

8.0 TRANSPORTATION AND CIRCULATION

8.1 Environmental Setting

Transportation and circulation within the region and project area consists of multiple modes including the roadway system for private vehicles, bicycles and public transit, trails and paths for bicycles and other non-motorized and low-speed transportation modes, rail, and air. In the context of the Greenway Vision, the emphasis of this chapter will be on the roadway and trail systems and their interconnectivity.

8.1.1 Roadway System

Roadway Classifications

Local Streets

Local streets carry little, if any through traffic, and generally carry very low traffic volumes. In addition, they provide direct access to abutting land and access to the collector street system.

Collector Roadways

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 upon future traffic volumes. In urban/suburban areas, major collector roadways will generally carry higher traffic volumes than minor collector roadways, and thus require more right-of-way and have more access restrictions.

Arterial Roadways

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 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 in rural areas of the county.

Regional and Local Roadways

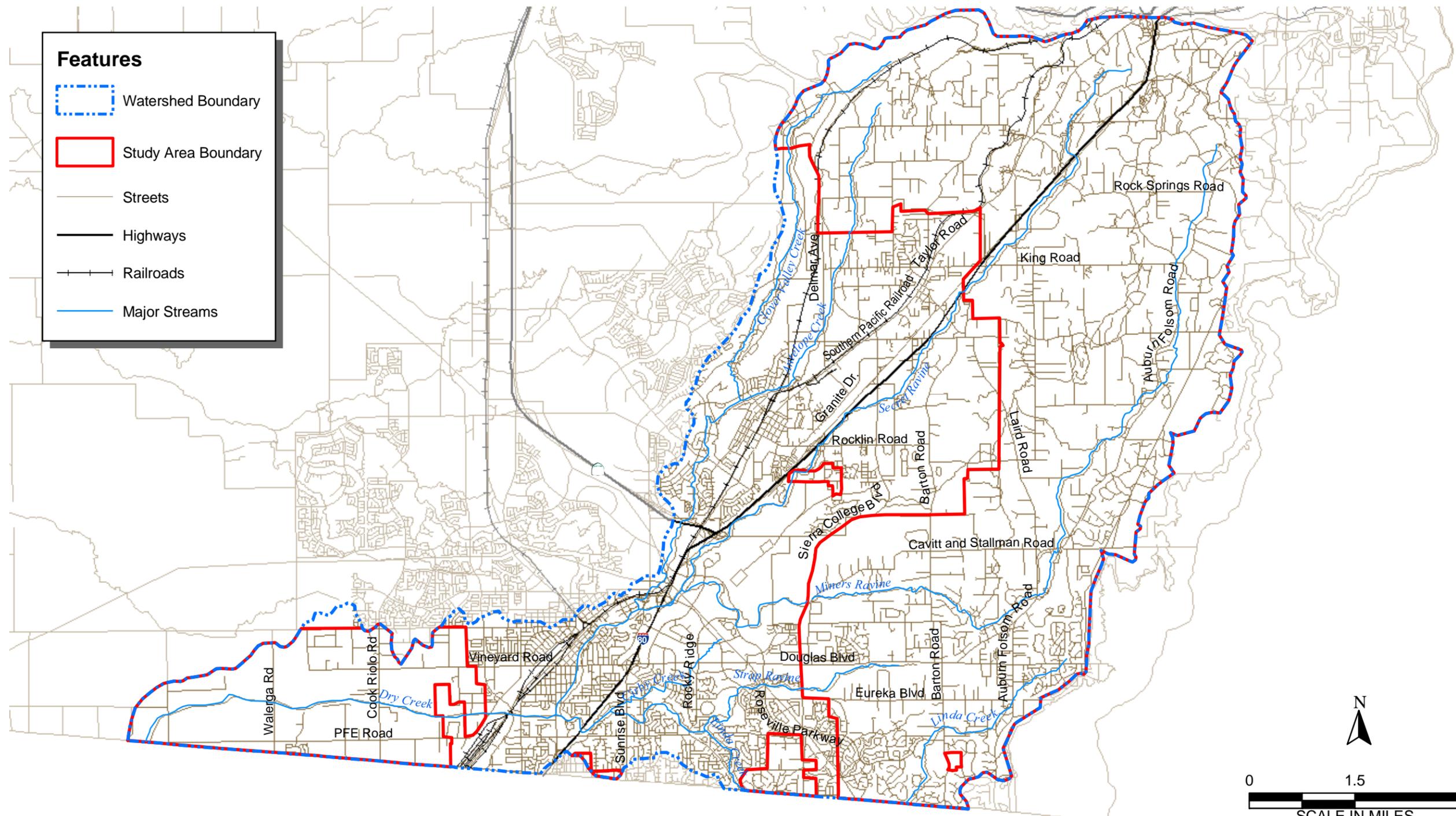
Along with the street networks of the County and the incorporated areas, the roadways described below are shown in Figure 8-1.

