

## 6.0 TRANSPORTATION AND CIRCULATION

The following analysis is based on the *Dry Creek West Placer Community Plan: Transportation Element Update Traffic Study* (January 28, 2009) and subsequent *Alternative 5 Results for the Dry Creek/West Placer Community Plan – Transportation Element Update* (June 22, 2009) prepared by Fehr & Peers Transportation Consultants. These documents are available for review at the Placer County Planning Department.

The *Transportation and Circulation Element* of the *Dry Creek/West Placer Community Plan* (or *Community Plan*) is intended to serve the following purposes:

- Address topics specific to the *Community Plan* area that are of particular interest to residents of Dry Creek;
- Establish goals and policies to guide the development and operation of the transportation system;
- Describe existing transportation conditions and circulation features within the *Community Plan* area;
- Describe future transportation conditions resulting from development of the *Community Plan* area in accordance with proposed land uses;
- Identify improvements to, and development of, the transportation system to ensure the provision of a safe, efficient and multi-modal transportation system consistent with the established goals and policies; and
- Identify a method for financing the identified transportation needs in the *Community Plan* area.

### 6.1 ENVIRONMENTAL SETTING

Evaluation of the operating characteristics of the existing circulation system in the *Community Plan* area is the initial task in defining the transportation impacts of the proposed project. The following sections discuss existing roadway functions, traffic volumes, and traffic levels of service (LOS), as well as transit services and bicycle facilities.

#### 6.1.1 Transportation Analysis Scenarios

The traffic associated with full development of the proposed project was estimated under existing (2007) and cumulative (2025) conditions. Daily roadway and PM peak-hour intersection volumes were collected during 2005 and 2006. The following conditions and scenarios were defined and evaluated:

##### Existing Conditions

- Existing Scenario – with PFE Road open.

##### Cumulative Conditions

- Cumulative Roadway Segment Conditions – with PFE Road open and with PFE Road closed.
- Cumulative Intersection Conditions – with PFE Road open and with PFE Road closed.
- Cumulative Roseville Capital Improvement Program (CIP) Analysis – with PFE Road open and with PFE Road closed.
- Pedestrian, Bicycle, and Pedestrian Conditions.

The *Community Plan* directs that PFE Road be closed at Cook-Riolo Road when its average daily traffic volume surpasses 5,000 vehicles per day, which it has attained. At the time the *Community Plan* was

written, this measure allowed the County to achieve its circulation goals, which included accommodating commute traffic patterns in the *Community Plan* area, while simultaneously minimizing traffic effects on Cook-Riolo Road and at the Dry Creek Elementary School site. However, the *Community Plan* also allowed for unforeseen changes in circumstances, noting the possibility that the community may decide at a future date that closing PFE Road would not be in its best interest (Placer County, 1990 [*Transportation/Circulation Element, p. 140*]). If PFE Road were to remain open, the *Community Plan* notes that additional improvements to the road network would be necessary to maintain level of service (LOS) C (Placer County, 1990 [*Transportation/Circulation Element, p. 152*]). The County has not determined whether it will close the road. Therefore, the transportation and circulation analysis was performed for both scenarios: (a) with the road open and (b) with the road closed only in the cumulative condition.

This chapter documents the evaluation of the scenarios defined above. Comparing traffic analyses under these scenarios provides a comprehensive basis for determining the traffic impacts of the proposed project. To determine the traffic impacts, the traffic associated with proposed project area was compared to a No-Project scenario for the same time frame and same roadway network, as follows:

- The Existing Scenario with PFE Road open is an analysis of the transportation system as it exists today;
- The Cumulative Roadway Conditions compares scenarios with PFE Road open and closed, including the proposed project; and
- The Cumulative Intersection Conditions compares scenarios with PFE Road open and closed, including the proposed project.
- The Cumulative Roseville CIP Analysis compares scenarios with PFE Road open.

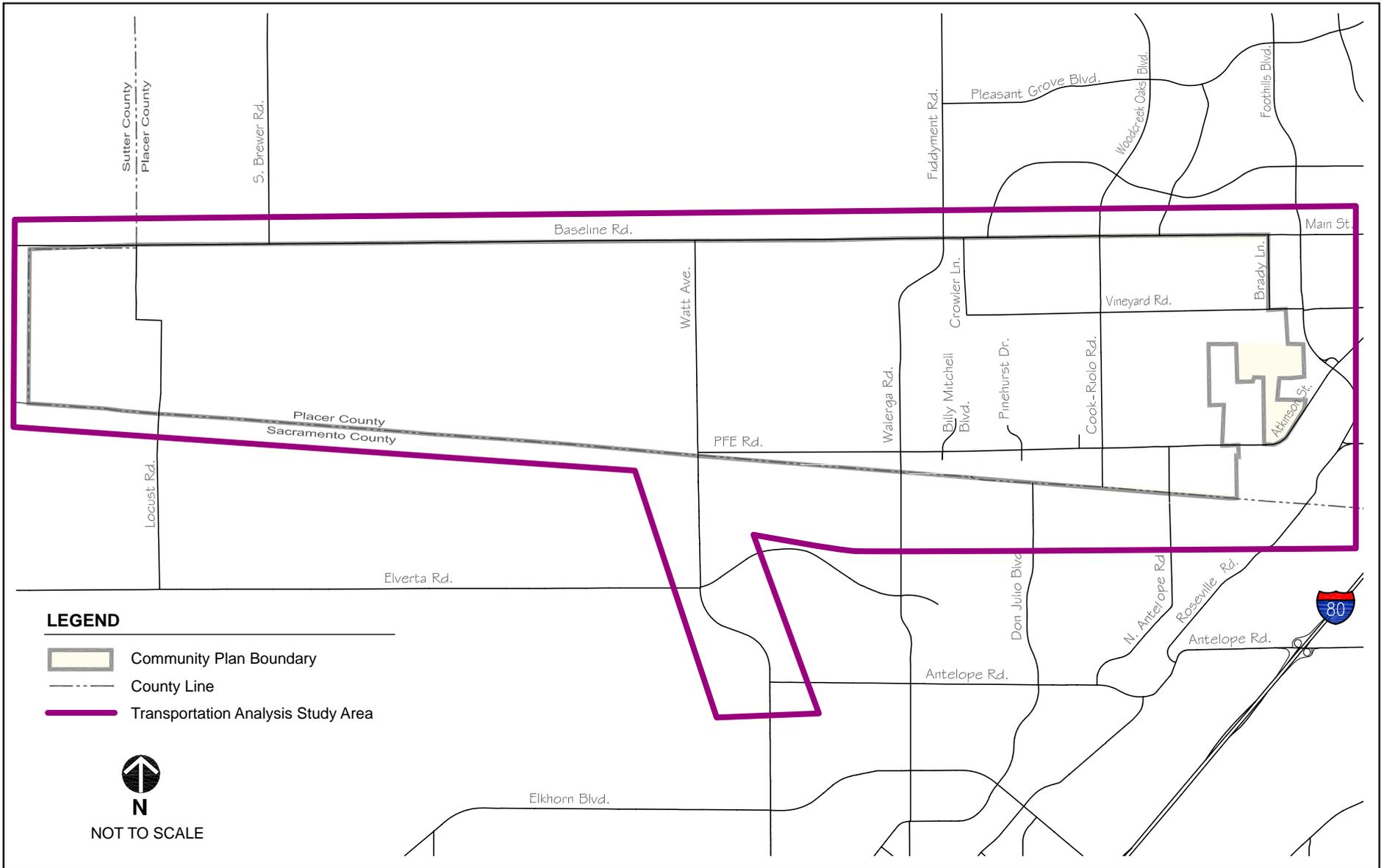
## **6.1.2 Study Area Roadway System**

The transportation analysis study area includes the major roadways and intersections within the *Community Plan* area. The *Community Plan* area boundaries are Baseline Road on the north, the Placer/Sutter County line to the west, the Placer/Sacramento County line to the south, and the City of Roseville to the east. The transportation analysis study area also includes selected roadways and intersections in the southwestern portion of the City of Roseville, and two intersections in northern Sacramento County along Watt Avenue. The transportation analysis study area (see **Figure 6-1**) covers portions of three jurisdictions: Placer County, Sacramento County, and the City of Roseville.

The transportation analysis study area boundary was based on a screening analysis that determined the roadway segments and intersections where the proposed project would cause a measurable effect in traffic volume compared to the Existing Scenario, the Cumulative No-Project Scenario, and the Cumulative Plus Project Scenario. Roadways and intersections outside the transportation analysis study area boundary were not evaluated.

The Circulation Plan Diagram in the *Placer County General Plan* depicts the circulation system for unincorporated Placer County by use of a set of roadway classifications. The roadway classification system has been developed to guide Placer County's long-range capital improvement planning and programming. Roadways in this system are classified based on the linkages they provide and their function, both of which reflect their importance to the land use patterns, traveler, and general welfare. The County's functional classification system recognizes differences in roadway function and standards between urban/suburban areas and rural areas. The roadway classifications are as follows:

- **Local streets** provide direct access to abutting land and access to the collector street system. The public uses these streets for local circulation. They carry little, if any, through traffic, and generally carry very low traffic volumes.



**LEGEND**

-  Community Plan Boundary
-  County Line
-  Transportation Analysis Study Area



NOT TO SCALE

Source:  
Study Area Map, Fehr & Peers, 2009a

**TRANSPORTATION ANALYSIS STUDY AREA**

June 2010  
28067005

Dry Creek/West Placer  
Community Plan Update  
Placer County, CA



**FIGURE 6-1**

- **Collector roadways** are intended to “collect” traffic from local streets and carry it to roadways higher in the street classification hierarchy (e.g., arterials). The public uses these roadways as secondary circulation routes, and they generally carry light-to-moderate traffic volumes. Access to abutting land is normally permitted but may be restricted to certain uses dependent on cumulative traffic volumes. In urban/suburban areas, major collector roadways will generally carry higher traffic volumes than minor collectors, and thus require more right-of-way and have more access restrictions. Rural collector roadways may or may not carry high traffic volumes, but predominant travel distances are shorter than on arterial roadways. Consequently, more moderate speeds may be typical, on the average.
- **Arterial roadways** are fed by local and collector roadways and provide linkages to the state highway system, as well as linkages to and between communities and major activity centers. The public uses these roadways as primary circulation routes for through traffic, and they carry higher volumes of traffic than local streets and collector roadways. In urban/suburban areas, major arterials will generally carry higher traffic volumes than minor arterials, and thus require more right-of-way and have more access restrictions. Rural arterial roadways may or may not carry high traffic volumes, but do provide primary access routes for through travel into, out of, and through the rural areas of the community and generally have higher speed limits than collector roadways.

The existing roadway network in the *Community Plan* area consists of local streets, collector roadways, and arterial roadways. Adjacent to the *Community Plan* area, about 2 miles to the southeast, is Interstate 0 (I-80). The key roadways shown on **Figure 6-1** are described below.

- **Baseline Road** is a major east-west arterial that connects the City of Roseville with State Route (SR) 70/99 in Sutter County. Within Sutter County, this roadway becomes Riego Road, while east of Foothills Boulevard this roadway becomes Main Street. This road has two lanes from SR 70/99 to Walerga Road and three lanes (two westbound and one eastbound) from Walerga Road to Foothills Boulevard.
- **Cirby Way** is an east-west, four-lane, arterial that extends from Foothills Boulevard east to I-80. Cirby Way provides access to I-80 via Riverside Avenue.
- **Cook-Riolo Road** is a north-south, two-lane rural collector that connects PFE Road and Baseline Road. North of Baseline Road in the City of Roseville this roadway becomes Woodcreek Oaks Boulevard.
- **Crowder Lane** is a north-south, two-lane minor collector that connects Vineyard Road and Baseline Road.
- **Fiddyment Road** is a north-south, two-lane rural arterial (with some four-lane sections) that extends north from Baseline Road to Moore Road, southwest of the City of Lincoln. Fiddyment Road connects to Walerga Road at Baseline Road.
- **Foothills Boulevard** is a north-south major arterial connecting western Roseville and Cirby Way to provide the most direct route to I-80. It has four lanes from Cirby Way to Atkinson Street, five lanes (two southbound and three northbound) from Atkinson Street to Vineyard Road, and six lanes from Vineyard Road to Baseline Road.
- **Locust Road** is a north-south, two-lane rural collector that extends from the Sacramento County line across Baseline Road, and north to Sunset Boulevard West.
- **PFE Road** is an east-west, two-lane rural collector that connects Watt Avenue and Atkinson Street.
- **Walerga Road** is a north-south, two-lane minor arterial (with some four-lane sections) that connects Baseline Road at Fiddyment Road to Sacramento County.

- **Watt Avenue** is a north-south, two-lane major arterial that connects Baseline Road to Sacramento County. Within the *Community Plan* area Watt Avenue is a two-lane roadway that transitions to a four-lane roadway in Sacramento County. Watt Avenue connects western Placer County with I-80.
- **Vineyard Road** is an east-west, two-lane minor collector that connects Crowder Lane to Atkinson Street in the City of Roseville.

### 6.1.3 Existing Traffic Levels of Service

Determination of traffic impacts of the proposed project is based on projected roadway volumes and comparisons to roadway capacities. Roadway operating conditions are described using the concept of LOS. LOS is a qualitative measure of the effect of a number of factors, which include speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, and operation costs. LOS is designated A through F (best to worst), which cover the entire range of traffic operations that might occur. LOS E describes conditions approaching or at maximum capacity. Under the *Placer County General Plan*, the County has established a standard of LOS C except for within one-half mile of state or interstate highways, where the standard is LOS D. The County may allow exceptions to these LOS standards where it finds that the improvements or other measures required to achieve the LOS standards are unacceptable based on established criteria.

#### Roadway LOS

Traffic operations for the transportation analysis study area were analyzed for roadway capacity under existing conditions. For each study roadway, the daily roadway volume was compared to the County's roadway thresholds to assign a LOS according to the roadway type and the number of lanes. **Table 6-1** lists the roadway LOS evaluation criteria from the *Placer County General Plan* (1993).

