned facility, with those facilities that would be expected to be constructed first having higher priory scores.

Pedestrian Facilities

Currently, pedestrian facilities are not available within the vicinity of the existing study facilities. Automobiles are the primary mode of travel for workers and visitors at the facilities.

10.3 REGULATORY CONTEXT

Existing transportation policies, laws, and regulations that would apply to the proposed Zoning Text Amendment are summarized below. Federal and/or State plans, policies, regulations, or laws related to transportation and circulation are not directly applicable to the proposed project. Rather, the analysis presented herein focuses on local Placer County regulations, which govern the regulatory environment related to transportation and circulation at the project level.

Local Regulations

Local rules and regulations applicable to the proposed project are presented below.

Placer County General Plan

The following policies from the Placer County General Plan are applicable to the proposed project:

Goal 3.A To provide for the long-range planning and development of the County's roadway system to ensure the safe and efficient movement of people and goods.

Policy 3.A.1 The County shall plan, design, and regulate roadways in accordance with the functional classification system described in Part I of this Policy Document and reflected in the Circulation Plan Diagram.

Table 10-9
Future Planned Study Area Bicycle Facilities

Road	Segment	Facility	
		Classification	Priority
SR 193	Lincoln to Newcastle	Class II	4
Atwood Road	Mt. Vernon Road to SR 49	Class II	4
Auburn Folsom Road	Auburn to Douglas Blvd	Class IV	7
Bell Road	Lone Star Road to Joeger Road	Class III	2
Bell Road	Joeger Road to I-80	Class II	8
Combie Road	Placer Hills Rd to Lakeview Hills Rd	Class III	2
Cramer Road	Bell Road to SR 49	Class III	0
Crother Road	Placer Hills Drive to I-80	Class II	4
Dry Creek Road	Joeger Road to SR 49	Class II	6
English Colony Way	Sierra College Blvd to school	Class III	3
English Colony Way	School to Taylor Road	Class II	4
Fowler Road	SR 193 to Virginiatown Road	Class III	2
Garden Bar Road	Wise Road to Mt Pleasant Road	Class II	1
Garden Bar Road	Mt Vernon Rd to Hidden Falls Park	Class III	1
Gold Hill Road	SR 193 to Virginiatown Road	Class III	4
Horseshoe Bar Road	Loomis to Auburn Folsom Road	Class II	5
Indian Hill Road	Newcastle Road to Auburn	Class III with climbing lane	4
Joeger Road	Mt Vernon Road to Bell Road	Class III	2
Joeger Road	Bell Road to Dry Creek Road	Class II	3
Joeger Road	Dry Creek Road to SR 49	Class III	3
King Road	Loomis to Auburn Folsom Road	Class IV	2
Lone Star Road	Bell Road to SR 49	Class III	0
McCourtney Road	Lincoln to Wise Road	Class II	2
McCourtney Road	Wise Road to Camp Far West	Class III	2
Meadow Vista Road	Placer Hills Road to Pine Cone Lane	Class III	3
Mears Drive	Hidden Falls Park to Mt Vernon Road	Class III	-
Mt. Vernon Road	Wise Road to Mears Drive	Class III	-
Mt. Vernon Road	Mears Drive to Merry Knoll Road	Class II	3
Newcastle Road	I-80 to Auburn Folsom Road	Class III	3
Park Drive	Richardson Drive to Quartz Drive	Class II	7
Placer Hills Road	Lake Arthur Road to Crother Road	Class II	7
Placer Hills Road	Crother Road to Wiemar Cross Road	Class III	6
Richardson Drive	Dry Creek Road to Park Drive	Class II	7
Ridge Road	Gold Hill Road to Ophir Road	Class III	4
Rock Springs Road	Auburn Folsom Road to Taylor Road	Class III	1
Sierra College Blvd	SR 193 to Delmar Avenue	Class IV	3
Taylor Road	Rippy Road to Ophir	Class IV	6
Virginiatown Road	Lincoln to Gold Hill Road	Class III	2/4
Wise Road	McCourtney Rd to Garden Bar Road	Class II	1
Wise Road	Garden Bar Road to Ophir Road	Class III	3

Source: KD Anderson & Associates, Inc., 2019.

Policy 3.A.2 Streets and roads shall be dedicated, widened, and constructed according to the roadway design and access standards generally defined in Section I of this Policy Document and, more specifically in community plans, specific plans, and the County's Highway Deficiencies Report (SCR 93). Exceptions to these standards may be considered due to environmental, geographical, historical, or other similar limiting factors. An exception may be permitted only upon determination by the Public Works Director that safe and adequate public access and circulation are preserved.

Policy 3.A.7 The County shall develop and manage its roadway system to maintain the following minimum levels of service (LOS), or as otherwise specified in a community or specific plan).

a. LOS "C" on rural roadways, except within one-half mile of state highways where the standard shall be LOS "D".
b. LOS "C" on urban/suburban roadways except within one-half mile of state highways where the standard shall be LOS "D".
c. An LOS no worse than specified in the Placer County Congestion Management Program (CMP) for the state highway system.

Temporary slippage in LOS C may be acceptable at specific locations until adequate funding has been collected for the construction of programmed improvements.

The County may allow exceptions to the level of service standards where it finds that the improvements or other measures required to achieve the LOS standards are unacceptable based on established criteria. In allowing any exception to the standards, the County shall consider the following factors:

- The number of hours per day that the intersection or roadway segment would operate at conditions worse than the standard.
- The ability of the required improvement to significantly reduce peak hour delay and improve traffic operations.
- The right-of-way needs and the physical impacts on surrounding properties.

- The visual aesthetics of the required improvement and its impact on community identity and character.
- Environmental impacts including air quality and noise impacts.
- Construction and right-of-way acquisition costs.
- The impacts on general safety.
- The impacts of the required construction phasing and traffic maintenance.
- The impacts on quality of life as perceived by residents.
- Consideration of other environmental, social, or economic factors on which the County may base findings to allow an exceedance of the standards.

Exceptions to the standards will only be allowed after all feasible measures and options are explored, including alternative forms of transportation.

Policy 3.A.13 The County shall assess fees on new development sufficient to cover the fair share portion of that development's impacts on the local and regional transportation system. Exceptions may be made when new development generates significant public benefits (e.g., low income housing, needed health facilities) and when alternative sources of funding can be identified to offset foregone revenues.

Goal 3.B To promote a safe and efficient mass transit system, including both rail and bus, to reduce congestion, improve the environment, and provide viable non-automotive means of transportation in and through Placer County.

Policy 3.B.1 The County shall work with transit providers to plan and implement additional transit services within and to the County that are timely, cost-effective, and responsive to growth patterns and existing and future transit demand.

Policy 3.C.4 During the development review process, the County shall require that proposed projects meet adopted Trip Reduction Ordinance (TRO) requirements.

