V. TRANSPORTATION AND CIRCULATION ELEMENT

A. PURPOSE

The Transportation and Circulation Element of the Foresthill Divide Community Plan is intended to serve the following purposes:

- Establish goals and policies to guide the development and operation of the transportation system
- Describe existing transportation conditions and circulation features within the Plan area
- Describe future transportation conditions resulting from development of the 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 Plan area.

The Circulation Element is one of the seven mandatory General Plan elements. All of the topics required to be addressed in a Circulation Element by State law are covered in the Placer County General Plan. The purpose of the Transportation and Circulation Element of the Foresthill Divide Community Plan is to address topics specific to the Plan area, which are of particular interest to residents of the Foresthill Divide.

The future circulation system is also presented in map form, as Figure V-1 of the Foresthill Divide Community Plan. All highways and roadways serving the Plan area are two-lane rural facilities. An analysis was performed in 2007 that showed traffic volumes are low to very low, and most roads operate at LOS "A" with the lowest LOS for the segments of Foresthill Road between Spring Garden Road and Owl Hill Court during AM peak hour which operate at LOS "D". All of the major roadways intersect with Foresthill Road, which serves as the backbone of the



roadway system in the Plan area. The need to maintain an acceptable LOS on Foresthill Road will require the construction of additional passing lanes in the future. The dependence on this roadway also raises concerns regarding emergency response and the potential need to evacuate the Plan area.

Because of the rural low density nature, topography and size of the Plan area, bicycle and pedestrian facilities and transit service are limited. However, many trails are located in the Plan

area. This trail system offers the potential for future extensions and linkages to better serve Plan area residents as well as tourists/recreationists.

B. EXISTING TRANSPORTATION SYSTEM

An inventory and evaluation of the operating characteristics of the existing circulation system within the Foresthill Divide Community Plan area is the initial task required to develop a comprehensive plan to guide transportation planning in the Plan area in the future. To understand existing travel characteristics and conditions, all major aspects of transportation in the Plan area have been inventoried and analyzed. The following sections discuss existing roadway functions, traffic volumes, and traffic Level of Service, as well as transit, rail service, airports and bicycle routes.

STREETS AND HIGHWAYS

Functional Classification

The Plan area is served by a system of County roads. The existing roadways in the Plan area are primarily comprised of two-lane rural facilities reflecting the rural nature of the county and the roadway network is illustrated on Figure V-2. A description of some of the study area roadways is presented below.

Foresthill Road is a two-lane, east-west roadway that provides the primary connection between Auburn and the Foresthill community. From the Foresthill Bridge to Owl Hill Court, Foresthill Road is classified as a two-lane "Class I" highway. East of Owl Hill Court, the character of the road changes, and Foresthill Road is classified as a local access road. To the east of the Foresthill community, Foresthill Road continues to Soda Springs and carries very low traffic volumes.

Spring Garden Road is a two-lane "secondary/feeder" roadway in the Foresthill Divide Community Plan area. This road generally runs in a northeast/southwest direction between Foresthill Road and Yankee Jim's Road.

Yankee Jim's Road is a narrow, two-lane roadway that runs northwest from the "core" downtown area of Foresthill. This secondary/feeder roadway provides a connection between Spring Garden Road and Foresthill Road.

McKeon-Ponderosa Way is a two-lane, north-south roadway that provides a connection to Foresthill Road from the residential area at the west end of Todd Valley.

Happy Pines Drive is a two-lane roadway serving mostly residential land uses. Happy Pines Drive also provides a connection to Foresthill Road from the Todd Valley residential area.

Todd Valley Road is also a two-lane roadway serving Todd Valley. It begins at Foresthill Road east of Happy Pines Drive and continues in a loop to the east until connecting back with Foresthill Road. The western half of the Todd Valley Road loop carries much higher traffic volumes than the eastern half of the loop.

Mosquito Ridge Road is a two-lane, north-south roadway that originates at Foresthill Road on the western edge of the "core" downtown area of Foresthill. Just south of the Foresthill community, Mosquito Ridge Road becomes quite mountainous and continues winding into the Tahoe National Forest.

Race Track Street is a two-lane local access roadway in the "core" of the Foresthill Community. It is primarily lined by residential land uses and runs northeast from Foresthill Road to its terminus at Yankee Jim's Road.