**Table 6-1**  
**Evaluation Criteria for Roadway Levels of Service**

Roadway Capacity Class	Maximum Daily Traffic Volume Per Lane				
	LOS A	LOS B	LOS C	LOS D	LOS E
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/Collector – Low Access Control	4,500	5,250	6,000	6,870	7,500
Rural two-lane Arterial – Level Terrain	1,500	2,950	4,800	7,750	12,500
Rural two-lane Arterial – Rolling Terrain	800	2,100	3,800	5,700	10,500

**Source:** Placer County, 1994

**Notes:** LOS A – Free Flow/Insignificant Delay. No approach phase is fully used by traffic and no vehicle waits longer than one red indication.  
 LOS B – Stable Operation/Minimal Delay. An occasional approach phase is fully used. Many drivers begin to feel somewhat restricted.  
 LOS C – Stable Operation/Acceptable Delay. Major approach phases fully used. Most drivers feel somewhat restricted.  
 LOS D – Approaching Unstable/Tolerable Delay. Drivers may have to wait through more than one red signal indication. Queues may develop but dissipate rapidly, without excessive delays.  
 LOS E – Unstable Operation/Significant Delay. Volumes at or near capacity. Vehicles may wait through several signal cycles. Long queues form upstream from intersection.  
 LOS F – Forced Flow/Excessive Delay. Represents jammed conditions. Intersection operates below capacity with low volumes. Queues may block upstream intersections.

**Figure 6-2** shows the existing average daily traffic (ADT) volumes on the study roadway segments. The daily segment-based analysis criteria used to evaluate these roadways are consistent with the methodologies used in the *Placer County General Plan Update Final Environmental Impact Report* (Crawford Multari & Starr et al., 1994). Arterial roadways were evaluated using the criteria for “moderate access control arterials,” while the criteria for “low access control arterials” were used for collector roadways. **Table 6-2** lists the daily volume and the LOS according to Placer County thresholds.

No roadway segments were analyzed in either Sacramento or Sutter County as a part of this analysis because the traffic model did not show substantial effects on any of the roadways in these counties.

The majority of the study roadways have LOS C or better conditions. However, the following four roadway segments currently have LOS E or worse conditions. The first two roadway segments are located in Placer County, while the last two roadway segments are in Roseville.

- Walerga Road between Baseline Road and PFE Road (LOS E)
- Watt Avenue between the Sacramento County line and PFE Road (LOS E)
- Foothills Boulevard between Atkinson Street and Vineyard Road (LOS E)
- Foothills Boulevard between Cirby Way and Atkinson Street (LOS F)

The Walerga Road and Watt Avenue segments are two-lane roadways (a portion of Walerga Road is four lanes) that join to four-lane or more roadways, resulting in a high volume of traffic on these roadways. Foothills Boulevard has high volumes because it serves as the primary connection between western Roseville and I-80 due to limited connections over the Union Pacific railroad tracks.

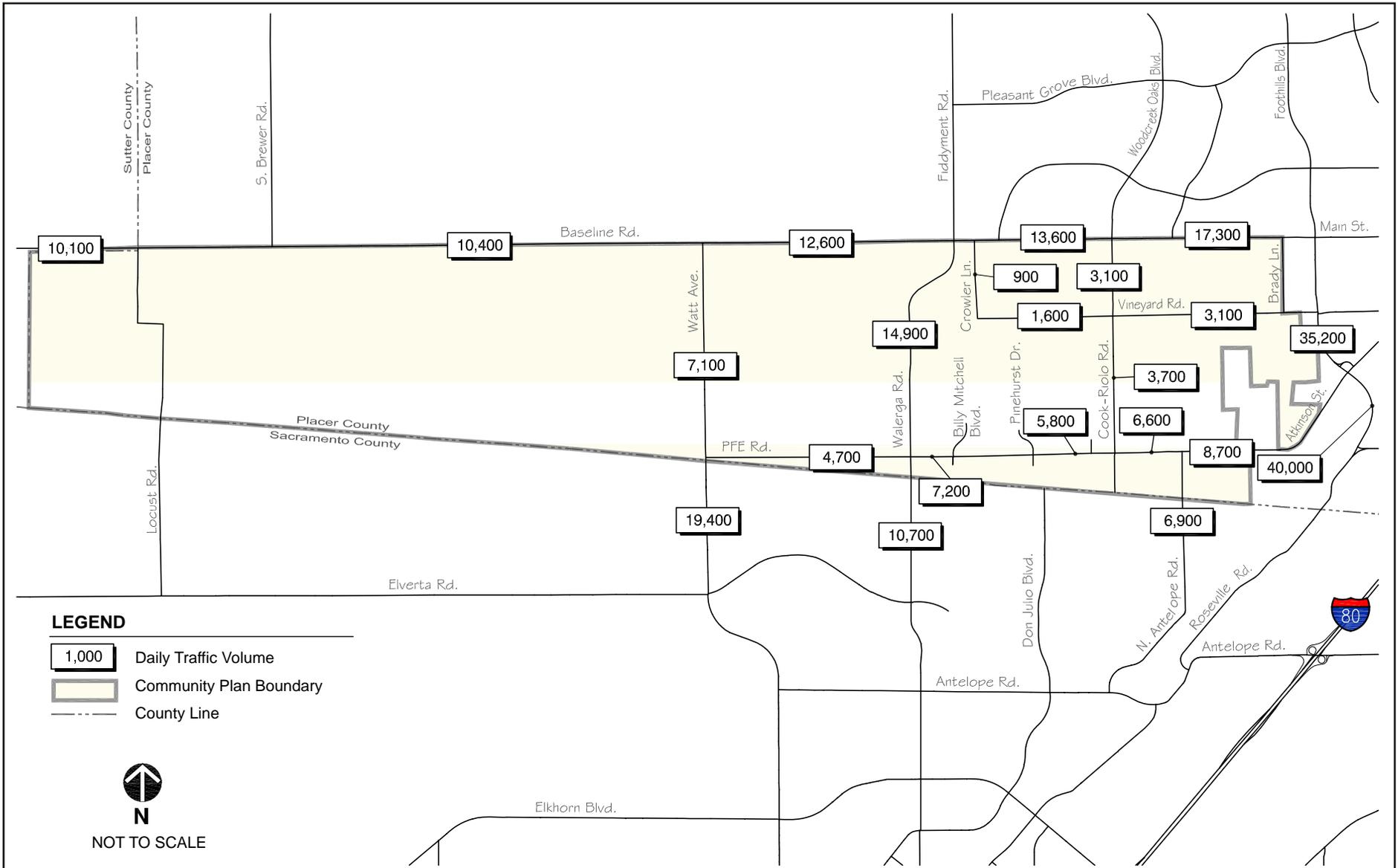
### Intersection Levels of Service

Similarly, traffic operations for the transportation analysis study area were analyzed for intersection capacity under existing conditions. For signalized intersections, the LOS was determined according to the Circular 212 methodology (Transportation Research Board, 1980). At stop-controlled intersections, the *Highway Capacity Manual* methodology (Transportation Research Board, 2000) was applied. For all-way stop-controlled intersections, the intersection LOS is assigned based on the overall average control delay. For side-street stop-controlled intersections, the LOS is based on the control delay for the worst-case movement. **Table 6-3** shows the intersection LOS evaluation criteria. **Figure 6-3** shows the PM peak-hour volumes, traffic control, and lane configurations for the study intersection under existing conditions. **Table 6-4** lists the results of the intersection operations analysis for existing conditions.

**Figure 6-3** shows the PM peak-hour volumes, traffic control, and lane configurations for the study intersection under existing conditions. For each study intersection, the daily intersection volume was compared to Placer County’s intersection thresholds to assign a LOS. For signalized study intersections, the LOS was determined according to the Transportation Research Board Circular 212 (critical movement) methodology (Transportation Research Board, 1980). At stop-controlled intersections, the Highway Capacity Manual methodology (Transportation Research Board, 2000) was applied. For all-way stop-controlled intersections, the intersection LOS is assigned based on the overall average control delay. For side-street stop-controlled intersections, the LOS is based on the control delay for the worst-case movement. **Table 6-4** lists the results of the intersection operations analysis for existing conditions.

Of the 21 study intersections, four operate with LOS E conditions or worse during the PM peak hour. The first two intersections are located in Placer County, while the last two intersections are in Roseville.

- Baseline Road/Watt Avenue (LOS E)
- Baseline Road/Locust Road (LOS F)
- Cirby Way/Riverside Avenue (LOS F)
- Foothills Boulevard/Roseville Road/Cirby Way (LOS F)



**DAILY TRAFFIC VOLUMES  
- EXISTING ROADWAYS**

Dry Creek/West Placer  
Community Plan Update  
Placer County, CA

June 2010  
28067005



**FIGURE 6-2**

**Table 6-2  
Existing Conditions Roadway Segment Operations**

Roadway Segment	Classification	Lanes	ADT	LOS
Antelope Rd - PFE Rd to Sacramento County Line	Rolling Terrain Rural Highway	2	6,900	C
Baseline Rd - Sutter County Line to Locust Rd	High Access Arterial	2	10,100	B
Baseline Rd - Locust Rd to Watt Ave	High Access Arterial	2	10,400	B
Baseline Rd - Watt Ave to Walerga Rd	High Access Arterial	2	12,600	D
Baseline Rd - Walerga Rd to Cook-Riolo Rd	Moderate Access Arterial	3	13,600	A
Baseline Rd - Cook-Riolo Rd to Foothills Blvd	Moderate Access Arterial	3	17,300	B
Cook-Riolo Rd - Baseline Rd to Vineyard Rd	Level Terrain Rural Highway	2	3,100	B
Cook-Riolo Rd - Vineyard Rd to PFE Rd	Rolling Terrain Rural Highway	2	3,700	B
Crowder Ln - Vineyard Rd to Baseline Rd	Rolling Terrain Rural Highway	2	900	A
Foothills Blvd - Atkinson St to Vineyard Rd <sup>b</sup>	Moderate Access Arterial	4	<b><u>35,200<sup>a</sup></u></b>	<b><u>E</u></b>
Foothills Blvd - Cirby Way to Atkinson St <sup>b</sup>	Moderate Access Arterial	4	<b><u>40,000</u></b>	<b><u>F</u></b>
PFE Rd - Watt Ave to Walerga Rd	Level Terrain Rural Highway	2	4,700	B
PFE Rd - Walerga Rd to Pinehurst Dr	Level Terrain Rural Highway	2	7,200	C
PFE Rd - Rawhide Ln to Cook-Riolo Rd	Level Terrain Rural Highway	2	5,800 <sup>a</sup>	B
PFE Rd - Cook-Riolo Rd to Antelope Rd	Rolling Terrain Rural Highway	2	6,600 <sup>a</sup>	C
PFE Rd - Antelope Rd to Atkinson St	Rolling Terrain Rural Highway	2	8,700	C
Vineyard Rd - Crowder Ln to Cook-Riolo Rd	Rolling Terrain Rural Highway	2	1,600 <sup>a</sup>	A
Vineyard Rd - Cook-Riolo Rd to Foothills Blvd	Rolling Terrain Rural Highway	2	3,100	A
Walerga Rd - Baseline Rd to PFE Rd	High Access Arterial	2	<b><u>14,900</u></b>	<b><u>E</u></b>
Walerga Rd - PFE Rd to Sacramento County Line	Moderate Access Arterial	2	10,700	A
Watt Ave - Baseline Rd to PFE Rd	Moderate Access Arterial	2	7,100	A
Watt Ave - PFE Rd to Sacramento County Line	Rolling Terrain Rural Highway	2	<b><u>19,400</u></b>	<b><u>E</u></b>

Source: Fehr & Peers, 2009a

Notes: Bold and underlined font indicates LOS E or F conditions.

<sup>a</sup> Estimated using 10 times the PM peak-hour volume at an adjacent intersection.

<sup>b</sup> City of Roseville Roadway Segments

**Table 6-3  
Evaluation Criteria for Intersection Levels of Service**

LOS	Signal	Unsignalized
	Volume-to-Capacity Ratio	Average Control Delay <sup>a</sup>
A	≤ 0.6	≤ 10
B	> 0.6 to 0.7	> 10 to 15
C	> 0.7 to 0.8	> 15 to 25
D	> 0.8 to 0.9	> 25 to 35
E	> 0.9 to 1.0	> 35 to 50
F	> 1.0	> 50

Sources: Transportation Research Board, 1980 and Transportation Research Board, 2000

Notes: <sup>a</sup> Measured in seconds per vehicle

LOS A – Free Flow/Insignificant Delay. No approach phase is fully used by traffic and no vehicle waits longer than one red indication.

LOS B – Stable Operation/Minimal Delay. An occasional approach phase is fully used. Many drivers begin to feel somewhat restricted.

LOS C – Stable Operation/Acceptable Delay. Major approach phases fully used. Most drivers feel somewhat restricted.

LOS D – Approaching Unstable/Tolerable Delay. Drivers may have to wait through more than one red signal indication. Queues may develop but dissipate rapidly, without excessive delays.

LOS E – Unstable Operation/Significant Delay. Volumes at or near capacity. Vehicles may wait through several signal cycles. Long queues form upstream from intersection.

LOS F – Forced Flow/Excessive Delay. Represents jammed conditions. Intersection operates below capacity with low volumes. Queues may block upstream intersections.