Interstate 80

Interstate 80 is an east-west route that has a southwest-northeast alignment in the vicinity of the project site. The speed limit on I-80 is 65 miles per hour (mph). According to the California Department of Transportation (Caltrans), the segment of I-80 in the vicinity of the project site carries an average daily traffic (ADT) volume of approximately 190,000 vehicles per day, and

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- Features**
-  Watershed Boundary
 -  Study Area Boundary
 -  Streets
 -  Highways
 -  Railroads
 -  Major Streams



TRANSPORTATION

approximately 14,000 vehicles during the p.m. peak hour (Source: Caltrans SER <http://www.dot.ca.gov>).

Most of I-80 within western Placer County is located between the two Greenway proposed project areas as it is located within the incorporated areas of Roseville, Rocklin, and Loomis. North of Loomis, I-80 roughly parallels Secret Ravine for several miles before the highway continues beyond the watershed through Auburn and east to Reno. I-80 provides regional access to Roseville, Rocklin, Loomis, and Sacramento and spans the entire United States.

Significant Local Roads

In addition to the street networks within Roseville, Rocklin, and Loomis, there are local roads that carry significant levels of traffic. Significant local roads within the project area include Walerga and PFE roads in the Dry Creek West Placer Community Plan area, Douglas Boulevard and Eureka Boulevard in the Granite Bay Community Plan area, and Taylor Road in the Horseshoe Bar/Penryn Community Plan Area. Sierra College Boulevard and Auburn Folsom Road both run in a generally north to south direction and transverse nearly the entire watershed.

Roadway Level of Service

Level of service (LOS) is a quantitative measure of traffic operating conditions using letter grades “A” through “F” to characterize operating conditions at an intersection. LOS A through F represents progressively worsening traffic conditions. At two-way stop-sign-controlled unsignalized intersections (or one-way stop T intersections), the LOS is based on the length of the average delay experienced by motorists on the worst single movement, which is typically a left turn made from the stop-sign-controlled approach to the intersection. It should be noted that overall intersection average LOS at unsignalized intersections is better, often much better, than LOS on the worst single movement.

Table 8-1 shows Level of Service standards from the Transportation Research Board for both signalized and unsignalized intersections.

Table 8-1 — Intersection Level of Service Highway Capacity Manual Operational Analysis Method

Level of Service	Signalized Intersection	Unsignalized Intersection
A	Uncongested operations, all queues clear in a single-signal cycle. Delay < 10.0 sec	Little or no delay. Delay < 10 sec/veh
B	Uncongested operations, all queues clear in a single cycle. Delay > 10.0 sec and < 20.0 sec	Short traffic delays. Delay > 10 sec/veh and < 15 sec/veh
C	Light congestion, occasional backups on critical approaches. Delay > 20.0 sec and < 35.0 sec	Average traffic delays. Delay > 15 sec/veh and < 25 sec/veh
D	Significant congestions of critical approaches but intersection functional. Cars required to wait through more than one cycle during short peaks. No long queues formed. Delay > 35.0 sec and < 55.0 sec	Long traffic delays. Delay > 25 sec/veh and < 35 sec/veh