Policy 3.D.5 The County shall continue to require developers to finance and install pedestrian walkways, equestrian trails, and multi-purpose paths in new development, as appropriate.

Policy 3.D.8 The CDRA Engineering and Surveying Division and the Department of Public Works shall view all transportation

improvements as opportunities to improve safety, access, and mobility for all travelers and recognize cycling, pedestrian, and transit modes as integral elements of the transportation system.

Funding Sources/Fee Programs

The following provides a discussion of the South Placer Regional Transportation Authority (SPRTA) and the County's Traffic Impact Fee Program and Capital Improvement Program (CIP).

South Placer Regional Transportation Authority

The SPRTA is a Joint Powers Authority (JPA) formed by Placer County and the cities of Lincoln, Rocklin, and Roseville for the purpose of implementing a Regional Transportation and Air Quality Mitigation Fee to fund specified regional transportation projects. SPRTA funding is directed towards projects such as the Placer Parkway, Sierra College Boulevard widening, the Lincoln Bypass, the I-80/Douglas Boulevard interchange, SR 65 widening, the I-80/Rocklin Road interchange, Auburn Folsom Road widening, and HOV lanes on I-80 through the City of Roseville.

Locally, SPRTA funding is part of the ultimate plan for improving Sierra College Boulevard from SR 193 to the Sacramento County line. While the SPRTA program outlines the ultimate improvements that will eventually be provided, actual implementation is directed by member agencies in a phased manner.

Countywide Traffic Impact Fee Program and Capital Improvement Program

In April 1996, the Placer County Board of Supervisors adopted the Countywide Traffic Impact Fee Program, which required new development within the County to mitigate impacts to the roadway system by paying traffic impact fees.

The fees collected through the program, in addition to other funding sources, make it possible for the County to construct roads and other transportation facilities and improvements needed to accommodate new development. The fee was last updated in August of 2017.

Placer County Transportation Planning Agency (PCTPA)

The PCTPA is the State-designated Regional Transportation Planning Agency for Placer County and is responsible for making decisions about the County's transportation system. In addition to developing and adopting the regional transportation plans and strategies, the PCTPA also allocates the local transportation fund and has entered into a Memorandum of Understanding with Caltrans and SACOG to govern federal transportation planning and programming in Placer County.

10.4 IMPACTS AND MITIGATION MEASURES

This section describes the standards of significance and methodology utilized to analyze and determine the proposed project's potential impacts related to transportation and circulation.

Standards of Significance

According to CEQA guidelines and the County's Initial Study Checklist, a significant impact would occur if the proposed project would result in the following:

- An increase in traffic which may be substantial in relation to the existing and/or planned future year traffic load and capacity of the roadway system (i.e. result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections);
- Exceeding, either individually or cumulatively, an LOS standard established by the County General Plan and/or Community Plan for roads affected by project traffic;
- Increased impacts to vehicle safety due to roadway design features (i.e. sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- Inadequate emergency access or access to nearby uses;
- Insufficient parking capacity on-site or off-site;
- Hazards or barriers for pedestrians or bicyclists;
- Conflicts with adopted policies, plans, or programs supporting alternative transportation (i.e. bus turnouts, bicycle lanes, bicycle racks, public transit, pedestrian facilities, etc.) or otherwise decrease the performance or safety of such facilities; and/or
- Change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.

Placer County Standards of Significance

Placer County has adopted methodologies for determining the significance of traffic impacts within the context of the LOS goals established by the General Plan and various community plans. The County's minimum standard for roadway and intersections is LOS C except within one half-mile of a State highway, where LOS D is acceptable. Methodologies for evaluating roadway segments and intersections within Placer County are described in the following sections.

Roadway Segments

A project may be considered to exceed the minimum LOS policies if:

- A roadway segment operating at or above the established Placer County LOS standard without the project would decrease to an unacceptable LOS with the project;
- A roadway segment currently operating below the established Placer County LOS standard would experience an increase in V/C of 0.05 or greater; or
- A roadway segment currently operating below the established Placer County LOS standard experiences an increase in ADT of 100 or more project-generated vehicle trips per lane (vpl).

Signalized Intersections

A project may be considered to exceed the minimum LOS policies if:

- An intersection operating at or above the established Placer County LOS standard without the project would decrease to an unacceptable LOS with the project;
- An intersection currently operating below the established Placer County LOS standard would experience an increase in V/C of 0.05 (5 percent) or greater; or
- An intersection currently operating below the established Placer County LOS standard would experience an increase in overall average intersection delay of 4.0 seconds or greater.

Unsignalized Intersections

A project may be considered to exceed the minimum LOS policies if:

- An all-way stop or side-street stop (i.e., two-way stop) controlled intersection which currently operates at or above the established Placer County LOS standard without the project would deteriorate to an unacceptable LOS with the project and cause the intersection to meet the *California Manual of Uniform Traffic Control Devices* (MUTCD) traffic signal warrant(s); or
- An all-way stop or side-street stop-controlled intersection which currently operates below the established Placer County LOS standard and meets MUTCD traffic signal warrant(s) would experience an overall increase of 2.5 seconds or more with the project.

Further consideration is given in situations where the existing LOS is just above or at the approved minimum LOS and any increase in vehicle trips, or even daily fluctuations in traffic, would deteriorate the LOS to an unacceptable level. In such cases, the County may determine the second and third bullet points of the above exceptions are more applicable and should be used to analyze a project's impacts.

Issues Not Discussed Further

The only public use airport within the winery/farm brewery sub-regions is the Auburn Municipal Airport, which is located within the North Auburn sub-region. The Airport Land Use Compatibility Plan (ALUCP) for the Auburn Municipal Airport determines land use compatibility depending on type of use and proximity to the airport. None of the existing study facilities are located within an area covered by the ALUCP, and any future study facilities that may be located within areas covered by the ALUCP would be subject to all applicable land use restrictions and other regulations included in the ALUCP. The nearest existing study facility, Vina Castellano Winery, is located approximately 2.2 miles west of the airport property. The winery/farm brewery sub-regions do not contain any private airstrips. Therefore, the proposed project would result in no impact related to the following:

- Change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.

Accordingly, impacts related to the above are not further analyzed or discussed in this EIR chapter.

Method of Analysis

The analysis methodology provided in the Traffic Impact Analysis prepared for the proposed project by KD Anderson & Associates, Inc. is discussed below, along with planned improvements/funding sources for the roadway system in the winery/farm brewery sub-regions.

Analysis Scenarios

The following analysis scenarios are included in this chapter:

- **Existing Condition:** LOS based on current (2017) traffic counts, existing roadway geometry, and existing traffic control.
- **Existing Plus Project Condition:** Existing traffic volumes, roadway geometry, and traffic control plus potential vehicle trips that could result from existing study facilities subject to the proposed Zoning Text Amendment.