**Figure 6-3 (Back) (11x17)**

**Table 6-4  
Existing Conditions Intersection Operations**

Intersection	Control	V/C Ratio or Delay <sup>a</sup>	LOS
1. Atkinson St/Foothills Blvd Ramps <sup>b</sup>	All-Way Stop	16	C
2. Baseline Rd/Locust Rd	All-Way Stop	<b><u>1.11</u></b>	<b><u>F</u></b>
3. Baseline Rd/Watt Ave	Signal	<b><u>0.93</u></b>	<b><u>E</u></b>
4. Baseline Rd/Walerga Rd/Fiddymont Rd	Signal	0.74	C
5. Baseline Rd/Cook-Riolo Rd/Woodcreek Oaks Blvd	Signal	0.63	B
6. Baseline Rd/Brady Ln	Side-Street Stop	27	D
7. Baseline Rd/Main St/Foothills Blvd <sup>b</sup>	Signal	0.66	B
8. Cirby Way/Riverside Ave <sup>b</sup>	Signal	<b><u>1.41</u></b>	<b><u>F</u></b>
9. Foothills Blvd/Atkinson St Ramps <sup>b</sup>	Signal	0.74	C
10. Foothills Blvd/Vineyard Rd <sup>b</sup>	Signal	0.55	A
11. Foothills Bl/Roseville Rd/Cirby Way <sup>b</sup>	Signal	<b><u>1.41</u></b>	<b><u>F</u></b>
12. PFE Rd/Watt Ave	All-Way Stop	17	C
13. PFE Rd/Walerga Rd	Signal	0.89	D
14. PFE Rd/Pinehurst Dr	All-Way Stop	11	B
15. PFE Rd/Cook-Riolo Rd	All-Way Stop	10	B
16. PFE Rd/Antelope Rd	Side-Street Stop	30	D
17. Vineyard Rd/Cook-Riolo Rd	All-Way Stop	9	A
18. Vineyard Rd/Brady Ln	Side-Street Stop	10	A
19. Vineyard Rd /Riesling Dr <sup>b</sup>	Side-Street Stop	13	B
20. Watt Ave/Elverta Rd <sup>b</sup>	Signal	0.61	B
21. Watt Ave/Antelope Rd <sup>c</sup>	Signal	0.87	D

**Source:** Fehr & Peers, 2009b

**Notes:** Bold and underline font indicate LOS E or F conditions.

<sup>a</sup> For signals, the volume-to-capacity ratio is shown. For all-way stop intersections, the average control delay in seconds per vehicle is reported for locations with LOS E or better conditions, and the volume-to-capacity ratio is reported for locations with LOS F conditions. For side-street stop controlled intersections, the average control delay and LOS for the worst movement is reported.

<sup>b</sup> City of Roseville intersections.

<sup>c</sup> Sacramento County intersections.

The Baseline Road/Watt Avenue intersection experiences a deficient LOS due to high traffic volumes on Baseline Road. The high Baseline Road volumes also cause high delays at the all-way stop-controlled intersection at Locust Road. The two Cirby Way intersections have high turning volumes along the path between western Roseville and I-80.

As previously indicated, the transportation analysis study area also includes the southwestern portion of Roseville and a portion of northern Sacramento County. LOS in these portions of the transportation analysis study area were calculated using the methodologies and policies of those jurisdictions as outlined below.

The *City of Roseville General Plan* states that it should strive to maintain LOS C on its roadway system. The City's LOS policy allows the City Council to take an action to accept degradation in the LOS of one or more of its signalized intersections from the levels identified in the 2020 CIP as long as 70 percent or more of the total signalized intersections in the City would operate at LOS C or better. Roseville uses a modified version of the Transportation Research Board Circular 212 (critical movement) methodology (Transportation Research Board, 1980) to evaluate its intersections. This modified method assumes intersection capacities that are approximately 7 percent higher than the Transportation Research Board Circular 212 method used by Placer County. **Table 6-4** includes existing peak-hour intersection conditions for seven study intersections in Roseville (see **Figure 6-3** for intersection locations). Currently, the Cirby Way/Riverside Avenue intersection and Foothills Boulevard/Roseville Road/Cirby Way intersection do not operate at an acceptable LOS.

Sacramento County uses an LOS E standard for urban areas and an LOS D standard for rural areas. The two Sacramento County intersections along Watt Avenue are considered to be located in an urban area. Similar to Roseville, Sacramento County uses modified version of the Transportation Research Board Circular 212 (critical movement) methodology (Transportation Research Board, 1980) to evaluate its intersections. This modified method assumes intersection capacities that are about 10 percent higher than the Circular 212 method that is used by Placer County. **Table 6-4** includes existing peak-hour intersection conditions for two study intersections in Sacramento County (see **Figure 6-3** for intersection locations). Currently, the two Sacramento County intersections operate at an acceptable LOS.

#### **6.1.4 Existing Transit Service**

The *Community Plan* area is not currently served by transit because there is very little population, employment, or retail activity in the area. Roseville Transit provides the nearest transit service. Route R travels in both directions along Foothills Boulevard, with a bus stop at Vineyard Road. Service is provided twice during the morning and evening commute times. Route R terminates at the Louis/Orlando Transfer Point, where connections are provided to metropolitan Sacramento destinations. No Placer County Transit or Sacramento Regional Transit (RT) routes directly serve the *Community Plan* area. Placer Commuter Express and Roseville Commuter Bus serve commuters traveling into Sacramento. These passengers board primarily at park-n-ride lots in the I-80 corridor. Placer County Transit also organizes a commuter vanpool program that works well for commuters in outlying rural and suburban areas. As a part of the approved Placer Vineyards Specific Plan, northbound and southbound bus rapid transit lanes are planned from Baseline Road south to near the Placer/Sacramento county line.

The *Placer County General Plan* designates Watt Avenue as a future transit corridor. Bus rapid transit has been evaluated to serve this corridor as part of the approved development of Placer Vineyards and other specific plan areas in western Placer County. Additionally, future transit service has been studied by Roseville Transit to provide new service along Baseline Road. No other transit service is planned for the *Community Plan* area.

#### **6.1.5 Existing Bicycle/Pedestrian Facilities**

Bicycle facilities in Placer County are classified as follows:

- **Class I:** Off-street bicycle trails or paths that are physically separated from streets or roads used by motorized vehicles.
- **Class II:** On-street bicycle lanes with signs, striped lane markings, and pavement legends.
- **Class III:** On-street bicycle routes marked by signs and shared with motor vehicles and pedestrians. Optional 6-inch-wide edge lines painted on the pavement.

There is a very limited bikeway system in the *Community Plan* area due to its rural nature. Generally, the roadways located within the *Community Plan* area, apart from PFE Road and Walerga Road south of Dry Creek, are approximately 24 feet wide and do not have paved shoulders. Improved bicycle/pedestrian facilities are found adjacent to recently constructed residential developments. For example, detached sidewalks and Class II bicycle lanes (striped on-street bikeways) are found along the frontage of the Morgan Creek, Doyle Ranch, and Sun Valley Oaks subdivisions on PFE Road, Vineyard Road, and Walerga Road. Additionally, a Class I mixed-use bicycle path (the Dry Creek Greenway) exists along the south side of Dry Creek from east of Walerga Road to Cook-Riolo Road. The bicycle/pedestrian facilities in the *Community Plan* area are listed below.

- **Baseline Road** – Class II bicycle lanes on the south side (eastbound) from Walerga Road to Brady Lane Roseville City Limits). Class II bicycle lanes are planned from the Sutter/Placer County line east to Walerga Road as a part of the approved Placer Vineyards Specific Plan.
- **Cook-Riolo Road** – Detached sidewalk/path on the west side (southbound) from the Dry Creek Greenway to PFE Road, pedestrian and bicycle access at the Sacramento County Line.
- **Dry Creek Greenway** – Class I multi-use path along the south side of Dry Creek from east of Walerga Road (Doyle Ranch subdivision) to Cook-Riolo Road. A Class I multi-use path is planned from the Sutter/Placer County line east to Walerga Road as a part of the approved Placer Vineyards Specific Plan.
- **PFE Road** – Detached sidewalk and Class II bicycle lanes on the north side (westbound) along the Morgan Creek subdivision.
- **Vineyard Road** – Detached sidewalk on the south side and Class II bicycle lanes on both sides along the Morgan Creek subdivision, Class I multi-use path from the end of Vineyard Road west of Crowder Lane to Walerga Road.
- **Walerga Road** – Detached sidewalks along the Doyle Ranch, Morgan Ranch, and Sun Valley Oaks subdivisions, Class II bicycle lanes from Dry Creek to Baseline Road.
- **Watt Avenue** – Class II bicycle lanes are planned from Baseline Road south to the Placer/Sacramento County line as a part of the approved Placer Vineyards Specific Plan.

Placer County adopted a *Bikeway Master Plan* in 1988, which covered much of Placer County.

An extensive system of pedestrian and equestrian trails is proposed within the current *Community Plan*. The system as laid out, provides for a number of important connections between schools, parks, major open space areas, and neighboring and regional trail facilities.

## 6.2 REGULATORY SETTING

### 6.2.1 Federal and State

No federal or state regulations related to transportation and circulation apply to the proposed project in the *Community Plan* area.

### 6.2.2 Local

A number of Placer County policies and standards apply to the evaluation of transportation impacts of the proposed project. These standards cover the primary aspects of the transportation system (operations and design) and should be adhered to by the proposed project. These policies and standards are listed below:

## Placer County General Plan

The Circulation Element is one of seven mandatory elements that are required for General Plans under state law. All of the topics required to be addressed in a typical Circulation Element are covered in the current *Placer County General Plan*. The purpose of the *Community Plan – Transportation Element* update is to address topics specific to the *Community Plan* area, which are of particular interest to residents of Dry Creek.

Placer County's *General Plan* contains policies governing development within the County. *Placer County General Plan* policies and goals relating to transportation and circulation that are applicable to the proposed project are listed below. The exception is when the goals and policies of the *Community Plan – Transportation Element* update are in conflict or contradict the *Placer County General Plan*. Examples of this are the revised *Community Plan* area LOS standards that are part of the proposed project (see **Section 3.5.1**).

### Streets and Highways

- 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.
- 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 and the County's Highway Deficiencies Report. Exceptions to these standards may be necessary but should be kept to a minimum and shall be permitted only upon determination by the Public Works Director that safe and adequate public access and circulation are preserved by such exceptions.
- Policy 3.A.3 The County shall require that roadway rights-of way be wide enough to accommodate the travel lanes needed to carry long-range forecasted traffic volumes (beyond 2010), as well as any planned bikeways and required drainage, utilities, landscaping, and suitable separations. Minimum right-of-way criteria for each class of roadway in the County are specified in Part 1 of this Policy Document.
- Policy 3.A.4 On arterial roadways and thoroughfares, intersection spacing should be maximized. Driveway encroachments along collector and arterial roadways shall be minimized. Access control restrictions for each class of roadway in the County are specified in Part 1 of this Policy Document.
- Policy 3.A.5 Through-traffic shall be accommodated in a manner that discourages the use of neighborhood roadways, particularly local streets. This through-traffic, including through truck traffic, shall be directed to appropriate routes in order to maintain public safety and local quality of life.
- Policy 3.A.7 The County shall develop and manage its roadway system to maintain the following minimum levels of service (LOS).
- LOS "C" on rural roadways, except within one-half mile of state highways where the standard shall be LOS "D."

- LOS “C” on urban/suburban roadways except within one-half mile of state highways where the standard shall be LOS “D.”

The County may allow exceptions to these LOS 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 of 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 finding 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.9 The County shall work with neighboring jurisdictions to provide acceptable and compatible LOS and joint funding on the roadways that may occur on the circulation network in the cities and the unincorporated area.
- Policy 3.A.10 The County shall strive to meet the LOS standards through a balanced transportation system that provides alternatives to the automobile.
- Policy 3.A.11 The County shall plan and implement a complete road network to serve the needs of local traffic. This road network shall include roadways parallel to regional facilities so that the regional roadway system can function effectively and efficiently. Much of this network will be funded and/or constructed by new development.
- Policy 3.A.13 The County shall secure financing in a timely manner for all components of the transportation system to achieve and maintain adopted level of service standards.

### **Transit**

- 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.B.2 The County shall promote the provision of high quality transit service in the transit corridors designated on Figure I-7 in Part I of this Policy Document.

Policy 3.B.3 The County shall consider the need for future transit right-of-way in reviewing and approving plans for development. Rights-of-way may either be exclusive or shared with other vehicles.

**Transportation Systems Management**

Goal 3.C To maximize the efficient use of transportation facilities so as to: 1) reduce travel demand on the County's roadway system; 2) reduce the amount of investment required in new or expanded facilities; 3) reduce the quantity of emissions of pollutants from automobiles; and 4) increase the energy-efficiency of the transportation system.

Policy 3.C.1 The County shall promote the use of transportation systems management (TSM) programs that divert automobile commute trips to transit, walking, and bicycling.

**Non-Motorized Transportation**

Goal 3.D To provide a safe, comprehensive, and integrated system of facilities for non-motorized transportation.

Policy 3.D.1 The County shall promote the development of a comprehensive and safe system of recreational and commuter bicycle routes that provides connections between the County's major employment and housing areas and between its existing and planned bikeways.

Policy 3.D.2 The County shall work with neighboring jurisdictions to coordinate planning and development of the County's bikeways and multi-purpose trails with those of neighboring jurisdictions.

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.7 The County shall, where appropriate, require new development to provide sheltered public transit stops, with turnouts.

**Goods Movement**

Goal 3.E To maintain a balanced freight transportation system to provide for the safe and efficient movement of goods.

Policy 3.E.3 The County shall plan for and maintain a roadway system that provides for efficient and safe movement of goods within Placer County.

**Dry Creek/West Placer Community Plan**

*Community Plan* goals and policies relating to transportation and circulation that are applicable to the proposed project include the following. Changes to the *Community Plan – Transportation Element* goals and policies that are associated with the proposed project are identified below.

**Community Development: Population and Housing**

Policy 2 Discourage proposals which are not part of a cohesive transportation network and which do not make possible a diversity of transportation systems.

**Community Development: Community Design**

Goal 1 This Plan strives to preserve the natural land forms, natural vegetation, and natural resources of the area as much as possible, while also recognizing the deleterious effects of intense development in the surrounding area.

Policy 16 Require the dedication of sufficient road right-of-way as outlined in the Transportation Element and as needed to provide all roadside amenities required herein.

Policy 17 Require the construction of bicycle, pedestrian, and equestrian trails as provided in this Plan and use the policies of the Placer County Bikeways Master Plan in determining routes and trail type for areas not depicted on the Plan Trails map but still required to satisfy the policies of this Plan.

**Community Development: Public Services**

Goal 1 Public service and facilities must be available to serve the needs created by the present and future development which occurs in the Plan area.