Level of Service	Signalized Intersection	Unsignalized Intersection
E	Severe congestion with some long standing queues on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements. Traffic queue may block nearby intersection(s) upstream of critical approach (es). Delay > 55.0 sec and < 80.0 sec	Very long traffic delays, failure, extreme congestion. Delay > 35 sec/veh and < 50 sec/veh
F	Total breakdown, stop-and-go operation. Delay > 80.0 sec	Intersection blocked by external causes. Delay > 50 sec/veh

Source: Transportation Research Board 2000

The County of Placer is the agency with primary responsibility for operating and maintaining non-freeway roadways in the vicinity of the proposed project site. LOS standards in the portion of Placer County in the vicinity of the proposed project site are defined by the Placer County General Plan (County of Placer 1994a). Policies contained in the General Plan define the minimum LOS standard for roadways and intersections as LOS C. According to the General Plan, land development requirements shall be set to sustain LOS C at all roadway and intersection locations for as long as possible.

8.1.2 Public Transit

Public transit within the project area is provided by Placer County Transit (PCT) with a mix of fixed route, dial-a-ride, commuter bus, and commuter vanpool services. Connections are available to other regional transit services, including Auburn Transit, Roseville Transit, Lincoln Transit, Gold Country Stage (Nevada County), Sacramento Regional Transit, and Folsom Stage (Placer County Transportation Planning Agency 2005). PCT routes within the project area include Auburn to Light Rail, Sierra College to Lincoln, and the Taylor Road shuttle. PCT buses can accommodate two bicycles attached to a front end bike rack.

8.1.3 On-Street Bicycle and Off-Street Facilities

Placer County bikeways are classified according to Caltrans’ design standards and include three classes of bikeways called Paths, Lanes, and Routes:

- A Class I Bike *Path* provides a completely separated facility designed for the exclusive use of bicycles and pedestrians with minimal crossflows by motorists. Caltrans standards call for Class I bikeways to have 8 feet of pavement with 2 foot graded shoulders on either side, for a total right-of-way of 12 feet. Local standards vary for pavement width. For example, the City of Roseville standard calls for 10 feet of pavement, while much of the American river Bike Trail has 12 feet of pavement. These bikeways must also be at least 5 feet from the edge of a paved roadway.
- A Class II Bike *Lane* provides a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists

permitted. Caltrans standards generally require a 4 foot bike lane with a 6 inch white strip separating the roadway from the bike lane.

- A Class III Bike *Route* provides a right-of-way designated by signs or permanent markings and shared with pedestrians and motorists. Roadways designated as Class III bike routes should have sufficient width to accommodate motorists, bicyclists, and pedestrians. Other than a street sign, there are not special markings required for a Class III bike route.

The Placer County Regional Bikeway Plan was updated in 2002 and includes descriptions of both existing and planned bikeways of all three classes within the County. These bikeways form many connections to bikeways within Roseville, Rocklin, and Loomis. Roseville and Loomis each have their own bikeway master plans.

In addition to bikeways, there are additional existing and planned trails within the County which serve pedestrians, bicyclists, and equestrians.

8.2 Regulatory Setting

8.2.1 Local (Placer County)

Local bikeway and trail policies and regulations relevant to the proposed project include Placer County regulations and requirements outlined in the Placer County General Plan, the Dry Creek-West Placer Community Plan, the Granite Bay Community Plan, and the Horseshoe Bar/Penryn Community Plan. The Greenway Vision and implementation recommendations were planned specifically to identify and emphasize common shared values as expressed in existing goals and policies of regional jurisdictions. As such, the Vision components are designed to be consistent with the goals and policies of Placer County and unincorporated community plan areas. When future projects are proposed for implementation, they will be individually evaluated for consistency with General Plan and community plans' goals and policies. Although the cities of Roseville and Rocklin and the Town of Loomis are not adopting the Greenway Vision, those communities outside of the proposed project area have adopted many similar goals and policies. One exception is that the City of Roseville prohibits equestrian trails.