Project Characteristics

The following section provides an overview of trip generation, trip distribution, and trip assignment.

Existing Event Trip Generation at Wineries/Farm Breweries

In order to establish a baseline of typical trip generation associated with promotional events currently occurring within the winery/farm brewer sub-regions, the amount of vehicle traffic associated with events observed at existing wineries and farm breweries was isolated based on hourly traffic counts at entrances to the facilities (see Table 10-10). As shown in the table, some information regarding the events was available from social media, and in some cases review of the traffic volume counts suggested locations where an event was likely held based on high traffic volumes. The observed events generated wide ranges of daily trip totals and peak hour traffic volumes.

The total number of trips generated during the time periods when persons would have been traveling for an event ranged from a low of 34 trips (Dads Taste Free event at Lone Buffalo Vineyard) to a high of 212 trips (wine release party at Mt. Vernon Winery). A few observations are notable for the benefit dinner counted at Pescatore Vineyard and Winery, for which event capacity was available online. Pescatore Vineyard and Winery held a benefit dinner where, according to social media, attendance was limited to 45 people. A total of 43 trips were counted during the event travel period. This event would be considered an Agricultural Promotional Event under the proposed Zoning Text Amendment.

Table 10-10
Existing Event Trip Generation at Wineries/Farm Breweries

Winery/Farm Brewery	Type of Event	Travel Period	Event Description	Traffic Volume	
				Total Trips During Event Travel Period	Highest-Volume Hour During Travel Period
Dono dal Cielo Vineyard and Winery	Concert	12 PM to 5 PM	Live music (1 PM to 4 PM)	90	34
	Food	6 PM to 9 PM	Doggiestyle Hotdogs (6:30 to 8 PM)	44	24
Mt. Vernon Winery	Party	11 AM to 6 PM	Wine release party (12 to 5 PM)	212	45
	Dinner	6 PM to 10 PM	Wine cave dinner (7 PM)	21	10
Lone Buffalo Vineyards	Event	11 AM to 6 PM	Dads Taste Free (12 to 5 PM)	34	13
Rock Hill Winery	Concert	4 PM to 11 PM	Concert, details unknown	144	46
	Event	Unknown	Details unknown	182	53
Vina Castellano Winery	Event	11 AM to 6 PM	Detail unknown	106	25
Pescatore Vineyard and Winery	Dinner	5 PM to 10 PM	Benefit dinner limited to 45 people (6 PM)	43	19
Ciotti Cellars	Event	9 AM to 12 PM	Yin Yoga limited to 40 spots (9:30 to 11 am)	25	16
	Concert	1 PM to 6 PM	Live music: JP & Nowhere Man (2 PM to 5 PM)	77	39
Goathouse Brewery	Food	11 AM to 6 PM	Pizza, time unknown	157	42
	Event	Unknown	Father's Day at the Farm (58 guests)	194	51

Source: KD Anderson & Associates, Inc., 2019.

While Pescatore Vineyard and Winery would be considered a small winery, which are not the focus of the analysis within this EIR, because the attendance of the benefit dinner is similar to the allowable attendance limit for Agricultural Promotional Events under the Ordinance, Pescatore Vineyard and Winery traffic was included in the traffic counts. The observed trips are generally consistent with the trip generation calculations for Agricultural Promotional Events discussed in greater detail below.

The highest hourly volumes associated with events ranged from 13 trips (Lone Buffalo Vineyards) to 53 trips (Rock Hill Winery). The observed event that was most representative of the 50-attendee maximum Agricultural Promotional Events permitted under the proposed Zoning Text Amendment was a benefit dinner held at Pescatore Vineyard and Winery. The event included 45 attendees and generated 43 total trips, including 19 trips during the highest-volume hour. The other larger events shown in Table 10-10 were more representative of the Special Events permitted under the proposed Zoning Text Amendment, which would have a maximum attendee limit of 200 persons.

Project Trip Generation

The existing Winery Ordinance restricts the number of promotional events at each facility to six per year, subject to first securing an Administrative Review Permit. The proposed project would redefine "event" to distinguish between Agricultural Promotional Events and Special Events. Agricultural Promotional Events would include events with 50 attendees or less at one time and would be directly related to the education and marketing of wine and craft beer to consumers. Special Events would include events with greater than 50 attendees where the agricultural-related component is subordinate to the primary purpose of the event. The proposed Zoning Text Amendment would allow the existing study facilities to hold an unlimited number of Agricultural Promotional Events. The medium parcel-sized facilities would be able to hold a total of six Special Events per year, and the two existing large parcel-sized study facilities to hold a total of 12 Special Events per year.

As discussed in Chapter 3, Project Description, of this EIR, the number of promotional events would be technically unlimited; however, this EIR conservatively assumes that each existing study facility would host up to two additional events per day on 105 operational days per year as a result of the proposed Zoning Text Amendment. As discussed in Chapter 3, Project Description, several factors limit a particular facility's ability to host events, including number of staff, budget, parking capacity, overlap with regular tasting room hours, etc.

Though the existing study facilities vary in size, it is generally agreed that hosting Agricultural Promotional Events presents logistical challenges and requires staff capacity, as the study facilities are relatively small and, as such, have limited resources.[5] Therefore, existing study facilities would not be likely to host back-to-back events all day, every day.

[5] Placer County. *Meeting Summary, Placer County Community Development Resource Agency Meeting with Farm Breweries and Wineries*. July 14, 2017.

Event Trip Generation Rates

For the purposes of this analysis, trip generation for additional Agricultural Promotional Events permitted by the proposed Zoning Text Amendment was estimated based on attendance, attendee turnover (i.e., current attendees leaving and new attendees arriving during the same event) and typical automobile occupancy for vehicles transporting attendees to and from events. As shown in Table 10-11, based on a maximum allowable attendance of 50 persons and a vehicle occupancy of 2.5 persons/vehicle, an Agricultural Promotional Event without any attendee turnover would generate up to 20 inbound and 20 outbound trips over the course of a day, or a total of 40 daily trips. The characteristics of Special Events would be similar. Under these assumptions, a 100-person Special Event where guests turnover once would generate 40 inbound and 40 outbound trips, or 80 daily trips. Similarly, at these vehicle occupancy rates, a 200-person Special Event where guests only turnover once would generate 80 inbound and 80 outbound trips, or 160 daily trips.

Table 10-11
Trip Generation Rates: Winery and Farm Brewery Events

Description	Attendance	Trips Per Total Allowed Events							
		Weekday				Saturday			
			PM Peak Hour				Afternoon Peak Hour		
		Daily	In	Out	Total	Daily	In	Out	Total
Regular Ag Promo Event	50 persons	40	5	5	10	40	10	0	10
Rolling Ag Promo Event	50 persons	120	20	20	40	120	20	20	40
Special Event	100 persons	80	20	20	40	80	40	0	40
Special Event	200 persons	160	40	40	80	160	80	0	80

Note: Additional technical information related to development of these trip generation rates is included in the footnotes of Table 10 of the Traffic Impact Analysis (see Appendix G).