Main Street is a two-lane local access roadway that runs parallel to Foresthill Road in the downtown area. It provides access to many of the community's retail land uses in the core area.

Michigan Bluff Road is a two-lane roadway that provides a north/south connection between the community of Michigan Bluff and Foresthill Road to the north.

The key roadways that are outside of the Community Plan area, but are in the vicinity of the study intersections at the Interstate 80/Auburn Ravine Road/Foresthill Road interchange, are described below.

Auburn Ravine Road is a two-lane roadway that provides access to Interstate 80 and the commercial area surrounding the freeway interchange. Within the study area, Auburn Ravine Road is an east-west facility, but west of Bowman Road it curves to the south. East of Lincoln Way, Auburn Ravine Road becomes Foresthill Road.

Bowman Road is a north-south frontage road along the west side of I-80. It provides access to a number of commercial uses between Auburn Ravine Road and Bell Road to the north.

Lincoln Way serves as a north-south frontage road in the study area, running along the east side of I-80. It also provides direct access to downtown Auburn, a short distance to the south.

Scenic Corridors

Because of the special scenic qualities of certain areas in the Plan area, those roads traversing these areas are recommended to be protected by special measures to enhance scenic view sheds.

- Foresthill Road within the Plan area and to Robinson Flat.
- Mosquito Ridge Road to Robinson Flat Road.
- Robinson Flat Road from Mosquito Ridge Road to Foresthill Road.

ROADWAY OPERATIONS

Level of Service Methodology

To assess the quality of existing traffic conditions in the Plan area, Levels of Service have been identified for arterial and collector facilities. "Level of Service" is a qualitative measure of traffic operating conditions whereby a letter grade "A" through "F", corresponding to progressively worsening traffic conditions, is assigned to an intersection or roadway segment (see Table 5.B-1). Current evaluation methodology is dependent upon the physical

characteristics of the roadway segment or intersection as illustrated by Tables 5.B-2 through 5.B-4.

The existing roadway system is illustrated in Figure V-2 and current AM and PM peak hour traffic volumes for key roadway segments in the plan area are presented in Table 5.B-5.

Table 5.B-1 Level of Service Definitions¹ – Class I Two-Lane Highway

Level of Service	Description	Percent Time- Spent-Following	Average Travel Speed (MPH ²)
A	Free-flow operations; motorists can travel at desired speed and passing demand is well below capacity.	< 35	> 55
В	Stable flow, with speeds generally higher than 50 miles per hour. The passing demand to maintain desired speeds becomes significant.	> 35 – 50	> 50 – 55
С	Stable flow at slower speeds. Individuals become noticeably affected by interactions with others, and percent time-spent-following drastically increases.	> 50 - 65	> 45 – 50
D	Unstable flow, with slower speeds and long platoons. Turning vehicles and roadside distractions cause major shock waves in the traffic stream.	> 65 - 80	> 40 – 45
Е	Operating conditions at or near capacity. Speeds are slow, and passing is virtually impossible. Platooning becomes intense.	> 80	< 40
F	Heavily congested flow.	N/	A^3

Notes:

- (1) Reference: Transportation Research Board, Highway Capacity Manual, 2000.
- (2) Miles per hour.
- (3) LOS F applies whenever the flow rate exceeds the roadway segment capacity.

Table 5.B-2 Level of Service Thresholds – Secondary/Feeder Roads

Level of Service	Maximum Hourly Traffic Volume (Both Directions Combined)
A	60
В	200
С	375
D	575
Е	1,425
F	> 1,425

Source: MRO Engineers, Inc., Memorandum to Placer County Department of Public Works, August 5, 2005.

Table 5.B-3 Level of Service Thresholds – Local Access Roads

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	Maximum Hourly Traffic Volume (Both Directions Combined)				
Level of Service	Two-Lane	Two-Lane With Two-Way Left-Turn Lane			
A	100	125			
В	375	450			
С	725	875			
D	1,275	1,525			
Е	2,275	2,725			
F	> 2,275	> 2,725			

Source: MRO Engineers, Inc., Memorandum to Placer County Department of Public Works, August 5, 2005.