The goals and policies listed below were excerpted from the Placer County General Plan, Dry Creek-West Placer Community Plan, Granite Bay Community Plan, and Horseshoe Bar/Penryn Community Plan. Because many of the policies found in the community plans are similar to those contained in the county-wide Placer County General Plan, only policies unique to particular community plans are listed.

Placer County General Plan

Policies:

- 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.
- 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.

- 3.D.2. The County shall work with neighboring jurisdictions to coordinate planning and development of the County's bikeways and multipurpose trails with those of neighboring jurisdictions.
- 3.D.4. The County shall promote non-motorized travel (bikeways, pedestrian, and equestrian) through appropriate facilities, programs, and information.
- 3.D.6. The County shall support the development of parking near access to hiking and equestrian trails.

Dry Creek West Placer Community Plan

Goal:

- 8. A community trail system shall be developed to:
 - a. Provide safe, pleasant, and 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 building, and other community-oriented public services with residential developments.

Granite Bay Community Plan

Policies:

- 17. Trails and paths may be located in the right-of-way of roads, in their own right-of ways, or in recorded easements over private properties.
- 20. The existing network of dedication equestrian trail easements within the community, which does not yet constitute a fully usable equestrian trail system, shall be enlarged to form one. Dedicated horse trail easements shall not be abandoned unless there is substantial evidence of no practical use for horse trail purposes.

Horseshoe Bar/Penryn Community Plan

Policy:

- 14. The local public path and trail system shall be linked with the existing private and regional systems and the Folsom Lake State Recreation Area trail system.

8.3 Environmental Impacts

8.3.1 Criteria for Significance

Per Appendix G of the Guidelines for the implementation of the California Environmental Quality Act (CEQA Guidelines), Placer County has determined that a project will normally have a significant effect on the environment if the proposed project would:

- Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections).
- Exceed, either individually or cumulatively, a LOS standard established by the County congestion management agency for designated roads or highways.
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- Result in inadequate emergency access.
- Result in inadequate parking capacity.
- Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).

8.3.2 Impacts to Transportation and Circulation

Impact 8-1: Creation of a substantial increase in traffic in relation to the existing traffic load.
Significance: Less than Significant
Mitigation Measures: None Required.

The Greenway corridors, trails, and nodes are alternative transportation features that would not create substantial additional traffic compared to current traffic levels. The availability of additional trails may create small amounts of traffic as residents and visitors drive to Greenway locations but this increase is not expected to be substantial. To the extent that the Greenway trails would increase non-motorized commuting, the project may decrease vehicle trips.

Impact 8-2: Exceed the LOS standard established by the County.
Significance: Potentially Significant
Mitigation Measures: Mitigation Measure 8-2, prepare and implement a construction traffic management plan for individual projects, as applicable.
Significance after Mitigation: Less than significant

As discussed in Impact 8-1, little additional traffic is expected to be generated by the implementation of and subsequent use of specific Greenway projects. However, as some Greenway trails may require road crossings, construction activities in these areas may temporarily impede and slow traffic, with the potential to negatively affect LOS. By preparing and implementing a construction traffic management plan as needed for applicable specific projects, this impact would be reduced to less than significant.

Impact 8-3: Substantially increase hazards due to design features.
Significance: Less than Significant
Mitigation Measures: None Required.

Greenway trails would be constructed to strict Caltrans standards at a minimum, including radius, grade, and line of sight requirements. Trail design guidelines in the Vision recommend a

10 foot paved width for Class I trails (a standard in use for the neighboring City of Roseville) as opposed to a Caltrans minimum standard of an eight foot width. This impact would be less than significant.

Impact 8-4: Result in inadequate emergency access.
Significance: Less than Significant
Mitigation Measures: None Required.

The Greenway trail design standards recommend that trails be designed for emergency vehicle access. They must be a minimum of 10 feet wide with a minimum curve radii of 45 feet. The Greenway standards also note that Caltrans recommends 12 feet of paved trail width for areas with anticipated heavy bicycle or pedestrian traffic. As emergency access has been designed into the Greenway design guidelines, this impact is less than significant.