Source: KD Anderson & Associates, Inc., 2019.

Some events produce higher attendee turnover, wherein attendees come and go over the course of the event (rolling events). For the purpose of this analysis, it has been assumed that an event serving 50 persons at one time would turn over three times. Thus, a rolling 50-person event could generate 60 inbound and 60 outbound trips over the course of the event, or 120 daily trips.

Assumptions were made relative to peak hour travel on weekday evenings and Saturdays. Because multiple events are assumed at each facility, one of the events has been assumed to require travel in the two-hour window period of the peak hour, while the second event is assumed to occur during periods outside of the peak hour. Additional assumptions were made as to the direction of travel (i.e., inbound versus outbound trips) which differentiate between the weekday PM peak hour and Saturday afternoon peak hour. Additional supporting explanation is included in the Traffic Impact Analysis (see Appendix G).

Trip Generation Rates Per Facility

The total trip generation per winery/farm brewery has been estimated in a manner that accounts for the relative frequency of Special Events and Rolling Agricultural Promotional Events. Each medium and large parcel-sized winery or farm brewery has been assumed to host up to eight Rolling Agricultural Promotional Events. In addition, the proposed Zoning Text Amendment allows up to six Special Events with a maximum attendance of 100 persons for medium parcel-sized facilities and up to 12 Special Events with a maximum attendance of 200 persons for large parcel-sized facilities. The frequency of such events can be suggested in relation to the overall number of total event days that are available to each facility. For the purposes of this analysis, each facility was assumed to be open three days per week (i.e., Friday, Saturday and Sunday) and events were assumed to occur over the 35-week period that generally encompasses spring, summer, and fall, when wineries and farm breweries are most likely to host events. Therefore, within the 35-week period, the Traffic Impact Analysis assumed that a total of 105 days would be considered "event days," with a Special Event or Rolling Agricultural Promotional Event occurring on 14 of the 105 days for medium parcel-sized facilities, or roughly 13 percent of the time, and 20 of the 105 days for large facilities, or 19 percent of the time.

Because the nature of events at any individual winery would vary from day to day, an overall weighted trip generation rate per facility was estimated which accounts for event frequency. Table 10-12 and Table 10-13 below demonstrate the methodology used for medium and large parcel sized wineries/farm breweries, respectively. As shown in Table 10-12, for the weighted average event at a medium parcel-sized winery or farm brewery, the estimate was the sum of trips associated with an Agricultural Promotional Event occurring 86.7 percent of the time, a Rolling Agricultural Promotional Event occurring 7.6 percent of the time, and a Special Event occurring 5.7 percent of the time.

The total trip generation at the facility would be the sum of the weighted average event plus the trips associated with the 2nd regular Agricultural Promotional Event. Each medium parcel-sized winery/farm brewery with two daily events would generate approximately 88 daily trips with 24 trips in the peak hour.

As noted in Table 10-13, a similar approach was taken for large parcel-sized wineries. Because the size of a Special Event at a large parcel-sized winery is greater (i.e., 200 persons versus 100 persons) and Special Events are permitted more frequently at large wineries (i.e., 12 annually versus six annually) the overall weighted average trip generation rates are greater for large parcel-sized wineries than for medium parcel-sized wineries and farm breweries.

Table 10-12
Weighted Average Trip Generation Rates – Medium Parcel-Sized Wineries and Farm Breweries

Facility Size	Description	Quantity (persons)	Number of Annual Events (35 weeks)	Event Frequency		Trips per Total Allowed Events							
						Weekday				Saturday			
							PM Peak Hour				Afternoon Peak Hour		
						Daily	In	Out	Total	Daily	In	Out	Total
Medium Parcel-Sized Facility	Regular Agricultural Promotional Event	50	91	91/105	Average Rate	40	5	5	10	40	10	0	10
				86.7%	*Weighted*	***34.7***	***4.3***	***4.3***	***8.7***	***34.7***	***8.7***	***0.0***	***8.7***
	Rolling Agricultural Promotional Event	50	8	8/105	Average Rate	120	20	20	40	120	20	20	40
				7.6%	*Weighted*	***9.1***	***1.5***	***1.5***	***3.0***	***9.1***	***1.5***	***1.5***	***3.0***
	Special Event	100	6	6/105	Average Rate	80	20	20	40	80	40	0	40
				5.7%		***4.6***	***1.1***	***1.1***	***2.3***	***4.6***	***2.3***	***0***	***2.3***
	Sum of Weighted Average of Special, Rolling, and regular Agricultural Promotional Events		105	100%		***48.4***	***6.9***	***6.9***	***13.8***	***48.4***	***12.5***	***1.5***	***14.0***
	2nd regular Agricultural Promotional Event	50	105	100%	Average Rate	40	5	5	10	40	10	0	10
	Overall trip generation rates for a medium parcel-sized winery/farm brewery (sum of weighted event and 2nd Agricultural Promotional Event)					**88**	**12**	**12**	**24**	**88**	**22**	**2**	**24**

Source: KD Anderson & Associates, Inc., 2019.

Table 10-13
Weighted Average Trip Generation Rates – Large Parcel-Sized Wineries and Farm Breweries

Facility Size	Description	Quantity (persons)	Number of Annual Events (35 weeks)	Event Frequency		Trips per Total Allowed Events							
						Weekday				Saturday			
							PM Peak Hour				Afternoon Peak Hour		
						Daily	In	Out	Total	Daily	In	Out	Total
Large Parcel-Sized Facility	Regular Agricultural Promotional Event	50	85	85/105	Average Rate	40	5	5	10	40	10	0	10
				81.0%	Weighted	32.4	4.1	4.1	16.2	32.4	8.1	0	8.1
	Rolling Agricultural Promotional Event	50	8	8/105	Average Rate	120	20	20	40	120	20	20	40
				7.6%	Weighted	9.1	1.5	1.5	3.0	9.1	1.5	1.5	3.0
	Special Event	200	12	12/105	Average Rate	160	40	40	80	160	80	0	80
				11.4%	Weighted	18.2	4.6	4.6	9.2	18.2	9.1	0	9.1
	Sum of Weighted Average of Special, Rolling, and regular Agricultural Promotional Events		105	100		59.7	10.2	10.2	20.4	59.7	18.7	1.5	20.2
	2nd regular Agricultural Promotional Event	50	105	100	Average Rate	40	5	5	10	40	10	0	10
	Overall trip generation rates for a large parcel-sized winery/farm brewery (sum of weighted event and 2nd Agricultural Promotional Event)					**100**	**15**	**15**	**30**	**100**	**28**	**2**	**30**

Source: KD Anderson & Associates, Inc., 2019.