Policy 1 Coordination of city, county, and district public works planning and land use planning are essential. A major problem is to design major water, sewer, and road extensions, intended to serve urban areas, in such a way they do not also serve intervening non-urban areas, and thereby encourage their urbanization.

**Community Development: Noise**

Policy 13 The location and design of transportation facilities shall be developed in a manner which minimizes the effects of noise on adjacent land uses.

**Transportation/Circulation: Circulation**

Goal 1 Existing residential routes in the *Community Plan* area shall be preserved and enhanced as safe, scenic routes.

Goal 2 Transportation facilities shall allow safe and reasonably convenient travel throughout the plan area.

Goal 3 The development of arterial roadways shall be avoided if they would destroy the local character of the plan area. However, it is expressly recognized that the capital improvement program (CIP) included in this *Community Plan* is not in conflict with this goal.

Goal 4 “Through” traffic which must pass through this *Community Plan* area shall be accommodated in a manner which will not encourage the use of neighborhood roadways. “Through” traffic shall be directed to appropriate routes (such as Walerga Road, Fiddyment Road, Baseline Road, etc.) in order to maintain public safety and a rural quality within the *Community Plan* area.

Goal 5 The road network within the *Community Plan* area shall be coordinated with road networks of adjacent jurisdictions.

Goal 6 The Capital Improvement Program (CIP) shall be sufficient to ~~encourage a minimum~~ maintain LOS CD on the *Community Plan* area road network – given the projected buildout of the *Community Plan* area and implementation of the CIP, except for the following arterial roadways, roadway segments, and intersections that will operate at the listed LOS when fully improved.

Arterial Roadways

- Baseline Road – Sutter County Line to Walerga Road/Fiddymont Road: LOS E
- Watt Avenue – Sacramento County Line to Baseline Road: LOS F

Roadway Segments

- Cook-Riolo Road – Vineyard Road to Baseline Road: LOS E
- Cook-Riolo Road – PFE Road to Vineyard Road: LOS F
- N. Antelope Road – PFE Road to Sacramento County Line: LOS F
- PFE Road – Cook-Riolo Road to N. Antelope Road: LOS F
- Vineyard Road – Cook-Riolo Road to Foothills Boulevard: LOS F

Intersections

- Baseline Road/Watt Avenue: LOS F
- Baseline Road/Walerga Road/Fiddymont Road: LOS F
- PFE Road/Cook-Riolo Road: LOS F
- PFE Road/Walerga Road: LOS F
- PFE Road/Antelope Road: LOS F

Based on this LOS policy, roadway improvements in the *Community Plan* area would have an adverse impact if the following were to occur.

- The LOS would worsen from acceptable A, B, C, D, or E (for the selected locations identified above) to unacceptable E or F.
- Any worsening of LOS E or F conditions as measured by increased volume-to-capacity (v/c) ratio of 0.05 for roadways and signalized intersections or by increased delay of 5 seconds for unsignalized intersections would be considered a significant impact.

Goal 7 Sufficient funding shall be available to fund projects in the CIP.

Goal 8 A community trail system shall be developed to:

- a. Provide safe, pleasant, convenient travel by foot, horse or bicycle within the *Community Plan* area.
- b. Provide recreational opportunities to residents of the *Community Plan* area.
- c. Connect local trails to regional trail systems.

- d. Establish an off-street, non-vehicular community trail system which links school facilities, parks and recreation, community buildings, and other community-oriented public services with residential developments.

Goal 9 Public and private transit use shall be encouraged. Public transportation opportunities shall be expanded when feasibility can be demonstrated.

Goal 10 ~~Major development shall not be approved within the proposed State Route 102 Corridor Study Area. Deleted.~~

Goal 11 Road and trail maintenance shall be adequate to ensure safety, economy, and efficiency.

Policy 1 The design of any new road or major change within the *Community Plan* area shall assure that the scenic and rural qualities of the area will be maintained. Such design shall minimize impacts upon agricultural lands, natural resources, and historic sites.

Policy 2 ~~The road network for the *Community Plan* area shall be planned in a manner which reduces future traffic volumes on Cook-Riolo Road. Deleted.~~

Policy 3 The road network for the *Community Plan* area shall be planned in a manner which avoids the need for additional lanes on Cook-Riolo Road.

Policy 4 The road network for the *Community Plan* shall be planned in a manner which reduces future traffic volumes to the extent practicable on both PFE Road and Cook-Riolo Road, and past the historic Dry Creek Elementary School site.

Policy 5 ~~The road network for the *Community Plan Area* shall be planned in a manner which avoids significant increases in anticipated traffic on the road networks in Sacramento County and the City of Roseville. Deleted.~~

Policy 6 The rights-of-way for roads shall be wide enough to accommodate roadways, trails, bikeways, drainage, public utilities, landscaping/vegetation, and suitable separation between facilities. 444 Minimum right-of-way widths ~~Minimum right of way width~~ shall be 120 feet for PFE Road, Cook-Riolo Road, Don Julio Blvd., and Watt Avenue. are shown in the following table for roadways within the *Community Plan* area:

Roadway	Right-of-Way
Baseline Road (Sutter County line to WalergaRoad/Fiddymment Road)	106 feet
North Antelope Road	100 feet
PFE Road (Watt Avenue To Walerga Road)	64 feet
PFE Road (North Antelope Road to City of Roseville)	100 feet
Watt Avenue	130 feet
Walerga Road	106 feet
All Other 2 Lane Roads	60 feet

The County may modify these right-of-way standards at their discretion, and may elect to exclude landscaped areas, sidewalks, utilities, and other roadway appurtenances from the defined public right-of-way.

Policy 7 Street lighting, traffic signals, and signage shall be kept to a minimum.

Policy 8 Off-street vehicular parking shall be provided for all new development.

Policy 9 The LOS on roadways and intersections identified in the Capital Improvement Program (CIP) shall be at LOS ~~C~~D. Specific exceptions to this standard will be roadways and intersections that shall be LOS E or F as defined by Goal 6. , or better. The first priority for available funding shall be the correction of potential hazards. Land development projects shall be approved only if LOS C can be sustained on the CIP roads and intersections after:

- ~~a) Traffic from the approved project has been added to the system.~~
- ~~b) Improvements funded by this program have been constructed.~~

The County may allow exceptions to this LOS standard where it finds that the improvements or other measures required to achieve the LOS standard are unacceptable based on established criteria. In allowing any exception to the standard, 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 County shall weigh the costs versus the benefit of each proposed improvement.
- 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 the standards to be exceeded.
- The County shall also meet and obtain feedback from the West Placer Municipal Advisory Committee in consideration of these exceptions to established standards.

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

- Policy 10 The CIP shall be constructed in response to build out of the *Community Plan Area*. Traffic mitigation fees to fund the CIP shall be required as conditions of approval for all land development projects within the *Community Plan Area*.
- Policy 11 On-site and “frontage” improvements of projects which comprise the CIP shall be required as conditions of approval for all land development projects. Priority and scheduling of projects from the CIP shall be determined by the Placer County Board of Supervisors.
- Policy 12 Traffic mitigation fee programs shall be based on potential traffic generation from proposed projects. Such traffic generation shall be estimated by using a standard reference source such as the Institute of Transportation Engineers. Fees shall be collected when building permits are issued.
- Policy 13 *Community Plan Area* roadways shall be designed and maintained to encourage safe, alternative forms of transportation that contribute to a rural atmosphere (such as walking, biking, horseback riding, etc.). Roadways which provide access to the linear “parkway” along Dry Creek and residential areas shall be designed to discourage through traffic. Alignment, width, signage, etc., shall all be appropriate for a minor residential street rather than a major arterial.
- Policy 14 As development of the *Community Plan Area* occurs, public dedication of rights-of-way shall be required for the roads, trails, and bikeways identified in this *Community Plan*. Construction of such roads, trails, and bikeways shall be required as conditions of approval placed on land development project approvals.
- Policy 15 Trail easements shall not be abandoned unless there is strong evidence of no practical use for trail purposes.
- Policy 16 Bus stop turnouts and shelters shall be required at appropriate locations as conditions of approval for land development. The review of such facilities shall be coordinated with the appropriate school district(s) to assure proper locations for student pick-up and drop-off “park and ride” shelters and parking areas shall be required at appropriate locations as conditions approval.
- Policy 17 ~~General Plan amendments and rezonings shall not be allowed within the proposed State Route 102 corridor study area until after an alignment has been identified. Deleted.~~
- Policy 18 Land development projects shall be designed to minimize the number of access points onto major roadways.
- Policy 19 Adequate safety precautions shall be provided at major intersections. Such precautions may include crossing guards, signalization, and other measures to improve the safety for pedestrians and reduce the risk of accidents.

### **Placer County and Dry Creek/West Placer Community Plan Level of Service Standards**

Under the *Placer County General Plan*, the County has established a standard of LOS C or better for its roadway system, or as otherwise specified in a community plan or specific plan. The 1990 *Community Plan – Transportation Element* also sets a LOS C standard. Within ½ mile of a state highway, LOS D is

considered acceptable under the *General Plan*. As identified above, the updated/modified LOS standard in the *Community Plan – Transportation Element* update sets a LOS D standard. Consequently, LOS A, B, C, and D are considered acceptable, while E and F are unacceptable. Specific exceptions to this standard will be roadways and intersections that shall be LOS E or F as defined by Goal 6 and Policy 9.

### **Placer County Improvement Standards**

Roadway improvements within Placer County must conform to a set of standard plans that detail County standards for pavement width, lighting, drainage, sewer, and other roadside facilities. Roadway facilities associated with the proposed project must meet or exceed these standards.

### **Placer County Capital Improvement Program**

The CIP identifies roadway improvements that are needed to meet the County’s LOS standards. This program should be updated at a minimum of every five years, or with the approval of a significant new level of development.

### **Placer County Bikeway Master Plan**

The *Placer County General Plan* calls for the development of a comprehensive bikeway system that would provide connections between the major urban areas of the county, with linkages to bikeway systems in other jurisdictions. The County adopted the *Placer County Regional Bikeway Plan* in 1988 to provide guidelines for the development of a countywide network of bicycle facilities and design standards (based on Caltrans standards) for new bicycle facilities.

### **Placer County Truck Routes**

Placer County has not developed a system of truck routes for the unincorporated area. However, trucks are prohibited from using specific bridges and roadways in accordance with the California Vehicle Code.

## **6.3 IMPACTS**

This section identifies and discusses the transportation-related environmental impacts resulting from the proposed project, and suggests mitigation measures to reduce the level of significance of impacts. The discussion begins by describing the thresholds for determining when an impact is considered significant (standards of significance). This is followed by a description of the analysis methodology and the presentation of specific impacts. A detailed discussion of mitigation measures is included in **Section 6.4**.

### **6.3.1 Standards of Significance**

In accordance with Appendix G of the CEQA Guidelines, Placer County has determined that a project would normally have a significant effect on the environment if it would cause a substantial increase in traffic in relation to the existing traffic load and capacity of the street system. For this analysis, LOS will be used as the basis for determining significant impacts. Potential significant impacts associated with traffic have been evaluated using the following specific criteria:

- The *Placer County General Plan* LOS policy states that it “shall develop and maintain its roadways system to maintain the following minimum levels of service (LOS): LOS C on roadways, except within one-half mile of state highways where the standards shall be LOS D.”

The County may allow exceptions to these standards but only after all feasible mitigation measures have been explored. An amendment to the *General Plan* (Placer County Resolution 2005-149, June 28, 2005), allows an additional exception for community plans or specific plans. At the direction of Placer County staff, this Draft EIR assumes a LOS “D” criterion to be consistent with the criterion used for the Placer Vineyards Specific Plan, except for the proposed revisions to Goal 6 and Policy 9 of the *Community Plan – Transportation Element*, described in above. Based on this LOS standard, the proposed project would have an adverse impact if the following were to occur: (1) the LOS worsens from acceptable A, B, C, D, or E (for selected locations as described in proposed revisions to Goal 6 in the *Community Plan – Transportation Element*) to unacceptable E or F or (2) if the existing LOS E or F conditions worsen as measured by increased volume-to-capacity (v/c) ratio as described in Goal 6. Exceptions to this standard are also described in Goal 6.

- The City of Roseville *General Plan 2020* (Adopted February 4, 2004) LOS policy states that the proposed project must “maintain a level of service (LOS) C standard at 70 percent of all signalized intersections and roadway segments in the City during the PM peak hour.” Based on the City of Roseville analysis procedure, the Placer County model, the City of Roseville CIP model, and an LOS post-processor will be used to determine potential impacts of the proposed project in the City of Roseville. The proposed project would have an adverse impact compared to the No Project Alternative if the following were to occur: (1) the LOS would worsen from A, B, or C to D, E, or F, or (2) the LOS D, E, or F conditions would worsen by one or more levels.
- The Sacramento County *Traffic Impact Guidelines* (July 2004) state that an impact is considered significant for roadways and intersections if the following were to occur: (1) the LOS would worsen from A, B, C, D, or E to F or (2) the LOS F conditions would worsen as measure by an increase in the v/c ratio by more than 0.05.
- Based on pedestrian, bicycle, and transit policies in the *Placer County General Plan*, an impact to these facilities will be considered significant if any of the following were to occur: (1) disruption of existing or interference with planned services or facilities or (2) creation of an inconsistency with policies, standards, or plans adopted by Placer County.

### 6.3.2 Methodology

#### Overview

Transportation system needs and impacts are based on the Placer Regional Travel Demand Model, which was originally developed by DKS Associates in 1993 and has since been updated and revalidated to 2004 conditions. The model can forecast daily, AM peak-hour, and PM peak-hour traffic volumes for 2025 conditions. The traffic impact studies for the Regional University and Placer Vineyards Specific Plans used this version of the model.

The model translates land uses into roadway volume projections. Its inputs are estimates of development (i.e., the number of single-family and multi-family dwelling units, and the amount of square footage of various categories of non-residential uses) and a detailed description of the roadway system. The model covers the portions of Placer County west of Colfax, as well as the entire Sacramento region, including Sacramento, Yolo, and southern Sutter counties. For areas outside Placer County, the model uses the trip generation estimates from the regional model used by the Sacramento Area Council of Governments (SACOG). The Placer County model also maintains a general consistency with the trip distribution and mode choice estimates from SACOG’s regional model for the entire region.