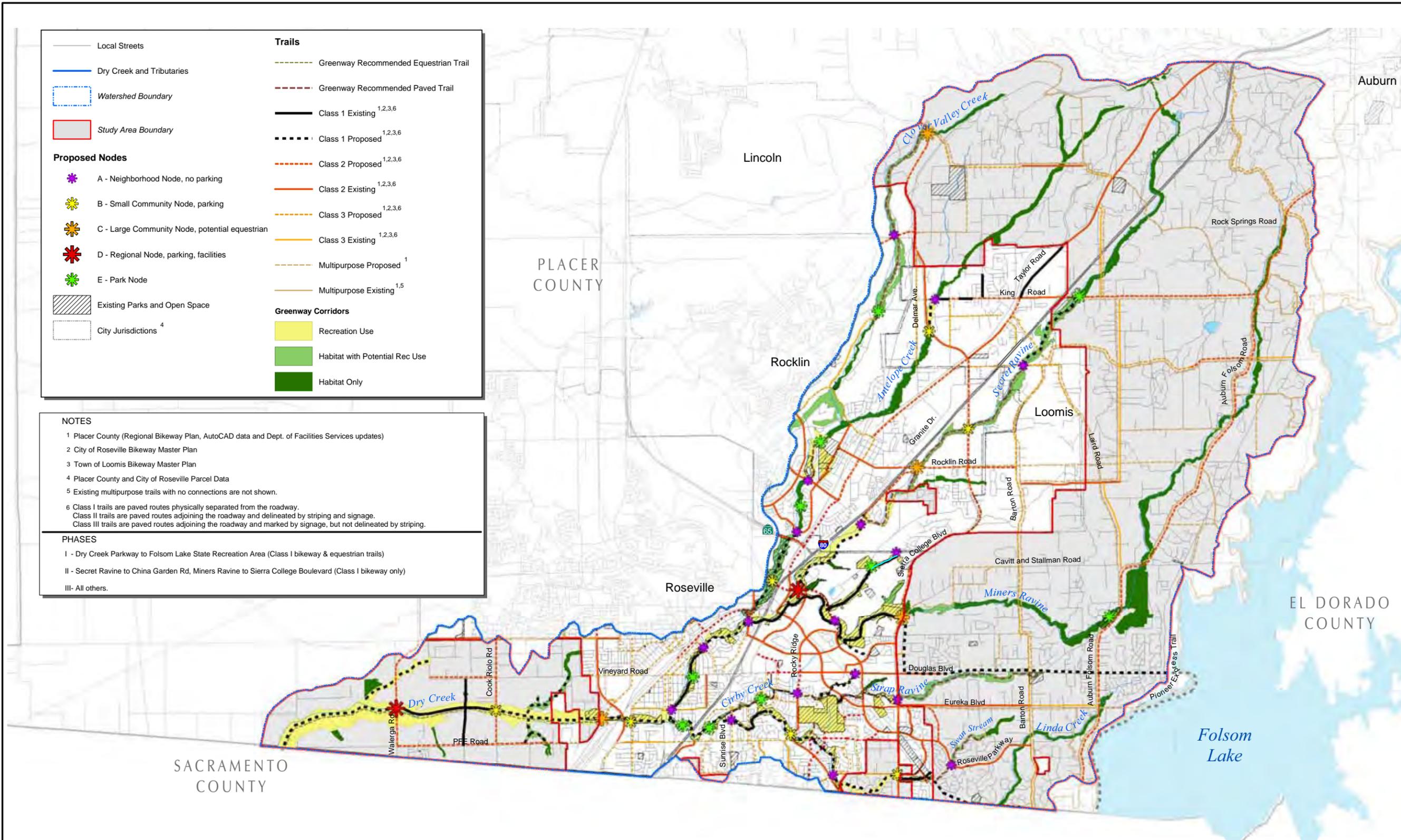
Impact 8-5: Result in inadequate parking capacity.
Significance: Less than Significant
Mitigation Measures: None Required.