Trip Generation Forecasts

The overall average weighted trip generation rates associated with the Agricultural Promotional Events and Special Events supported by the proposed Zoning Text Amendment was applied to the existing study facilities to identify associated increases in vehicle trip generation. As shown in Table 10-14 below, events at the existing study facilities would generate approximately 904 daily trips on a weekday or Saturday. Of the 904 total trips, 252 trips would occur in the weekday PM peak hour and 320 trips would occur in the Saturday peak hour.

Table 10-14
Project Trip Generation at Existing Study Facilities

Study Facility Parcel Size	# of Existing Facilities	Trips Per Total Allowed Events							
		Weekday				Saturday			
			PM Peak Hour				Afternoon Peak Hour		
		Daily	In	Out	Total	Daily	In	Out	Total
Medium (winery)	6	528	72	72	144	528	132	12	144
Large (winery)	2	200	30	30	60	200	56	4	60
Medium (farm brewery)	2	176	24	24	48	176	44	4	48
Subtotal	**10**	**904**	**126**	**126**	**252**	**904**	**232**	**20**	**252**

Source: KD Anderson & Associates, Inc., 2019.

These trip generation estimates shown in Table 10-14 present a very conservative scenario, as each existing study facility would already be generating traffic that is included in current baseline traffic counts. It is likely that guests attending the additional Agricultural Promotional Events and Special Events would displace some other persons who might have attended as part of regular winery or farm brewery activity. Consider for example that one of the wineries counted in June 2017 generated 38 trips on a Saturday with no event taking place. Assuming the facility was open for eight hours, it averaged four trips per hour that day. If an event was to occupy 3-4 hours at such a facility, that represents 12-16 daily trips that could be displaced by the event. Because attempts have not been made to discount the trip generation forecasts for this "double counting" of trips, the overall estimate is conservative.

Trip Distribution and Assignment

For wineries and farm breweries, the distribution of trips generated by such facilities generally reflects the population distribution within the trade area for wineries. As noted in Table 10-15, the majority of visitors at the existing study facilities originate in the Sacramento/Roseville, San Francisco Bay Area, which are much larger than the local Auburn area, with lesser shares traveling from areas to the north and east.

Table 10-15 Project Trip Distribution Assumptions		
Direction	**Route**	**Percent of Total Trips**
North	SR 49 north of Lone Star Road	5%
	SR 65 north of Wise Road	5%
East	City of Auburn	15%
	Interstate 80 east of study area	10%
West-South	Sacramento/San Francisco Bay Area	65%
	Total:	**100%**
Source: KD Anderson & Associates, Inc., 2019.		

The assignment of project traffic to the local area street system reflects the alternative routes available between various existing and future study facility locations and ultimate destinations. The choice of access route was determined based on the relative difference in travel time along each route. Using the regional trip distribution assumptions noted previously, project trips were assigned to the local street system based on the least time path to each destination. Lane configurations and "project only" traffic volumes resulting from additional Agricultural Promotional Events and Special Events at existing are shown in Figure 10-4.

Project-Specific Impacts and Mitigation Measures

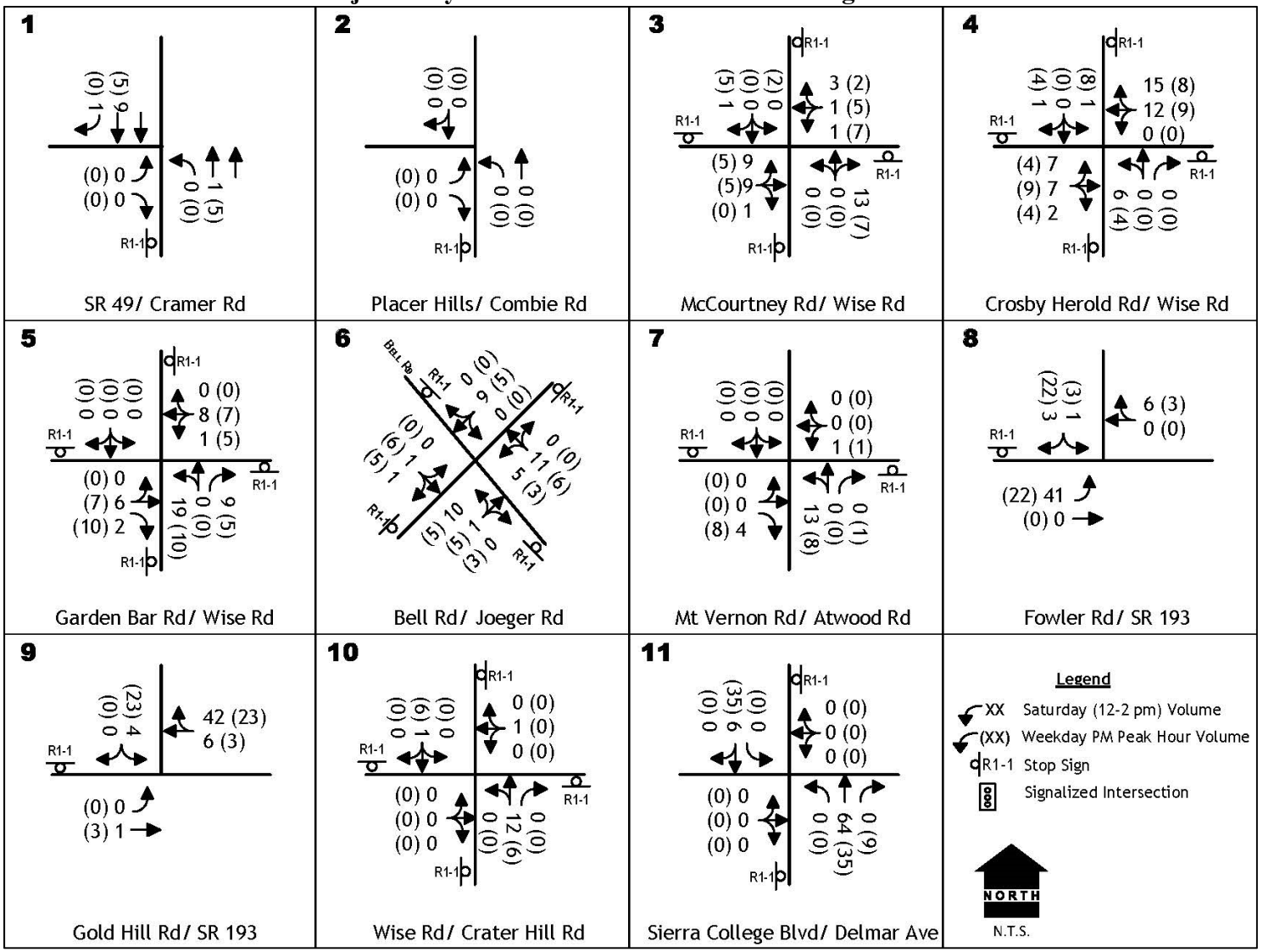
The impacts of the proposed Zoning Text Amendment on the local transportation system are evaluated in this section based on the thresholds of significance and methodology described above.