To evaluate *Community Plan* area impacts, two types of roadway LOS analyses were conducted in the transportation analysis study area. A roadway segment analysis based on average daily traffic volumes and capacities was conducted following the same methodology used in the *Placer County General Plan EIR*. In addition, an intersection LOS analysis was performed for PM peak-hour traffic conditions following the same methodology used in the *Placer County General Plan EIR*. The PM peak-hour was studied because it is the period of the day with the highest traffic volumes. Daily roadway and PM peak-hour intersection volumes were collected during 2005 and 2006. These analyses address the major roadways and intersections in the vicinity of the *Community Plan* area, as shown on **Figures 6-2** (roadways) and **6-3** (intersections).

### Land Use Assumptions

The Placer Regional Travel Demand Model contains Year 2025 levels of development within the region and the anticipated development within south Placer County. As previously stated, the *Community Plan* area and the internal or nearby planned or proposed developments are shown in **Figure 3-2** in **Chapter 3, Project Description**. Cumulative development assumptions were prepared through discussions with the staffs of Placer County and the cities of Roseville, Rocklin, and Lincoln. The cumulative development scenario was based on estimates of 2025 development levels in Placer County and the remainder of the region. The new and improved roadways that would be part of new development areas were assumed under the Cumulative No-Project scenario. **Table 6-5** lists the assumed land uses for communities outside the *Community Plan* area. No development is assumed for the Curry Creek Community Plan Area as a part of this Draft EIR. Additional land use detail for the *Community Plan* area was added to the Placer Regional Travel Demand Model to further refine the results of this transportation and circulation analysis. **Table 6-6** shows the assumed land uses for planned or proposed developments in addition to existing developments within the *Community Plan* area.

**Table 6-5  
Regional Land Use Assumptions**

Jurisdiction	Plan Area	Residential (dwelling units)	Employment (thousand square feet)			College Enrollment
			Retail	Office	Industrial	
Lincoln	General Plan	22,123	2,948	3,622	8,161	5,000
	Sphere of Influence Expansion	15,000	1,875	4,000	0	0
Placer County	Sunset Industrial	0	357	912	7,851	0
	Regional University	4,387	215	27	0	6,000
Rocklin	General Plan	28,606	4,586	2,848	3,622	23,000
Roseville	General Plan	60,002	14,400	15,319	17,401	0
	Placer Ranch	6,758	900	2,213	1,387	25,000
	Sierra Vista	10,756	1,323	436	0	0
	Creekview	2,600	300	0	0	600
	Elverta	4,950	195	58	0	0
Sacramento County	South Sutter	8,750	1,094	750	1,500	0
Sutter County	South Sutter	8,750	1,094	750	1,500	0

**Sources:** DKS Associates, 2005; Fehr & Peers, 2006

**Note:** Sierra Vista has been revised to 6,650 residential units in 2009. This change is not included in the traffic model assumptions.

**Table 6-6  
Community Plan Area Land Use Assumptions**

Project	Residential (dwelling units)		Employment (thousand square feet)			School Enrollment
	Single-Family	Multi-Family	Retail	Office	Industrial	
American Vineyard Estates	53	0	0	0	0	0
American Vineyard Village	161	0	0	0	0	0
Brookwood	16	0	0	0	0	0
Cabral Ranch	12	0	0	0	0	0
Doyle Ranch	126	0	0	0	0	0
Morgan Creek	579	64	0	0	0	0
Morgan Greens	117	0	0	0	0	0
Morgan Place	101	0	0	0	0	0
Placer Vineyards	10,438	3,694	1,855	1,764	0	10,400
Rex Fortune Elementary School	0	0	0	0	0	650
Riolo Vineyards	878	70	88	0	0	0
Silver Creek	79	0	0	0	0	0
Sun Valley Oaks	75	0	0	0	0	600
Creekview Ranch Middle School	0	0	0	0	0	1,200
Whisper Creek	104	0	0	0	0	0
Willow Park	77	0	0	0	0	0
Wilson Riles J. H. School	0	0	0	0	0	1,500
Winding Creek	11	0	0	0	0	0

Sources: DKS Associates, 2005; Placer County, 2006; and Fehr & Peers, 2006

### Roadway Assumptions

Future transportation improvements have been identified by the *Placer County General Plan* and CIP; the general plans and CIP's for Roseville, Sacramento County; and SACOG's *2027 Metropolitan Transportation Plan* (MTP). The 2027 MTP was used in this traffic analysis, which began in May 2006, because the 2035 MTP was not available until March 2008. New roadways needed to serve proposed development areas assumed in the cumulative 2025 scenario were based on discussions with local jurisdictions. For the purposes of this transportation and circulation analysis, the following key improvements to the transportation system were assumed under existing and future conditions:

#### Existing Scenario Roadway Assumptions

None. The analysis of Existing No-Project Scenario assumes only the existing roadway network.

### Cumulative No-Project Scenario Roadway Assumptions

The analysis of Cumulative No-Project Scenario assumes roadway improvements that are planned or proposed to be constructed by 2025, including all the new roadways and roadway improvements described in the *Placer County General Plan EIR* and the Placer County CIP, plus those projects in SACOG's MTP that would be implemented by 2025. **Table 6-7** lists the roadway projects that are expected to be completed under the cumulative scenario within the region.

The following major regional projects are identified as Tier 1 improvements in the 2027 MTP. Tier 1 improvements are defined as those transportation projects that are constrained by reasonably expected sources of revenue.

- I-80 – Construct HOV lanes from the Sacramento County line to SR 65.
- Placer Parkway – Construct a four-lane expressway from SR 65 in Placer County to SR 70/99 in Sutter County.

However, further investigation revealed that full funding for these improvements has not been identified. As a result, these improvements are assumed to be constructed after 2025 (post-cumulative scenario). Additionally, the proposed widening of SR 65 from four to six lanes in the City of Roseville is not included because no sources of full funding have been identified for this improvement.

The following roadway model links were modified to match measured volumes based on previous work with the Placer Regional Travel Demand Model.

- PFE Road – free-flow travel speed reduced to 40 miles per hour.
- Cook-Riolo Road – free-flow travel speed reduced to 15 miles per hour at Dry Creek bridge (to model existing one-lane bridge).

**Table 6-8** lists the roadway projects that are expected to be completed under the Cumulative Scenario(s) within the *Community Plan* area (shown on **Figure 6-4**).

The adjacent *Community Plan* area intersections are assumed to be widened to provide additional through and turn lanes as part of the roadway widening improvements. Two additional intersection improvement projects are described below.

- Cirby Way – The City of Roseville is planning to improve the two intersections on Cirby Way. At Foothills Boulevard, a second westbound left-turn lane and a second northbound through lane would be added and the outside westbound right-turn lane and the southbound through-lane would be converted to uncontrolled movements. At Riverside Avenue, a third southbound through-lane would be added, a second eastbound uncontrolled right-turn lane would be added, and the westbound right turn-lane would be removed.
- Foothills Boulevard/Atkinson Street – As part of the Atkinson Street widening, this intersection would be converted to an interchange. The signalized intersection on Foothills Boulevard would be removed. New ramp roadways would be constructed on the west side of Foothills Boulevard and two intersections would be provided on Atkinson Street: one for northbound and one for southbound Foothills Boulevard.

**Table 6-7  
Regional Roadway Assumptions**

<b>Roadway</b>	<b>Improvement</b>	<b>Source</b>
Baseline Rd	Widen from 2 to 4 lanes, Fiddymment Rd to Brady Ln	MTP
Baseline Rd	Widen from 2 to 6 lanes, Sutter County to Watt Ave	County
Baseline Rd	Widen from 2 to 6 lanes, Watt Ave to Fiddymment Rd	County
Blue Oaks Blvd	Extend with 4 lanes, Fiddymment Rd to west side of WRSP <sup>1</sup>	Roseville
Douglas Blvd	Widen from 4 to 6 lanes, Cavitt Stallman Rd to Sierra College Blvd	MTP
Fiddymment Rd	Widen to 4 lanes, Pleasant Grove Blvd to Northern City limits	Roseville
Fiddymment Rd	Widen to 4 lanes, Baseline Road to Pleasant Grove Blvd	Roseville
Foothills Blvd	Extend with 2 lanes, Sunset Blvd to Athens Rd *	County
Foothills Blvd	Extend with 2 lanes, Sunset Blvd to Roseville City Limits	County
Foothills Blvd	Widen from 4 to 6 lanes, Cirby Way to Pleasant Grove Blvd	MTP
Nelson Lane	Widen from 2 to 4 lanes, SR 65 Bypass to Nicolaus Rd	MTP
PFE Rd	Widen to 4 lanes, North Antelope Rd to Roseville City Limits	MTP
Philip Rd	Realign with 2 lanes, between Blue Oaks Blvd and Bob Doyle Dr	Roseville
Pleasant Grove Blvd	Widen from 4 to 6 lanes, Foothills Bl to Woodcreek Oaks Blvd	Roseville
Pleasant Grove Blvd	Widen from 2 to 4 lanes, Woodcreek Oaks Blvd to Sun City Blvd	MTP
Pleasant Grove Blvd	Extend with 4 lanes, current terminus to West Side Drive	Roseville
Pleasant Grove Blvd	Extend with 2 lanes, west of West Side Drive	Roseville
Roseville Pkwy	Extend over Union Pacific Rail Road tracks	Roseville
Roseville Pkwy	Construct 4 lanes, Washington Blvd to Foothills Blvd	Roseville
East Roseville Pkwy	Widen from 2 to 4 lanes, City Limits to Sierra College Blvd	MTP
SR-65	Construct Sunset Blvd interchange *	MTP
SR-65	Widen from 2 to 4 lanes, Gladding to Westlake Blvd	MTP
SR-65	Construct northbound slip ramp at Pleasant Grove Blvd interchange	Roseville
Sierra College Blvd	Widen from 2 to 4 lanes, SR 193 to Loomis Town Limits	MTP
Sierra College Blvd	Widen from 2 to 4 lanes, South Rocklin City Limits to Douglas Blvd	MTP
Sierra College Blvd	Widen from 4 to 6 lanes, Roseville City Limits to Sacramento Co	MTP
Sierra College Blvd	Widen to 6 lanes, I-80 to South Rocklin City Limits	MTP
Sunset Blvd	Widen to 4 lanes, SR 65 to Cincinnati Ave	County
Sunset Blvd	Extend with 2 lanes, Cincinnati Ave to Foothills Blvd *	County
Sunset Blvd	Extend with 2 lanes, Foothills Blvd North to Fiddymment Rd	County
Walerga Rd	Widen from 2 to 4 lanes, Baseline Rd to Sacramento County	MTP
Watt Ave	Widen from 2 to 6 lanes, Baseline Rd to Sacramento County	County
Woodcreek Oaks Blvd	Widen from 2 to 4 lanes, Junction Blvd to northern City Limits	MTP

**Sources:** SACOG, Placer County, and City of Roseville, 2004

**Notes:** MTP – Metropolitan Transportation Plan

WRSP – West Roseville Specific Plan

\* Improvement now complete



**Table 6-8  
Community Plan Area Roadway Assumptions**

<b>Roadway</b>	<b>Improvement</b>	<b>Source</b>
Antelope Rd	Widen from 2 to 4 lanes, Sacramento County to PFE Rd	County
Atkinson St	Widen from 2 to 4 lanes, PFE Rd to Foothills Blvd *	Roseville/MTP
Baseline Rd	Widen from 2 to 6 lanes, Pleasant Grove Rd to Walerga Rd	County
Baseline Rd	Widen from 3 to 4 lanes, Walerga Rd to Foothills Blvd *	Roseville/MTP
Cook-Riolo Rd	Replace one lane bridge at Dry Creek with two-lane bridge with shoulders	County
Foothills Blvd	Widen from 4 to 6 lanes, Cirby Way to Atkinson St *	MTP
Foothills Blvd	Widen from 5 to 6 lanes, Atkinson St to Vineyard Rd *	MTP
PFE Road	Widen from 2 to 4 lanes, Antelope Rd to Atkinson St	Roseville
Walerga Rd	Widen from 2 to 4 lanes, Baseline Rd to Sacramento County	Unknown
Watt Ave	Widen from 2 to 6 lanes, PFE Rd to Baseline Rd	County
16 <sup>th</sup> St	Extend from Sacramento County and widened as 4 lanes <sup>a</sup>	County
Dyer Ln	Extend to Baseline Rd and widened as 4 lanes <sup>a</sup>	County

**Source:** Placer County, 2004

**Notes:** MTP – Metropolitan Transportation Plan

\* Improvement now complete

The adopted roadway network in the current *Community Plan – Transportation Element* assumed two connections between Placer County and Sacramento County that do not exist today. Cook-Riolo Road was assumed to continue farther south into Sacramento County. Cook-Riolo Road is now closed to vehicle traffic at the Placer/Sacramento County line, although pedestrian and bicycle traffic is allowed. Don Julio Boulevard, a Sacramento County arterial, was assumed to be extended north to intersect PFE Road west of Cook-Riolo Road. However, the Placer County Board of Supervisors has approved the elimination of the extension of Don Julio Boulevard. Therefore, the Cook-Riolo Road and Don Julio Boulevard connections were not assumed to occur under the Cumulative No-Project Scenario.

Funding for the above Cumulative No-Project Scenario roadway improvements would be derived from a number of sources, including the County's traffic impact fee program, developer-funded projects, assessment districts, and state and regional sources. The intent of these improvements is to maintain an acceptable LOS through the horizon year of the CIP (2010). A temporary violation of LOS standards may result until adequate funding has been collected for the construction of program improvements.

The current *Community Plan* calls for the eventual closure of PFE Road west of Cook-Riolo Road. However, based on discussions with Placer County, the analysis of the Cumulative Scenario(s) has been performed with PFE Road both open and closed.