Although some Greenway users would access the Greenway features by walking, biking, or by horseback, others would drive to connection points and access the amenities after parking. The Greenway Vision anticipates and provides for parking needs at four of the five types of connecting nodes planned for the project area. This impact would be less than significant.

Impact 8-6: Conflict with adopted policies, plans, or programs supporting alternative transportation.
Significance: Less than Significant
Mitigation Measures: None Required.

The Greenway vision statements and strategies are designed specifically to complement and enhance the adopted transportation/circulation plans and policies of the Placer County General Plan and the various community plans. The Greenway Vision relies upon these plans as well as regional and local bikeway and trail plans. The Greenway Vision is also designed to be consistent with similar plans and trail systems in the larger regional area, including Sacramento City and County plans. Figure 8-2 shows the proposed Greenway corridors, trails, and nodes in conjunction with existing and proposed bikeways and trails created by other plans within Placer County, Roseville, Rocklin, and Loomis. In addition, it also shows the Greenway Regional Vision trails and nodes originally recommended for the incorporated areas of Roseville, Rocklin, and Loomis. (Note: the Greenway corridors and nodes shown for these three jurisdictions are for informational purposes only as the Greenway Vision is not expected to be adopted by these jurisdictions. However, all of the existing and proposed Class I, II, III, and multipurpose trails shown in this figure are part of existing plans within Roseville, Rocklin, and Loomis). The Greenway will provide additional connections to existing and planned bikeways and trails, with the potential to increase non-motorized commuting within the project area and region.

As the Greenway is specifically designed to provide connections consistent with adopted plans, the impact is less than significant.



Local Streets	Trails
Dry Creek and Tributaries	Greenway Recommended Equestrian Trail
Watershed Boundary	Greenway Recommended Paved Trail
Study Area Boundary	Class 1 Existing 1,2,3,6
Proposed Nodes	Class 1 Proposed 1,2,3,6
A - Neighborhood Node, no parking	Class 2 Proposed 1,2,3,6
B - Small Community Node, parking	Class 2 Existing 1,2,3,6
C - Large Community Node, potential equestrian	Class 3 Proposed 1,2,3,6
D - Regional Node, parking, facilities	Class 3 Existing 1,2,3,6
E - Park Node	Multipurpose Proposed 1
Existing Parks and Open Space	Multipurpose Existing 1,5
City Jurisdictions 4	Greenway Corridors
	Recreation Use
	Habitat with Potential Rec Use
	Habitat Only

NOTES

- 1 Placer County (Regional Bikeway Plan, AutoCAD data and Dept. of Facilities Services updates)
- 2 City of Roseville Bikeway Master Plan
- 3 Town of Loomis Bikeway Master Plan
- 4 Placer County and City of Roseville Parcel Data
- 5 Existing multipurpose trails with no connections are not shown.
- 6 Class I trails are paved routes physically separated from the roadway.
Class II trails are paved routes adjoining the roadway and delineated by striping and signage.
Class III trails are paved routes adjoining the roadway and marked by signage, but not delineated by striping.

PHASES

- I - Dry Creek Parkway to Folsom Lake State Recreation Area (Class I bikeway & equestrian trails)
- II - Secret Ravine to China Garden Rd, Miners Ravine to Sierra College Boulevard (Class I bikeway only)
- III- All others.

BIKEWAY AND TRAIL NETWORK AND NODES

DRY CREEK GREENWAY REGIONAL VISION



FIGURE 8-2



8.4 Mitigation Measures

Mitigation Measure 8-2: Prepare and implement a construction traffic management plan for individual projects, as applicable. Mitigation Measure 8-2 applies to Impact 8-2.

For specific Greenway projects that may impact traffic flow during construction, the County shall prepare a construction traffic management plan that may include, but not be limited to:

- Proper phasing and timing of construction activities to limit impacts on traffic flow and LOS.
- Planning for lane closures (limit to off-peak hours) and maintenance of traffic flow.
- Allowance for emergency access during all hours.
- Coordination with the public and emergency access providers concerning the construction activities.

The plan shall be implemented by contractors at the time specific Greenway projects are constructed.

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