Table 5.B-4 Level of Service Definitions – Signalized Intersections

		Average Control Delay
Level of Service	Description	(Seconds/Vehicle)
A	Very low delay. Most vehicles do not stop	<u>≤</u> 10.0
В	Slight delay. Generally good signal progression.	10.1 - 20.0
C	Increased number of stopped vehicles. Fair signal progression.	20.1 - 35.0
D	Noticeable congestion. Large proportion of vehicles stopped.	35.1 - 55.0
Е	Operating conditions at or near capacity. Frequent cycle failure.	55.1 – 80.0
F	Oversaturation. Forced or breakdown flow. Extensive queuing.	> 80.0

Source: Highway Capacity Manual (Transportation Research Board, 2000).

Table 5.B-5 Roadway Segment Level of Service Summary¹ – Existing Conditions

Table 5.6-5 Roadway Segment Leve		AM Peak Hour		PM Peak Hour	
Roadway Segment	Direction	Peak Hour Volume	LOS ²	Peak Hour Volume	LOS
Foresthill Road – Foresthill Bridge to	Eastbound	119	В	525	С
Spring Garden Road	Westbound	523	С	147	С
Foresthill Road – Spring Garden Rd. to	Eastbound	156	Α	274	В
Todd Valley Rd. (West)	Westbound	319	D	187	В
Foresthill Road – Todd Valley Road (West)	Eastbound	208	В	229	A
to Owl Hill Court	Westbound	269	D	197	С
Foresthill Road – Owl Hill Court to Yankee	Eastbound	142	В	142	Ъ
Jim's Road	Westbound	148	ь	85	В
Foresthill Road – Yankee Jim's Road to	Eastbound	10	۸	32	A
Michigan Bluff Road	Westbound	30	A	16	
Foresthill Road – East of Michigan Bluff	Eastbound	9	۸	12	_
Rd.	Westbound	12	A	4	A
Makaan Dandarasa Way	Northbound	113	В	22	В
McKeon-Ponderosa Way	Southbound	16		126	
Spring Garden Road	Northbound	6	A	43	В
Spring Garden Koad	Southbound	37		21	
Happy Pines Drive	Northbound	101	В	38	В
Trappy Files Drive	Southbound	39	Б	96	
Todd Valley Road (West)	Northbound	207	С	104	С
Todd Valley Road (West)	Southbound	46	C	165	
Todd Valley Road (East)	Northbound	11	A	19	Λ
Todd Valley Road (East)	Southbound	15	A	6	A
Mosquito Ridge Road	Northbound	5	A	5	Α
Wosquito Ridge Road	Southbound	8	A	7	A
Yankee Jim's Road	Northbound	4	A	15	A
1 ankee Jin 8 Road	Southbound	11		7	А
Main Street	Eastbound	25	A	38	A
Man Succi	Westbound	10	A	28	A
Michigan Bluff Road	Northbound	10	A	9	A
Michigan Diun Koau	Southbound	5		15	

		AM Peak Hour		PM Peak Hour	
Roadway Segment	Direction	Peak Hour Volume	LOS ²	Peak Hour Volume	LOS
Race Track Street	Eastbound	28	Λ	51	٨
Race Track Street	Westbound	24	A	25	A

Notes:

- (1) Reference: Transportation Research Board, Highway Capacity Manual, 2000.
- (2) Level of Service

ALTERNATIVE TRANSPORTATION SYSTEMS

Motorized

PRIDE Industries provides public transportation service in the Plan area. PRIDE operates one bus daily between Foresthill and Auburn. The bus makes five scheduled stops within the community of Foresthill. The first pickup is at Forest House at 7:45 a.m., with the last pickup at the Todd's Valley Mobile Home Park at 8:05 a.m. before the bus travels to Auburn. In Auburn, the bus drops off all riders at the Auburn Station. In the afternoon, the route is reversed, and the bus leaves Auburn at 3:30 p.m. and travels back to Foresthill. The cost of a bus ride is \$2.50. No additional service to Foresthill is planned in the 2005 Placer County Short Range Transit Plan.

The Plan area is not served by freight or passenger rail service. The Plan area is not served by a public/commercial airport. The closest airports to Foresthill are the Georgetown Airport and Auburn Municipal Airport.

Non-Motorized

Non-motorized, alternative transportation includes pedestrian, equestrian, and bicycle activity. Both bikeway and pedestrian facilities within the Plan area are limited. Limited sidewalks exist in the downtown Foresthill area, and bicyclists must share the roadways with motorists. This type of transportation is the most inexpensive to provide for and has the least impact on the environment. Non-motorized transportation can foster a built environment that is more accessible, livable, and interesting because it is scaled to the pedestrian and not the automobile.