10-1 Study roadway segments under the Existing Plus Project Condition. Based on the analysis below, the impact would be *less than significant.*

Table 10-16 below summarizes operations at each of the study roadway segments under the Existing and Existing Plus Project Conditions. As shown in the table, vehicle trips generated by additional by-right Agricultural Promotional Events and Special Events at existing study facilities based on the trip generation methodology described in this chapter would not degrade any study roadway segments to an unacceptable LOS. Therefore, impacts to study roadway segments under the Existing Plus Project Condition would be ***less than significant***.

Mitigation Measure(s)
None required.

Figure 10-4
Project Only Traffic Volumes and Lane Configurations



Source: KD Anderson & Associates, Inc., 2019.

Table 10-16
Study Roadway LOS – Existing Plus Project Condition

#	Roadway	Segment	Class	Roadway Volume and Segment LOS									
				Weekday					Saturday				
				Existing		Existing Plus Project			Existing		Existing Plus Project		
				Daily Volume	LOS	Daily Volume		LOS	Daily Volume	LOS	Daily Volume		LOS
						Project	Total				Project	Total	
A	Auburn – Folsom Rd	South of King Rd	Rural Arterial	8,573	A	44	8,617	A	8,355	A	44	8,399	A
B	Ayers Holmes Rd	Mt. Vernon Rd to Wise Rd	Local Road	412	A	0	412	A	485	A	0	485	A
C	Bald Hill Rd	Wise Rd to Mt. Vernon Rd	Rural Collector	1,309	A	78	1,387	A	1,038	A	78	1,116	A
D	Baxter Grade Rd	Wise Rd to Mt. Vernon Rd	Rural Collector	971	A	26	997	A	634	A	26	660	A
E	Bell Rd	Lone Star Rd to Cramer Rd	Rural Collector	614	A	0	614	A	543	A	0	543	A
F	Bell Rd	Joeger Rd to Cramer Rd	Rural Collector	1,400	A	4	1,404	A	1,329	A	4	1,333	A
G	Chili Hill Rd	Lozanos Rd to Gold Hill Rd	Rural Collector	355	A	76	431	A	262	A	76	338	A
H	Combie Rd	Placer Hills Rd to end	Rural Collector	2,688	B	0	2,688	B	2,477	B	0	2,477	B
I	Cramer Rd	Bell Rd to SR 49	Local Road	558	A	2	560	A	549	A	2	551	A
J	Crosby Herold Rd	Wise Rd to Meadow Creek Rd	Local Road	525	A	88	613	A	582	A	88	670	A
K	Delmar Ave	Sierra College Blvd to Citrus Colony Rd	Rural Collector	1,126	A	0	1,126	A	1,171	A	0	1,171	A
L	Fowler Rd	SR 193 to Virginiatown Rd	Rural Collector	3,412	B	180	3,592	B	3,440	B	180	3,620	B
M	Fleming Rd	Gladding Rd to McCourtney Rd	Local Road	43	A	0	43	A	92	A	0	92	A
N	Fruitvale Rd	Fowler Rd to Gold Hill Rd	Rural Collector	1,486	A	70	1,556	A	1,186	A	70	1,256	A
O	Gold Hill Rd	SR 193 to Virginiatown Rd	Rural Collector	1,542	A	162	1,704	B	1,857	B	162	2,019	B
P	Horseshoe Bar Rd	Val Verde Rd to Auburn – Folsom Rd	Rural Collector	3,545	B	44	3,589	B	2,485	B	44	2,529	B
Q	Lone Star Rd	Bell Rd to SR 49	Local Road	1,328	A	2	1,330	A	1,223	A	2	1,225	A
R	McCourtney Rd	Wise Rd to Big Bend Rd	Rural Arterial	1,192	A	48	1,240	A	1,207	A	48	1,255	A
S	Millertown Rd	Wise Rd to Mt. Vernon Rd	Rural Collector	150	A	0	150	A	135	A	0	135	A
T	Mt. Vernon Rd	Wise Rd to Meyers Ln	Rural Collector	2,021	B	48	2,069	B	2,679	B	48	2,727	B
U	Mt. Vernon Rd	Vineyard Dr to Millertown Rd	Rural Collector	2,995	B	62	3,057	B	2,676	B	62	2,738	B
V	Nicolaus Rd	West of Dowd Rd	Rural Arterial	3,064	A	0	3,064	A	2,374	A	0	2,374	A
W	Placer Hills Rd	I-80 to Combie Rd	Rural Arterial	9,470	A	0	9,470	A	7,407	A	0	7,407	A
X	Ridge Rd	Gold Hill Rd to SR 193	Rural Collector	789	A	0	789	A	640	A	0	640	A
Y	Sierra College Blvd	South of King Rd	Rural Arterial	12,762	B	252	13,014	B	10,642	A	252	10,894	A
Z	SR 193	Sierra College Blvd to Fowler Rd	State Highway	6,700	A	158	6,858	A	6,700	A	158	6,858	A
AA	Virginiatown Rd	Lincoln limits to Fowler Rd	Rural Collector	773	A	22	795	A	994	A	22	1,016	A
BB	Wise Rd	McCourtney Rd to Crosby Herold Rd	Rural Arterial	2,575	A	122	2,697	A	2,714	A	124	2,838	A
CC	Wise Rd	Crosby Herold Rd to Garden Bar Rd	Rural Arterial	1,857	A	128	1,985	A	1,978	A	128	2,106	A
DD	Wise Rd	Garden Bar Rd to Mt. Vernon Rd	Rural Arterial	1,394	A	96	1,490	A	1,304	A	96	1,400	A
EE	Wise Rd	Baxter Grade Rd to Crater Hill Rd	Rural Collector	1,168	A	46	1,214	A	931	A	46	977	A
FF	Wise Rd	Bald Hill Rd to Ophir Rd	Rural Collector	1,000	A	16	1,016	A	915	A	16	931	A

Source: KD Anderson & Associates, Inc., 2019

10-2 Study intersections under the Existing Plus Project Condition. Based on the analysis below, the impact would be *less than significant.*

The vehicle trips associated with additional by-right events enabled by the proposed Zoning Text Amendment were superimposed onto the current background traffic volumes to create the Existing Plus Project Conditions traffic volumes presented in Figure 10-5 below. Table 10-17 below summarizes operations at each of the study intersections under the Existing and Existing Plus Project Conditions. As previously indicated in Table 10-4 and also shown in Table 10-17, the Sierra College Boulevard/Delmar Avenue intersection would operate unacceptably (LOS D or worse) without project traffic during the weekday PM peak hour; all other study intersections would operate acceptably during the weekday PM and Saturday afternoon peak hours.