As discussed later in this section, the City of Roseville has requested that traffic impacts under the cumulative scenario within the City of Roseville be evaluated using their 2020 Travel Demand Model that was used for the development of the City's CIP. Therefore, the analysis of the Cumulative No-Project Scenario in the City of Roseville assumed the improvements contained in Roseville's 2020 CIP (Roseville CIP). The City of Roseville has adopted a traffic mitigation fee that, in conjunction with other identified funding sources, would fully fund these improvements.

## Financing of Transportation and Circulation Improvements and Mitigation

Appropriate elements of the proposed project would be added to the Placer County CIP. Proposed developments within the *Community Plan* area would be subject to the Placer County Dry Creek traffic mitigation fee and the City of Roseville/Placer County joint traffic fee. These fees fund improvements to local roads to mitigate the effect of new development. Additionally, the *Community Plan* area is in the South Placer Regional Transportation Authority Mitigation Fee area. Land development projects in this area fund improvements to regional and state highway facilities to mitigate the effect of new development. Placer County would govern the financing and implementation of the Cumulative No-Project Scenario roadway improvements, including facilities and improvements identified as mitigation measures in this Draft EIR.

### 6.3.3 Impacts

#### 6.3.3.1 Construction Impacts

**IMPACT 6-1:** Project construction would temporarily add trips to the local roadway network during construction.

**SIGNIFICANCE:** Less-than-Significant

**MITIGATION:** None Warranted

Construction-related activities associated with the proposed project would be of short duration due to the limited scope, nature, and size of impact areas. Typical construction equipment would include bulldozers, backhoes, graders, rollers, dump trucks, concrete mixers, and paving machines. It is anticipated that the construction crews would operate 8 to 10 hours a day, 5 days a week. It is assumed that simultaneous construction activities would occur during the construction period of the proposed project. As a result, proposed project construction would temporarily add trips to the local roadway network. Preparation and implementation of construction traffic management plans for onsite and offsite construction activities would be implemented prior to construction in order to minimize adverse LOS or neighborhood traffic impacts during the various phases of construction. These plans are typically prepared and/or approved by the County Traffic Engineer. These plans generally include the following components:

1. A striping and signing plan, including offsite traffic control devices;
2. An analysis of traffic volumes on roadways where one-way traffic control would be required, if any, to determine whether the hours of such control should be limited;
3. Provision of flag persons as necessary to facilitate traffic flow through construction areas;
4. Arranging construction schedules to begin and end during off-peak hours, as necessary and feasible;
5. Arranging construction schedules during the summer season to reduce the impact at nearby schools; and
6. A community relations program would be implemented prior to and during the construction period.

Prior to the commencement of any construction activities associated with the proposed project, it is anticipated that the Placer County Department of Public Works would conduct a thorough review of the proposed construction activities and create an appropriate construction traffic management plan. It is not possible to create the plan at this time due to the uncertainty of timing for implementation of the proposed project. Additionally, the phases of construction are also unknown at this time. It is anticipated that the plan, when it is created and approved by the County Traffic Engineer, would reduce any potential impact regarding construction-related traffic on the local roadway network to a less-than-significant level.



### 6.3.3.2 Existing Plus Project Condition

The analysis of the Existing Plus Project condition assumed that the improvements associated with the proposed project would be implemented within the *Community Plan* area. **Figure 3-1** shows the roadway network and lanes in the vicinity of the *Community Plan* area that were assumed in the traffic analysis. An analysis of existing plus project conditions with PFE Road closed was not completed because, by definition, under the proposed project PFE road would remain open.

<b>IMPACT 6-2:</b>	Under the Existing Plus Project Scenario with PFE Road open, the proposed project would not result in a reduction in traffic conditions (LOS or v/c ratio).
<b>SIGNIFICANCE:</b>	Less-than-Significant
<b>MITIGATION:</b>	None Warranted

A qualitative evaluation of the Existing Plus Project condition was conducted for this Focused Draft EIR, rather than a full modeling exercise, for the following reasons:

- The proposed project is not needed to accommodate existing traffic demand. It is intended to reduce expected future traffic congestion levels on the local roadway system in the *Community Plan* area stemming from future development in those areas.
- Construction of the proposed project is not expected to commence until adequate funding is available.

The combination of keeping PFE Road open, constructing speed reduction treatments on PFE Road and Cook-Riolo Road, widening selected *Community Plan* area roadways, and removing the Baseline Road/Cook-Riolo Road intersection restriction would lead to increased volume on Walerga Road and possibly reduce volumes on both Watt Avenue and Cook-Riolo Road, as well as reduce vehicle speeds along PFE Road and Cook-Riolo-Road. While some roadway segments and intersections in the *Community Plan* area would have increases in traffic volumes due to implementation of the proposed project, several roadway segments and intersections would have decreases in traffic volumes. Under existing plus project conditions, i.e., without the addition of traffic under 2025 conditions, it is unlikely that any roadway segments or intersections would go from LOS D or better to LOS E or worse. It is also unlikely that the roadway segments or intersections currently at LOS E or F would operate at worse conditions. Thus, the reductions in traffic conditions under the Existing Plus Project Scenario would be less-than-significant.



### 6.3.3.3 Cumulative Plus Project Roadway Segment Conditions with PFE Road Open

The Placer Regional Travel Demand Model was used to estimate and distribute vehicle trips within the *Community Plan* area for the study roadways. The estimated trip generation was derived from the regional land use assumptions outline in **Table 6-5** and *Community Plan* area land use assumptions outlined in **Table 6-6**. The analysis of the No Project Alternative assumed that the regional planned roadway improvements would be constructed (see **Table 6-7**) as well as the *Community Plan* area roadway improvements (see **Table 6-8**). **Figure 6-4** shows the roadway network and lanes in the *Community Plan* area that were assumed in this portion of the transportation and circulation analysis.

**Figure 6-5** shows the average daily volumes under the No Project Alternative and the proposed project for the study roadway segments. The LOS is a comparison of the maximum traffic flow that is obtainable



on a given roadway, using all available traffic lanes. The LOS differs on each road depending upon the topography, number of travel lanes, width of shoulders, location of side roads, and the presence of stoplights/stop signs. As demand approaches the capacity of a road, traffic congestion begins to occur. **Table 6-9** lists the forecasted daily volume and the LOS according to Placer County thresholds. **Table 6-10** shows the study roadway number of lanes and roadway classification for each alternative.

**Table 6-9  
Cumulative Conditions Roadway Segment Operations with PFE Road Open**

Roadway Segment	No Project – PFE Road Closed		Proposed Project	
	ADT	LOS	ADT	LOS
Antelope Road - PFE Road to Sacramento County Line	<b><u>36,600</u></b>	<b><u>F</u></b>	<b><u>34,900</u></b>	<b><u>F</u></b>
Baseline Road - Sutter County Line to Locust Road	43,900	C	43,600	C
Baseline Road - Locust Road to Watt Avenue	<b><u>55,800</u></b>	<b><u>E</u></b>	<b><u>54,900</u></b>	<b><u>E</u></b>
Baseline Road - Watt Avenue to Walerga Road	<b><u>56,000</u></b>	<b><u>E</u></b>	52,700	D
Baseline Road - Walerga Road to Cook-Riolo Road	<b><u>54,900</u></b>	<b><u>F</u></b>	<b><u>52,900</u></b>	<b><u>F</u></b>
Baseline Road - Cook-Riolo Road to Foothills Boulevard	<b><u>44,800</u></b>	<b><u>F</u></b>	<b><u>39,200</u></b>	<b><u>F</u></b>
Cook-Riolo Road - Baseline Road to Vineyard Road	<b><u>16,900</u></b>	<b><u>F</u></b>	<b><u>13,800</u></b>	<b><u>E</u></b>
Cook-Riolo Road - Vineyard Road to PFE Road	<b><u>18,400</u></b>	<b><u>F</u></b>	<b><u>16,300</u></b>	<b><u>F</u></b>
Crowder Lane - Vineyard Road to Baseline Road	9,300	B	6,200	A
Foothills Boulevard - Atkinson Street to Vineyard Road	<b><u>72,700</u></b>	<b><u>F</u></b>	<b><u>72,300</u></b>	<b><u>F</u></b>
Foothills Boulevard - Cirby Way to Atkinson Street	<b><u>77,000</u></b>	<b><u>F</u></b>	<b><u>75,400</u></b>	<b><u>F</u></b>
PFE Road - Watt Avenue to Walerga Road	<b><u>16,200</u></b>	<b><u>F</u></b>	13,200	D
PFE Road - Walerga Road to Pinehurst Drive	<b><u>15,600</u></b>	<b><u>F</u></b>	11,700	C
PFE Road - Pinehurst Drive to Cook-Riolo Road	300	A	11,200	C
PFE Road - Cook-Riolo Road to Antelope Road	<b><u>17,500</u></b>	<b><u>F</u></b>	<b><u>18,200</u></b>	<b><u>F</u></b>
PFE Road - Antelope Road to Atkinson Street	28,600	C	30,300	D
Vineyard Road - Crowder Lane to Cook-Riolo Road	11,700	C	8,700	A
Vineyard Road - Cook-Riolo Road to Brady Lane	<b><u>16,900</u></b>	<b><u>F</u></b>	<b><u>17,300</u></b>	<b><u>F</u></b>
Walerga Road - Baseline Road to PFE Road	<b><u>44,500</u></b>	<b><u>F</u></b>	53,100	D
Walerga Road - PFE Road to Sacramento County Line	<b><u>48,500</u></b>	<b><u>F</u></b>	51,100	D
Watt Avenue - Baseline Road to PFE Road	<b><u>65,100</u></b>	<b><u>F</u></b>	<b><u>60,900</u></b>	<b><u>F</u></b>
Watt Avenue - PFE Road to Sacramento County Line	<b><u>64,000</u></b>	<b><u>F</u></b>	<b><u>63,700</u></b>	<b><u>F</u></b>

Source: Fehr & Peers, 2009a

**Notes:**

Bold and underlined font indicates LOS E or F conditions.

ADT – Average daily traffic volume

**Table 6-10  
Cumulative Plus Project Conditions Roadway Classification**

Roadway Segment	Roadway Classification	Number of Lanes	
		No Project – PFE Road Closed	Proposed Project
Antelope Road - PFE Road to Sacramento County Line	<b><u>Moderate Arterial</u></b>	4	4
Baseline Road - Sutter County Line to Locust Road	Thoroughfare	6	6
Baseline Road - Locust Road to Watt Avenue	Thoroughfare	6	6
Baseline Road - Watt Avenue to Walerga Road	Thoroughfare	6	6
Baseline Road - Walerga Road to Cook-Riolo Road	Moderate Arterial	4	4
Baseline Road - Cook-Riolo Road to Foothills Boulevard	Moderate Arterial	4	4
Cook-Riolo Road - Baseline Road to Vineyard Road	<b><u>Low Rural Arterial</u></b>	2	2
Cook-Riolo Road - Vineyard Road to PFE Road	<b><u>Low Rural Arterial</u></b>	2	2
Crowder Lane - Vineyard Road to Baseline Road	<b><u>Low Rural Collector</u></b>	2	2
Foothills Boulevard - Atkinson Street to Vineyard Road	Moderate Arterial	6	6
Foothills Boulevard - Cirby Way to Atkinson Street	High Arterial	6	6
PFE Road - Watt Avenue to Walerga Road	<b><u>Low Urban Arterial</u></b>	2	4
PFE Road - Walerga Road to Pinehurst Drive	<b><u>Low Rural Arterial</u></b>	2	2
PFE Road - Pinehurst Drive to Cook-Riolo Road	<b><u>Low Rural Arterial</u></b>	2	2
PFE Road - Cook-Riolo Road to Antelope Road	<b><u>Low Rural Arterial</u></b>	2	2
PFE Road - Antelope Road to Atkinson Street	<b><u>Moderate Rural Arterial</u></b>	4	4
Vineyard Road - Crowder Lane to Cook-Riolo Road	<b><u>Low Rural Arterial</u></b>	2	2
Vineyard Road - Cook-Riolo Road to Brady Lane	<b><u>Low Rural Arterial</u></b>	2	2
Walerga Road - Baseline Road to PFE Road	<b><u>Moderate Urban Arterial</u></b>	4	6
Walerga Road - PFE Road to Sacramento County Line	Moderate Urban Arterial	4	6
Watt Avenue - Baseline Road to PFE Road	<b><u>High Urban Arterial</u></b>	6	6
Watt Avenue - PFE Road to Sacramento County Line	<b><u>High Urban Arterial</u></b>	4	6

Source: Fehr & Peers, 2009a

Notes: Bold and underlined font indicates a change in roadway type (usually rural two-lane highway to arterial) from existing conditions as shown in Table 6-2.

Shading indicates different number of lanes between No-Project Scenario and the proposed project.

The three jurisdictions in the transportation analysis study area (Placer County, City of Roseville, and Sacramento County) have different LOS policies. Therefore, the traffic impacts of the proposed project for roadway segments are discussed separately for each jurisdiction.

**Placer County Roadway Segments – Cumulative Plus Project Scenario with PFE Road Open**

**IMPACT 6-3** Under the Cumulative Plus Project Scenario with PFE Road open, the proposed project would cause roadways in Placer County to experience a decrease in the volume-to-capacity ratio at a substandard LOS condition.

**SIGNIFICANCE:** Less-than-Significant

**MITIGATION:** None Warranted

The proposed project would not generate new traffic but would redistribute traffic throughout the *Community Plan* area with the potential to increase local congestion on some Placer County roadways. Compared to the No Project Alternative, the proposed project would have no significant impacts on Placer County roadways. However, the LOS would not worsen from A, B, C, D, or E (for selected locations as described in proposed revisions to Goal 6 in the *Community Plan – Transportation Element*) to unacceptable E or F; or worsen from LOS E to F as described in Goal 6 (see **Table 6-9**). Thus, impacts from operation of the proposed project on Placer County roadways would be less-than-significant.