Because of the rural nature and sparse population within the Plan area, the Foresthill Divide is reliant upon automobile usage. However, there is a community trail system that encourages pedestrian, equestrian, and bicycle use within the community for purposes of travel and recreation. Many of the Forest Service trails, BLM trails, community trails, and State Recreation Area trails accommodate equestrians and mountain bikers; the Foresthill Divide Loop trail serves as an alternative mode of non-motorized transportation along both sides of Foresthill Road, although it is not continuous.

Despite the inevitable dependence on automobiles, non-motorized transportation should be nurtured within the Plan area. The proposed equestrian staging area would provide support facilities for equestrians utilizing the community trails system. This type of facility would encourage non-motorized transportation and contribute to the rural character of the Plan area.

Bicycling should be encouraged as well, especially within the town site and developed areas. Bicycling, horseback riding, and walking are efficient, inexpensive, and fun means of transportation that are consistent with the character and direction of the community.

C. GOALS AND POLICIES

Goal 5.A.1. Provide for the safe and efficient movement of people and goods on the primary roadway serving the Foresthill Divide, i.e., Foresthill Road.

Policies

- 5.A.1-1 Establish and maintain an acceptable level of service of "D" on Foresthill Road
- 5.A.1-2 As roadway improvements are made, seek to reduce the number of access points in developed areas on Foresthill Road and provide left-turn lanes for frequently used access points, or a two-way left turn lane for dense-access areas.
- Proponents of new development projects should analyze the project's contribution to increased traffic on Foresthill Road and implement improvements necessary to address the increase. Mitigation of significant project-related impacts may require improvements beyond those addressed by the Placer County traffic impact mitigation fee program.
- 5.A.1-4 A Class II bikeway (on-street bike lanes with signs, striped lane markings, and pavement legends) should be implemented along the rest of Foresthill Road between Auburn and the intersection of Sugar Pine Road.
- 5.A.1-5 Community organizations, businesses and individuals are encouraged to sponsor sections of the proposed Class I bikeway, working with Placer County, community representation (Foresthill Forum) and nearby property owners to plan and develop their section. Placer County should pursue all appropriate sources of funding for development of the bikeway.
- 5.A.1-6 The County shall require the applicant/requesting agency to post notice of any non-emergency closures of Foresthill Bridge, or any section of Foresthill Road, at least 7 days before closure or as practical. Such notices shall be placed on road signs at the Foresthill Bridge, Foresthill Road at its intersection with Lincoln Way, Lower Clementine Road and Spring Garden Road. In addition, the County shall require the applicant/requesting agency to send notices of closure to local newspapers. The County shall examine requiring community compensation for closures for non-public purposes (e.g., filming).
- Goal 5A.2. Provide for safe emergency access and alternative routes onto and within the Foresthill Divide and to provide river and canyon access for recreational purposes.

Policies

- 5.A.2-1 Regular maintenance should occur on County Maintained Roadways. Dirt roads should be graded regularly and drainage problems corrected. Bridges should also be inspected regularly and preventive maintenance performed by Placer County. Placer County, BLM, USFS, State Parks and Recreation, CDF, and local community groups and residents should coordinate efforts and funding to maintain these roads.
- 5.A.2-2 Opportunities to improve secondary access roads with all appropriate sources of funding should be pursued.

- 5.A.2-3 Long-standing public access roadways (those used by the public for 5 years or more) such as McKeon-Ponderosa Way, Nugget Drive, Indian Lane and Harrison Street shall be open and maintained (inspected annually and graded as needed) to provide emergency fire and recreational access to river canyon areas and other areas on the Divide. The County will work cooperatively with State Parks and Recreation, BLM and CDF to maintain these roads.
- 5.A.2-4 Emergency Vehicle Access easements shall be obtained for Powerline and Patent Roads consistent with the alignment depicted on Figure V-I. The easements shall be dedicated when land divisions or other entitlements occur and the projects shall construct the EVA roadways consistent with current County and Fire District standards.

Goal 5.A.3. Provide for efficient, safe and pleasant circulation on local and collector roads throughout the community.