Because the Sierra College Boulevard/Delmar Avenue intersection operates unacceptably with and without the project, the significance of the impact to the intersection is determined based on change in overall average delay and satisfaction of peak hour traffic signal warrants. While the incremental change in delay caused by the project would be 7.2 seconds, which exceeds the 2.5 seconds allowed under Placer County criteria, traffic signal warrants at the intersection would not be satisfied. Because both criteria must be met under County guidelines for significant impact to occur, the project's impact to the intersection would be less than significant.

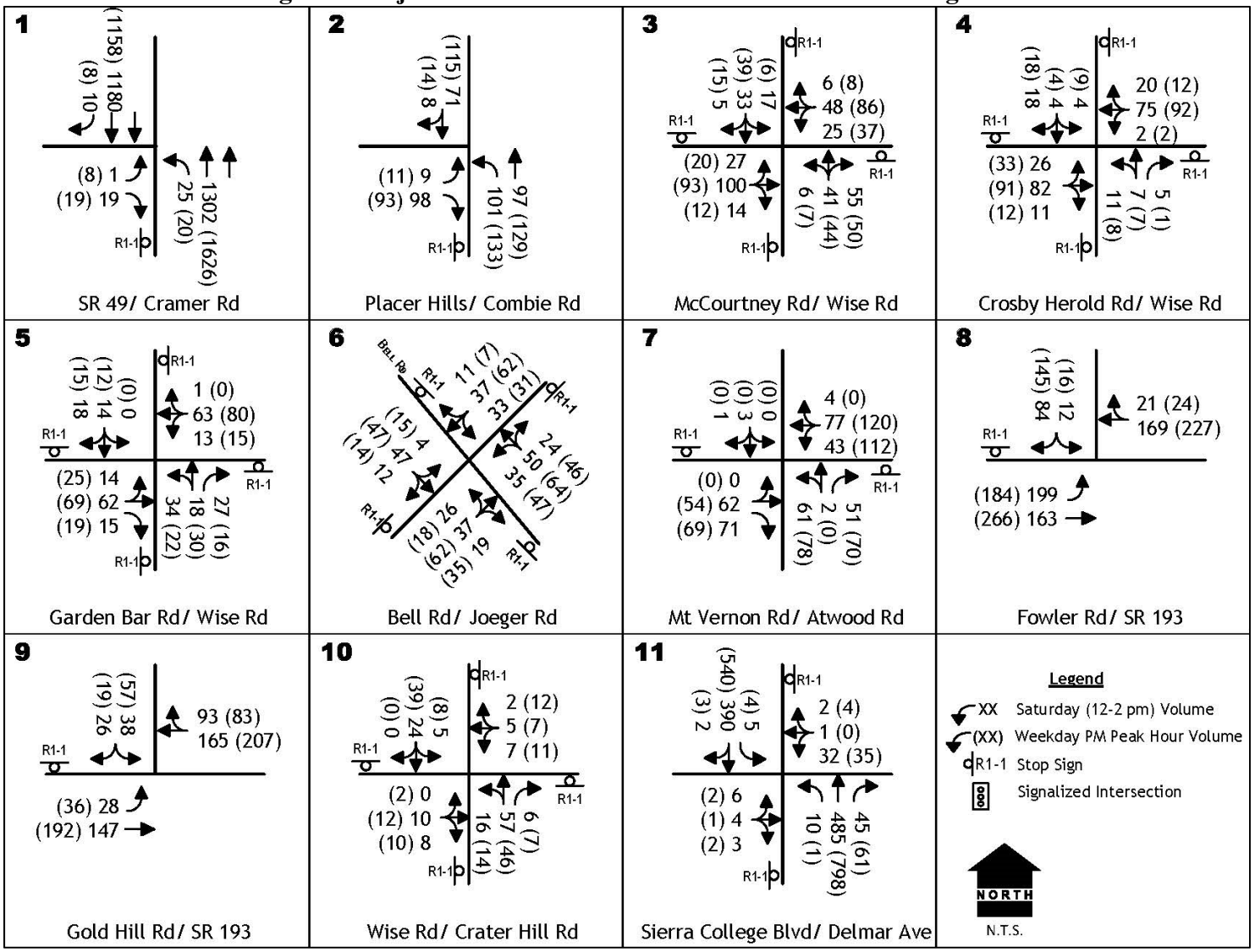
Based on the above, impacts to study intersections under the Existing Plus Project Condition would be ***less than significant***.

Mitigation Measure(s)
None required.

10-3 Increased impacts to vehicle safety due to roadway design features (i.e. sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment), or result in inadequate emergency access or access to nearby uses. Based on the analysis below, the impact is *less than significant.*

As noted previously, data collected over a three-year period from January 2014 to December 2016 was obtained as part of the Traffic Impact Analysis and used to tabulate roadway collision rates based on the number of collisions per MVM of travel. This method permits comparison of roadways carrying different traffic volumes. Based on the 3-year collision history, the collision rates on local study area roadways are generally consistent with what might be expected for typical rural roads. While the proposed Zoning Text Amendment would add more traffic to the study roadways, all study roadway segments would operate acceptably under the Existing Plus Project Condition.

Figure 10-5
Existing Plus Project Condition Traffic Volumes and Lane Configurations



Source: KD Anderson & Associates, Inc., 2019.