In contrast, the proposed project improvements would raise the LOS from unacceptable to acceptable on the following roadway segments:

- Baseline Road – Watt Avenue to Walerga Road (LOS E to LOS D)
- PFE Road – Watt Avenue to Walerga Road (LOS F to LOS D)
- PFE Road – Walerga Road to Pinehurst Drive (LOS F to LOS C)
- Walerga Road – Baseline Road to PFE Road (LOS F to LOS D)
- Walerga Road – PFE Road to Sacramento County Line (LOS F to LOS D)

**City of Roseville Roadway Segments – Cumulative Plus Project Scenario with PFE Road Open**

**IMPACT 6-4:** Under the Cumulative Plus Project Scenario with PFE Road open, the proposed project would cause roadways in the City of Roseville to experience a decrease in the volume-to-capacity ratio at a substandard LOS condition.

**SIGNIFICANCE:** Less-than-Significant

**MITIGATION:** None Warranted

The proposed project would not generate new traffic but would redistribute traffic throughout the *Community Plan* area with the potential to increase local congestion on some City of Roseville roadways. Compared to the No Project Alternative, the proposed project would have no significant impacts on City of Roseville roadways. The LOS would not worsen from A, B, or C to D, E, or F; or worsen from LOS D to E or LOS E to F (see **Table 6-9**). Thus, impacts from operation of the proposed project on City of Roseville roadways would be less-than-significant.



**Sacramento County Roadway Segments – Cumulative Plus Project Scenario with PFE Road Open**

<b>IMPACT 6-5:</b>	Under the Cumulative Plus Project Scenario with PFE Road open, the proposed project would cause roadways in Sacramento County to experience a decrease in the volume-to-capacity ratio at a substandard LOS condition.
<b>SIGNIFICANCE:</b>	Less-than-Significant
<b>MITIGATION:</b>	None Warranted

The proposed project would not generate new traffic but would redistribute traffic throughout the *Community Plan* area with the potential to increase local congestion on some Sacramento County roadways. Compared to the No Project Alternative, the proposed project would have no significant impacts on Sacramento County roadways, as these facilities operate at LOS D or better. The LOS would not worsen from A, B, or C to D, E, or F; or worsen LOS F conditions by increase in the v/c ratio by more than 0.05 (see **Table 6-9**). Thus, impacts from operation of the proposed project on Sacramento County roadways would be less-than-significant.



**6.3.3.4 Cumulative Plus Project Intersection Conditions with PFE Road Open**

Similar to the roadway analysis above, the Placer Regional Travel Demand Model was used to estimate and distribute vehicle trips within the *Community Plan* area for the study intersections. The estimated trip generation was derived from the regional land use assumptions outlined in **Table 6-5** and *Community Plan* area land use assumptions outlined in **Table 6-6**. The analysis of the No Project Alternative assumed that the regional roadway assumptions would be constructed (see **Table 6-7**) as well as the *Community Plan* area roadway assumptions (see **Table 6-8**).

**Figure 6-6** shows the peak-hour volumes under the Cumulative No-Project and Cumulative Plus Project conditions for the study intersections. The v/c ratio is a comparison of the maximum traffic flow that is obtainable in a given intersection, using all available traffic lanes. The v/c ratio differs at each intersection depending upon the number of travel lanes and the presence of stoplights or stop signs. As demand approaches the capacity of an intersection, traffic congestion begins to occur. **Table 6-11** lists the forecasted daily v/c ratio and the LOS according to Placer County thresholds.

The three jurisdictions in the transportation analysis study area (Placer County, City of Roseville, and Sacramento County) have different LOS policies. Therefore, the traffic impacts of the proposed project on intersections are discussed separately for each jurisdiction.

**Placer County Intersections – Cumulative Plus Project Scenario with PFE Road Open**

<b>IMPACT 6-6:</b>	Under the Cumulative Plus Project Scenario with PFE Road open, the proposed project would cause the PFE Road/Cook-Riolo Road intersection to experience a decrease in the volume-to-capacity ratio at a substandard LOS condition in Placer County.
<b>SIGNIFICANCE:</b>	Significant
<b>MITIGATION:</b>	Mitigation Measures 6-6a
<b>Proposed:</b>	Mitigation Measure 6-6a
<b>Significance After</b>	
<b>Proposed Mitigation:</b>	Potentially Significant
<b>Recommended:</b>	None
<b>RESIDUAL SIGNIFICANCE:</b>	Potentially Significant

**Table 6-11  
Cumulative Conditions Intersection Operations with PFE Road Open**

Intersection	Volume-to-Capacity Ratio or Delay <sup>a</sup> /LOS	
	No Project – PFE Road Closed	Proposed Project
1. Atkinson St/ Foothills Blvd Northbound Ramps	0.80/C	0.87/D
2. Baseline Rd/Locust Rd	<b><u>0.91/E</u></b>	0.89/D
3. Baseline Rd/Watt Ave	<b><u>1.23/F</u></b>	<b><u>1.17/F</u></b>
4. Baseline Rd/Walerga Rd/Fiddymment Rd	<b><u>1.45/F</u></b>	<b><u>1.47/F</u></b>
5. Baseline Rd/Cook-Riolo Rd/Woodcreek Oaks Blvd	<b><u>0.93/E</u></b>	<b><u>0.98/E</u></b>
6. Baseline Rd/Brady Ln	0.76/C	0.78/C
7. Baseline Rd/Main St/Foothills Blvd	<b><u>1.26/F</u></b>	<b><u>1.28/F</u></b>
8. Cirby Way/Riverside Ave	<b><u>1.75/F</u></b>	<b><u>1.75/F</u></b>
9. Atkinson St/Foothills Blvd Southbound Ramps	0.62/B	0.65/B
10. Foothills Blvd/Vineyard Rd	<b><u>1.29/F</u></b>	<b><u>1.34/F</u></b>
11. Foothills Bl/Roseville Rd/Cirby Way	<b><u>2.89/F</u></b>	<b><u>2.88/F</u></b>
12. PFE Rd/Watt Ave	<b><u>0.91/E</u></b>	0.86/D
13. PFE Rd/Walerga Rd	<b><u>1.63/F</u></b>	<b><u>1.58/F</u></b>
14. PFE Rd/Pinehurst Dr	<b><u>0.96/E</u></b>	19/C
15. PFE Rd/Cook-Riolo Rd	<b><u>1.11/F</u></b>	<b><u>1.24/F</u></b>
16. PFE Rd/Antelope Rd	<b><u>1.05/F</u></b>	<b><u>1.04/F</u></b>
17. Vineyard Rd/Cook-Riolo Rd	<b><u>1.75/F</u></b>	31/ D
18. Vineyard Rd/Brady Ln	<b><u>1.09/F</u></b>	0.89/D
19. Vineyard Rd/Riesling Dr	<b><u>279/F (17/B)</u></b>	<b><u>195/F (8/A)</u></b>
20. Watt Ave/Elverta Rd	<b><u>1.33/F</u></b>	<b><u>1.50/F</u></b>
21. Watt Ave/Antelope Rd	<b><u>1.37/F</u></b>	<b><u>1.48/F</u></b>

**Source:** Fehr & Peers, 2009a

**Notes:** Bold and underline font indicate LOS E or F conditions. Shading indicates a significant impact of the proposed project.

<sup>a</sup> See **Figure 6-6** for traffic control. For signals, the volume-to-capacity ratio is reported. For side-street stop controlled intersections, the average control delay and LOS for the worst movement is reported and the overall average is provided in parentheses. For speed reduction treatments, the average delay is reported.

The proposed project would not generate new traffic but would redistribute traffic throughout the *Community Plan* area with the potential to increase local congestion at some Placer County intersections. **Figure 6-6** shows the peak-hour volumes under the proposed project for the study intersections. Compared to the No Project Alternative, the proposed project would have a significant impact at the following intersection in Placer County (see **Table 6-11**):

- PFE Road/Cook-Riolo Road (LOS F, from v/c of 1.11 to 1.24)

The proposed project modifications would improve the level of service at the following intersections:

- Baseline Road/Locust Road (LOS E to LOS D)
- PFE Road/Watt Avenue (LOS E to LOS D)
- PFE Road/Pinehurst Drive (LOS E to LOS C)
- Vineyard Road/Brady Lane (LOS F to LOS D)

The impact at the PFE Road/Cook-Riolo Road intersection would result in an increase in the v/c ratio of 0.13. This would be a significant impact. The following improvements would eliminate the increase in v/c ratio. Converting the eastbound shared lane to a separate left lane and a shared through/right lane, and converting the southbound shared through/right lane to a separate through lane and a separate right lane at the PFE Road/Cook-Riolo Road intersection, as described in **Mitigation Measure 6-6a**, would result in an increase in the LOS at this intersection from F to E. The above intersection modification is not included in the County’s CIP. Therefore, as identified in **Mitigation Measure 6-6a**, the County will add this intersection improvement project to the County’s CIP. This will ensure that traffic mitigation fees will be collected as projects are approved for development. These fees are applied in part toward funding intersection improvements, such as the PFE Road/Cook-Riolo Road intersection. However, due to the uncertainty as to when sufficient funds can be obtained to actually build these improvements, this impact is considered potentially significant.



**City of Roseville Intersections – Cumulative Plus Project Scenario with PFE Road Open**

<b>IMPACT 6-7:</b>	Under the Cumulative Plus Project Scenario with PFE Road open, the proposed project would cause the Baseline Road/Cook-Riolo Road/Woodcreek Oaks Boulevard intersection to experience a decrease in the volume-to-capacity ratio at a substandard LOS condition, cause the Baseline Road/Main Street/Foothills Boulevard intersection to experience a decrease in the volume-to-capacity ratio at a substandard LOS condition, and cause the Foothills Boulevard/Vineyard Road intersection to experience a decrease in the volume-to-capacity ratio at a substandard LOS condition in the City of Roseville.
<b>SIGNIFICANCE:</b>	Significant
<b>MITIGATION:</b>	Mitigation Measure 6-7a
<b>Proposed:</b>	Mitigation Measure 6-7a
<b>Significance After</b>	
<b>Proposed Mitigation:</b>	Potentially Significant
<b>Recommended:</b>	None
<b>RESIDUAL SIGNIFICANCE:</b>	Potentially Significant

The proposed project would not generate new traffic but would redistribute traffic throughout the *Community Plan* area with the potential to increase local congestion at some City of Roseville intersections. **Figure 6-6** shows the peak-hour volumes under the proposed project for the study intersections. Compared to the No Project Alternative, the proposed project would have a significant impact at the following three intersections in the City of Roseville (see **Table 6-11**):

- Baseline Road/Cook-Riolo Road/Woodcreek Oaks Boulevard (LOS E, from v/c of 0.93 to 0.98)
- Baseline Road/Main Street/Foothills Boulevard (LOS F, from v/c of 1.26 to 1.28)
- Foothills Boulevard/Vineyard Road (LOS F, from v/c of 1.29 to 1.34)



**Figure 6-6 (Back) (11x17)**

The proposed project modifications would improve the level of service at the following intersections:

- Baseline Road/Locust Road (LOS E to LOS D)
- PFE Road/Watt Avenue (LOS E to LOS D)
- PFE Road/Pinehurst Drive (LOS E to LOS C)
- Vineyard Road/Cook-Riolo Road (LOS F to LOS D)
- Vineyard Road/Brady Lane (LOS F to LOS D)

The impact at the Baseline Road/Cook-Riolo Road/Woodcreek Oaks Boulevard intersection would result in an increase in the v/c ratio of 0.05. The impact at the Baseline Road/Main Street/Foothills Boulevard intersection and the Baseline Road/Walerga Road/Fiddymont Road would result in an increase in the v/c ratio of 0.02. The impact at the Foothills Boulevard/Vineyard Road intersection would result in an increase in the v/c ratio of 0.05. These would be significant impacts. The following improvements would eliminate the increase in v/c ratio. Converting the right-turn only lanes to shared through/right lanes on the north and southbound approaches and adding a second southbound receiving lane at the Baseline Road/Cook-Riolo Road/Woodcreek Oaks Boulevard intersection, as described in **Mitigation Measure 6-7a**, would result in an increase in the LOS at this intersection from E to D. Converting the westbound right-turn only lane to a shared through/right lane at the Baseline Road/Main Street/Foothills Boulevard intersection, as described in **Mitigation Measure 6-7a**, would reduce the v/c impact at this intersection from 1.28 to 1.20. Converting the westbound right-turn only lane to a shared through/right lane at the Foothills Boulevard/Vineyard Road intersection, as described in **Mitigation Measure 6-7a**, would reduce the v/c ratio from 1.34 to 1.24.

These intersection modifications are not included in the City’s CIP. In pursuing a single agreement or multiple agreements with the City of Roseville, Placer County shall negotiate in good faith to enter into fair and reasonable arrangements with the intention of achieving, within a reasonable time period after approval of the proposed project, commitment for the provision of adequate fair share mitigation payments from the proposed project for its out-of-jurisdiction traffic impacts. These Placer County mitigation payments are anticipated to be combined with similar fair share payments from the City of Roseville and other projects for the construction of the identified improvements. The mechanism would consist of either a new fee program or the modification of an existing fee program. However, due to the uncertainty as to whether sufficient matching funds can be obtained to actually build these improvements, this impact is considered potentially significant.



**Sacramento County Intersections – Cumulative Plus Project Scenario with PFE Road Open**

<b>IMPACT 6-8:</b>	Under the Cumulative Plus Project Scenario with PFE Road open, the proposed project would cause the Watt Avenue/Elverta Road intersection to experience a decrease in the volume-to-capacity ratio at a substandard LOS condition, and the Watt Avenue/Antelope Road intersection to experience a decrease in the volume-to-capacity ratio at a substandard LOS condition in Sacramento County.
<b>SIGNIFICANCE:</b>	Significant
<b>MITIGATION:</b>	Mitigation Measure 6-8a
<b>Proposed:</b>	Mitigation Measure 6-8a
<b>Significance After</b>	
<b>Proposed Mitigation:</b>	Potentially Significant
<b>Recommended:</b>	None
<b>RESIDUAL SIGNIFICANCE:</b>	Potentially Significant

The proposed project would not generate new traffic but would redistribute traffic throughout the *Community Plan* area with the potential to increase local congestion at some Sacramento County intersections. **Figure 6-6** shows the peak-hour volumes under the proposed project for the study intersections. Compared to the No Project Alternative, the proposed project would have significant impacts at the following two intersections in Sacramento County (see **Table 6-11**):

- Watt Avenue/Elverta Road (LOS F, from v/c of 1.33 to 1.50)
- Watt Avenue/Antelope Road (LOS F, from v/c of 1.37 to 1.48)

The proposed project modifications would improve the level of service at the following intersections:

- Baseline Road/Locust Road (LOS E to LOS D)
- PFE Road/Watt Avenue (LOS E to LOS D)
- PFE Road/Pinehurst Drive (LOS E to LOS C)
- Vineyard Road/Cook-Riolo Road (LOS F to LOS D)
- Vineyard Road/Brady Lane (LOS F to LOS D)

The impact at the Watt Avenue/Elverta Road and Watt Avenue/Antelope Road intersections would result in an increase in v/c ratios of less than 0.17 and 0.11, respectively. This would be a significant impact. The following improvements would eliminate the increase in v/c ratio. Adding a third eastbound through lane at the Watt Avenue/Elverta Road intersection, as described in **Mitigation Measure 6-8a**, would reduce the v/c ratio from 1.50 to 1.32. Adding a second westbound left-turn lane at the Watt Avenue/Antelope Road intersection, also as described in **Mitigation Measure 6-8a**, would reduce the v/c ratio from 1.48 to 1.37. These intersection modifications are not included in Sacramento County's CIP. In pursuing a single agreement or multiple agreements with the County of Sacramento, Placer County shall negotiate in good faith with the County of Sacramento to enter into fair and reasonable arrangements with the intention of achieving, within a reasonable time period after approval of the proposed project, commitment for the provision of adequate fair share mitigation payments from the proposed project for its out-of-jurisdiction traffic impacts. These Placer County mitigation payments are anticipated to be combined with similar fair share payments from the County of Sacramento and other projects for the construction of the identified improvements. The mechanism would consist of either a new fee program or the modification of an existing fee program. However, due to the uncertainty as to whether sufficient matching funds can be obtained to actually build these improvements, this impact is considered potentially significant.



### 6.3.3.5 City of Roseville CIP Analysis

#### Roadways

To satisfy the City of Roseville's LOS policy requirements, a separate analysis was conducted using the City of Roseville's CIP travel demand forecasting model and LOS post-processor for cumulative 2020 conditions. The modeling assumptions and LOS analysis using the post-processor are specified by the City of Roseville and are not consistent with the land use forecasts and intersection analysis methodology used in this study. The Roseville CIP analysis methodology only includes approved development projects and is intended to evaluate 2020 citywide LOS effects of projects. This methodology may not be appropriate for evaluating individual intersections or corridors, especially under congested conditions or where intersections are closely spaced. This analysis is provided as supplemental information to show how the proposed alternatives may affect future 2020 citywide conditions consistent with the City's methodology. **Table 6-12** summarizes the results of the Roseville CIP Analysis.

**Table 6-12  
Roseville CIP Analysis Results**

Number of Intersections (Total = 185)		
Results	No Project – PFE Road Closed	Proposed Project
LOS C or better (%)	141 (76.2%)	141 (76.2%)
LOS D	23	22
LOS E	11	12
LOS F	10	10
<b>Intersection Impacts</b>		
From LOS D to F		Baseline Rd/Woodcreek Oaks Blvd
<b>Intersection Benefits</b>		
From LOS F to E		Taylor Rd/Eureka Rd

Source: Fehr & Peers, 2009a

The first condition of the City's LOS policy would be satisfied by the proposed project – more than 70 percent of the intersections would operate with LOS C or better conditions. The proposed project would result in an impact to one intersection under the City's CIP analysis, as described below.

#### **City of Roseville Intersections – CIP Analysis Cumulative Plus Project Scenario with PFE Road Open**

<b>IMPACT 6-9:</b>	Under the CIP Analysis Cumulative Plus Project Scenario with PFE Road open, the proposed project would cause the Baseline Road/Cook-Riolo Road/Woodcreek Oaks Boulevard intersection to experience a decrease in the volume-to-capacity ratio at a sub-standard LOS condition in the City of Roseville.
<b>SIGNIFICANCE:</b>	Significant
<b>MITIGATION:</b>	Mitigation Measure 6-9a
<b>Proposed:</b>	Mitigation Measure 6-9a
<b>Significance After</b>	
<b>Proposed Mitigation:</b>	Potentially Significant
<b>Recommended:</b>	None
<b>RESIDUAL SIGNIFICANCE:</b>	Potentially Significant

The proposed project would not generate new traffic but would redistribute traffic throughout the *Community Plan* area with the potential to increase local congestion on some City of Roseville intersections. Compared to the No Project Alternative, the proposed project would have significant impacts at the following intersection in the City of Roseville (see **Table 6-12**):

- Baseline Road/Woodcreek Oaks Boulevard (LOS F)

The impact at this intersection would result in a decrease from LOS D to F. This would be a significant impact. The following improvements would eliminate the decrease in LOS. Allowing two southbound and northbound through lanes and adding a second eastbound left-turn lane at the Baseline Road/Cook-Riolo Road/Woodcreek Oaks Boulevard intersection, as described in **Mitigation Measure 6-9a**, would

increase the LOS from F to C. This intersection modification is not included in the City's CIP. In pursuing a single agreement or multiple agreements with the City of Roseville, Placer County shall negotiate in good faith with the City of Roseville to enter into fair and reasonable arrangements with the intention of achieving, within a reasonable time period after approval of the proposed project, commitment for the provision of adequate fair share mitigation payments from the proposed project for its out-of-jurisdiction traffic impacts. These Placer County mitigation payments are anticipated to be combined with similar fair share payments from the City of Roseville and other projects for the construction of the identified improvements. The mechanism would consist of either a new fee program or modification of an existing fee program. However, due to uncertainty as to whether sufficient matching funds can be obtained to actually build these improvements, this impact is considered potentially significant.



### 6.3.3.6 Pedestrian, Bicycle, and Transit Conditions

#### Planned Improvements

No planning documents specify the location of future pedestrian facilities, although subdivisions and parcels are required to provide facilities as part of the County's approval process. The *Placer County Regional Bikeway Plan* (Placer County Transportation Planning Agency, 2002) specifies future bicycle paths, lanes, and routes (Class I, II, and II, respectively). Class I trails are proposed to extend the Dry Creek Greenway west to Atkinson Street and east to Watt Avenue and between Walerga Road and Crowder Lane along a Dry Creek tributary. On-street bikeways (Class II and III) are planned for the following roads:

- Baseline Road – Walerga Road to Foothills Boulevard
- PFE Road – Walerga Road to Atkinson Street
- Vineyard Road – Crowder Lane to Cook-Riolo Road
- Walerga Road – Sacramento County line to Dry Creek

The *Placer County General Plan* designates Watt Avenue as a future transit corridor. Bus rapid transit has been evaluated to serve this corridor as part of the approved development of Placer Vineyards and other specific plan areas in western Placer County. Additionally, future transit service has been studied by Roseville Transit to provide new service along Baseline Road. However, no other transit service is planned for the *Community Plan* area.



#### Pedestrian, Bicycle, and Transit – Cumulative Plus Project Scenario with PFE Road Open

<b>IMPACT 6-10:</b>	Under the Cumulative Plus Project Scenario with PFE Road open, the proposed project would create longer crosswalks at intersections, which would expose conflicting pedestrians and bicycles to vehicle traffic for longer periods and affect the quality of pedestrian and bicycle travel.
<b>SIGNIFICANCE:</b>	Less-than-Significant
<b>MITIGATION:</b>	None Warranted

Widening of PFE Road and Walerga Road would include improved and continuous pedestrian and bicycle facilities along these routes. However, the wider roads would cause longer crosswalks at

intersections, which would expose conflicting pedestrians and bicycles to vehicle traffic for longer periods. Additionally, the increase in traffic volumes on these roads would affect the quality of pedestrian and bicycle travel. Since PFE Road would remain open and the Baseline Road/Cook-Riolo Road intersection restriction would be removed, any potential transit routes on these corridors would be allowed. The proposed speed reduction treatments would improve pedestrian and bicycle conditions since both traffic volumes and speeds along PFE Road and Cook-Riolo Road would be reduced. Thus, pedestrian, bicycle, and transit impacts would be less-than-significant.



## 6.4 MITIGATION MEASURES

This section discusses mitigation measures that will be implemented to reduce project-related impacts to transportation and circulation. During project-level environmental review, these mitigation measures may be augmented or revised based on more detailed project information.

### Mitigation Measure 6-6a: Add the PFE Road/Cook-Riolo Road Intersection Improvements to the County’s Capital Improvement Program (Proposed)

The County will add the following intersection improvement projects to the County’s CIP:

1. Converting the eastbound shared lane to a separate left lane and a shared through/right lane, and converting the southbound shared through/right lane to a separate through lane and a separate right lane at the PFE Road/Cook-Riolo Road intersection would result in an increase in the LOS from F to E.

**Table 6-13** compares intersection operations of the No Project Alternative, the proposed project before mitigation, and the proposed project with mitigation.

**Table 6-13  
Proposed Project Mitigation Comparison at Selected Intersections**

Intersection	Volume-to-Capacity Ratio or Delay <sup>a</sup> /LOS		
	No Project	Proposed Project	Mitigated Proposed Project
7. Baseline Road/Main Street/Foothills Boulevard	<u>1.26/F</u>	<u>1.28/F</u>	<u>1.20/F</u>
10. Foothills Boulevard/Vineyard Road	<u>1.29/F</u>	<u>1.34/F</u>	<u>1.24/F</u>
15. PFE Road/Cook-Riolo Road	<u>1.11/F</u>	<u>1.24/F</u>	<u>0.96/E</u>
20. Watt Avenue/Elverta Road	<u>1.33/F</u>	<u>1.50/F</u>	<u>1.32/F</u>
21. Watt Avenue/Antelope Road	<u>1.37/F</u>	<u>1.48/F</u>	<u>1.37/F</u>

**Source:** Fehr & Peers, 2009a

**Notes:**

The v/c ratio changes in this table only show effects at the *Community Plan* area intersections. It is assumed that benefits would also be realized at *Community Plan* area roadways.

Bold and underlined font indicate LOS E or F conditions.

**Mitigation Measure 6-7a: Contribute a Fair and Reasonable Contribution to improving the Baseline Road/Cook-Riolo Road/Woodcreek Oaks Boulevard intersection, the Baseline Road/Main Street/Foothills Boulevard Intersection, and the Foothills Boulevard/Vineyard Road Intersection (Proposed)**

The proposed project shall contribute a fair and reasonable contribution toward converting the right-turn only lanes to shared through/right lanes on the north and southbound approaches and adding a second southbound receiving lane at the Baseline Road/Cook-Riolo Road/Woodcreek Oaks Boulevard intersection to increase in the LOS from E to D; convert the westbound right-turn only lane to a shared through/right lane at the Baseline Road/Main Street/Foothills Boulevard intersection to reduce the v/c impact from 1.28 to 1.20; and convert the westbound right-turn only lane to a shared through/right lane at the Foothills Boulevard/Vineyard Road intersection to reduce the v/c impact from 1.34 to 1.24.

In pursuing a single agreement or multiple agreements with the City of Roseville, Placer County shall negotiate in good faith to enter into fair and reasonable arrangements with the intention of achieving, within a reasonable time period after approval of the proposed project, commitment for the provision of adequate fair share mitigation payments from the proposed project for its out-of-jurisdiction traffic impacts. These Placer County mitigation payments are anticipated to be combined with similar fair share payments from the City of Roseville and other projects for the construction of the identified improvements. The mechanism would consist of either a new fee program or the modification of an existing fee program.

**Table 6-13** compares intersection operations of the No Project Alternative, the proposed project, and the proposed project with mitigation.

**Mitigation Measure 6-8a: Contribute a Fair and Reasonable Contribution to Improving the Watt Avenue/Elverta Road Intersection and the Watt Avenue/Antelope Road Intersection (Proposed)**

The proposed project shall contribute a fair and reasonable contribution toward adding a third eastbound through lane at the Watt Avenue/Elverta Road intersection to reduce the v/c impact from 1.50 to 1.32, and adding a second westbound left-turn lane at the Watt Avenue/Antelope Road intersection to reduce the v/c impact from 1.48 to 1.37.

In pursuing a single agreement or multiple agreements with the County of Sacramento, Placer County shall negotiate in good faith with the County of Sacramento to enter into fair and reasonable arrangements with the intention of achieving, within a reasonable time period after approval of the proposed project, commitment for the provision of adequate fair share mitigation payments from the proposed project for its out-of-jurisdiction traffic impacts. These Placer County mitigation payments are anticipated to be combined with similar fair share payments from the County of Sacramento and other projects for the construction of the identified improvements. The mechanism would consist of either a new fee program or the modification of an existing fee program.

**Table 6-13** compares intersection operations of the No Project Alternative, the proposed project, and proposed project with mitigation.

**Mitigation Measure 6-9a: Contribute a Fair and Reasonable Contribution to Improving the Baseline Road/Cook-Riolo Road/Woodcreek Oaks Boulevard Intersection (Proposed)**

The proposed project shall contribute a fair and reasonable contribution toward allowing two southbound and northbound through lanes and adding a second eastbound left-turn lane at the Baseline Road/Cook-Riolo Road/Woodcreek Oaks Boulevard intersection to increase the LOS impact from F to C.

In pursuing a single agreement or multiple agreements with the City of Roseville, Placer County shall negotiate in good faith to enter into fair and reasonable arrangements with the intention of achieving, within a reasonable time period after approval of the proposed project, commitment for the provision of adequate fair share mitigation payments from the proposed project for its out-of-jurisdiction traffic impacts. These Placer County mitigation payments are anticipated to be combined with similar fair share payments from the City of Roseville and other projects for the construction of the identified improvements. The mechanism would consist of either a new fee program or the modification of an existing fee program.

**Table 6-13** compares intersection operations of the No Project Alternative, the proposed project, and proposed project with mitigation.