Table 10-17
Study Intersection LOS – Existing Plus Project Condition

Intersection	Control	Weekday PM Peak Hour				Saturday Afternoon Peak Hour			
		Existing		Existing Plus Project		Existing		Existing Plus Project	
		Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS
1. SR 49/Cramer Rd	EB Stop	(14.4)	(C)	(15.6)	(C)	(12.9)	(B)	(13.1)	(B)
(overall)		18.5	C	18.8	C	14.5	B	14.7	B
Eastbound Approach									
2. Placer Hills Rd/Combie Rd	SB Stop								
(overall)		(8.9)	(A)	(8.9)	A	(8.6)	(A)	(8.6)	(A)
Southbound Approach		10.2	B	10.2	B	9.5	A	9.5	A
3. Wise Rd/McCourtney Rd	AWS	8.2	A	8.4	A	8.2	A	8.4	A
4. Wise Rd/Crosby Herold Rd	AWS	7.7	A	7.8	A	7.5	A	7.7	A
5. Wise Rd/Garden Bar Rd	AWS	7.8	A	8.0	A	7.6	A	7.7	A
6. Bell Rd/Joeger Rd	AWS	8.3	A	8.5	A	7.8	A	8.0	A
7. Mt. Vernon Rd/Atwood Rd	NB Stop								
(overall)		(8.6)	(A)	(9.0)	(A)	(7.8)	(A)	(8.2)	(A)
Northbound Approach		9.4	A	10.1	B	7.8	A	10.2	B
8. SR 193/Fowler Rd	SB Stop								
(overall)		(9.9)	(A)	(10.3)	(B)	(9.0)	(A)	(9.0)	(A)
Southbound Approach		11.9	B	12.5	B	10.6	B	11.0	B
9. SR 193/Gold Hill Rd	SB Stop								
(overall)		(10.4)	(B)	(11.5)	(B)	(9.8)	(A)	(10.1)	(B)
Southbound Approach		12.1	B	13.1	B	10.8	B	11.0	B
10. Wise Rd/Crater Hill Rd	AWS	7.6	A	7.6	A	7.6	A	7.6	A
11. Sierra College Blvd/Delmar Ave	WB Stop								
(overall)		**(38.7)**	**(E)**	**(45.1)**	**(E)**	(16.9)	(C)	(18.6)	(C)
Westbound Approach		**44.3**	**E**	**51.8**	**F**	20.6	C	22.8	C

Notes:
- (XX) indicates overall weighted average delay and LOS for movements yielding right-of-way.
- **Bold** indicates applicable LOS threshold exceeded.
- AWS = all-way stop.

Source: KD Anderson & Associates, Inc., 2019.

The proposed Zoning Text Amendment would not directly result in any changes to the circulation systems within the winery/farm brewery sub-regions and would not alter access to existing study facilities. In addition, because the additional Agricultural Promotional Events and Special Events allowable under the proposed Zoning Text Amendment would be functionally similar to promotional events allowed under the existing Winery Ordinance, the proposed project would not introduce any incompatible uses to area roadways. Existing study facilities would continue to be required to comply with all applicable County standards related to roadway design and provision of adequate access for emergency vehicles. Therefore, the proposed Zoning Text Amendment would not cause increased impacts to vehicle safety due to roadway design features (i.e. sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment), or result in inadequate emergency access or access to nearby uses. Thus, a ***less-than-significant*** impact related to such would occur.

Mitigation Measure(s)
None required.

10-4 Insufficient parking capacity on-site or off-site. Based on the analysis below, the impact is *less than significant.*

As discussed in Chapter 4, Agricultural Resources, of this EIR, the existing Winery Ordinance allows for temporary overflow parking to be used in conjunction with Temporary Outdoor Events (TOE), as described in Section 17.56.300(B)(1)(b). The proposed Zoning Text Amendment would continue to allow overflow parking for TOEs but would also allow temporary overflow parking for Special Events. Overflow parking for Agricultural Promotional Events would not be allowed; rather, the Ordinance would continue to require at least one parking space for every 2.5 event attendees, and event size would be limited to the number of available on-site parking spaces (see Table 4, Minimum Parking Requirements, of the proposed Winery and Farm Brewery Zoning Text Amendment included as Attachment A to this EIR). Any attempt to allow overflow parking for Agricultural Promotional Events would be a violation of the Placer County Code and would result in code enforcement.[6]

In summary, the proposed Zoning Text Amendment would give facility owners the ability to use temporary overflow parking for Special Events, which are limited to six per year for medium parcel-sized facilities and 12 per year for large parcel-sized facilities. Thus, on a yearly basis, the demand for overflow parking will be relatively minimal. While facility owners may choose to designate temporary overflow parking on their properties for Special Events, overflow parking would be temporary and, at the most, would be needed 12 times a year, for Special Events on large parcel-sized facilities. In addition, under the current Winery Ordinance and upon implementation of the proposed Zoning Text Amendment, existing study facilities would have the ability to expand permanent parking spaces within

[6] Overflow parking could be allowed with a TOE, two of which could be obtained per year; however, this is currently allowed under the existing Winery Ordinance, and, thus, is not required to be addressed in this EIR.

the facilities to accommodate tasting room guests, agricultural activities, and event attendees.

Based on the above, the proposed Zoning Text Amendment would not result in insufficient parking capacity at existing study facilities, and a ***less-than-significant*** impact would occur.

Mitigation Measure(s)
None required.

10-5 Hazards or barriers for pedestrians or bicyclists or conflict with adopted policies, plans, or programs supporting alternative transportation (i.e. bus turnouts, bicycle lanes, bicycle racks, public transit, pedestrian facilities, etc.) or otherwise decrease the performance or safety of such facilities. Based on the analysis below, the impact is *less than significant.*

The extent to which the proposed Zoning Text Amendment may impact existing and planned transit networks, bicycle facilities, and pedestrian facilities within the winery/farm brewery sub-regions is based on the additional use of existing alternative transportation facilities by persons attending additional Agricultural Promotional Events and Special Events and the incremental increase in conflicts with automobiles created by net new vehicle trips indirectly generated by the proposed project at existing study facilities.

As discussed previously, none of the existing study facilities are currently served by PCT, the County's primary public transit service. As such, the proposed project would not conflict with public transit planning efforts or decrease the performance of existing public transit systems.

As noted in the Existing Setting section of this chapter, study area roads are used frequently be recreational bicyclists who share the roads, which lack bicycle lanes or wide paved shoulders. To the extent that event attendees might elect to bike to existing study facilities, the project could generate additional bicycle traffic on study area roads. Given the rural setting of the existing study facilities, the proposed Zoning Text Amendment would be unlikely to generate appreciable pedestrian activity as a result of additional Agricultural Promotional Events and Special Events. The slight increase in bicycle use on study area roadways would not substantially degrade the performance or safety of existing bicycle facilities. In addition, the various roadway improvements funded through the Countywide Traffic Impact Fee Program, including shoulder widening, could improve bicycle safety within the winery/farm brewery sub-regions.

It should be noted that in addition to indirectly adding bicycle traffic to area roadways, the proposed Zoning Text Amendment would add automobile traffic to rural roads that are already used by alternative transportation modes. As discussed previously, the additional Agricultural Promotional Events and Special Events could increase the traffic volume on rural collector roads within the winery/farm brewery sub-regions by up to 208 vehicles per day. However, the amount of traffic added to such roads would not result in a capacity

deficiency as measured in terms of roadway segment LOS, and the traffic increase would not appreciably worsen existing conditions for bicyclists.

Based on the above, the proposed project would not create hazards or barriers for pedestrians or bicyclists. In addition, the project would not conflict with adopted policies, plans, or programs supporting alternative transportation (i.e. bus turnouts, bicycle lanes, bicycle racks, public transit, pedestrian facilities, etc.) or otherwise decrease the performance or safety of such facilities. Thus, a ***less-than-significant*** impact would occur.

Mitigation Measure(s)
None required.