Policies

- 5.A.3-1 New development projects should incorporate collector or arterial road segments that connect to and take advantage of existing access to existing neighborhoods, if possible, and minimize the impact of egress and congestion on Foresthill Road.
- 5.A.3-2 Arterial and collector roads shall be protected from unrestricted driveway access in order to enhance secondary circulation. Possible candidates include Spring Garden Road, Happy Pines Drive, Cold Springs Road, Red Rock Drive, McKeon-Ponderosa Way, Todd Valley Road, Thomas Street, Yankee Jim's Road and Michigan Bluff Road. These roads should have bike lanes or adjacent trails and safe bus stops that do not impede traffic.
- 5.A.3-3 Road easements in new developments shall include space for at least a five-foot multi-purpose roadside trail, or equivalent off-road trail network to enable children, equestrians, bicyclists, and pedestrians to safely circulate throughout the neighborhood.
- 5.3A.-4 Install traffic calming measures as appropriate within the Core Area to reduce speeds and create a bicycle and pedestrian-friendly environment.

Goal 5.A.4. Enhance circulation within the Core Area.

Policies

- 5.A.4-1 The Streetscape Master Plan that has been developed should guide new development and enhancement efforts within this area.
- 5.A.4-2 New and existing businesses shall provide adequate parking for the patrons of their facilities in compliance with the Foresthill Mixed-Use Development Standards. The visual impact of parking lots shall be considered during design review.
- 5.A.4-3 The Core Area shall be a "pedestrian friendly" zone. The County right-of-way along Foresthill Road, Main Street and Soap Street shall provide space for at least a five-foot path on properties adjacent to roadways for pedestrians. This path may be such that it connects to the path on adjacent properties to provide a continuous route.
- 5.A.4-4 The Western States Trail through historic downtown is important as a historical asset and continues to provide circulation for equestrians, bicycles and pedestrians. This trail shall be preserved and incorporated into plans for enhancing circulation through Foresthill.
- 5.A.4-5 A bike and pedestrian path that connects Memorial Park to the Elementary School via Harrison and Church Streets and to the site for the proposed high school via Race Track Street should be constructed to provide safe circulation between these popular destinations.

Goal 5.A.5.	Encourage public and alternative transportation to alleviate pollution and congestion.
Policies	
5.A.5-1	New residential developments shall provide designated sites that can be used for transit stops, carpool lots and other centralized facilities.
5.A.5-2	New developments of 100 residential units or more shall provide public carpool parking facilities. These facilities should also be utilized for overflow parking and staging areas for community events.
5.A.5-3	Require developments of 100 residential units or more to consult with the Placer County Department of Public Works to determine the need to provide sheltered public transit stops, with turnouts where appropriate. Consider development of turnouts in existing developed areas where roadway improvements are made or as deemed necessary for traffic flow and public safety.
5.A.5-4	Encourage that land use patterns and transportation systems in new growth areas be designed to provide residents and employees with the opportunity to accomplish many of their trips by walking, bicycling and using public transit.
5.A.5-5	Encourage opportunities in home-based businesses, telecommuting and local satellite offices, and more local employment opportunities as measures to reduce traffic. Investment in high-speed telephone, cable and satellite electronic transmission facilities should be encouraged, consistent with adopted design guidelines and land use limitations. Public education programs which focus on working from home also should be offered.
Goal 5.A.6.	Maintain a balanced freight transportation system to provide for the safe and efficient movement of goods and services while minimizing impact on commute traffic.
Policies	
5.A.6-1	If traffic signals become necessary on Foresthill Road, utilize control mechanisms that minimize the delay of through traffic, especially during non-commute hours.
5.A.6-2	Support Federal and State efforts to levy user charges which adequately mitigate truck traffic impacts to roadways and encourage a proportionate share to be returned for use on Divide roadways.
Goal 5.A.7.	Provide emergency and public access to public lands.
Policies	
5.A.7-1	New development projects which border public land shall provide emergency or public access to that public land utilizing existing roads or trails if possible. Access may be located along property lines. At least one access point shall be provided for each 5,000 feet of shared borders between private and public lands.
Goal 5.A.8.	Reduce congestion at the intersection of Foresthill Road/Lincoln Way/I-80 Overcrossing intersection.
Policies	
5.A.8-1	New development shall be evaluated as to its impact on the intersection.

Maintain a safe traffic speed in the Core Area.

Goal 5.A.9.

Policies

5.A.9-1 The County shall explore and implement measures to control traffic speed on Foresthill Road in the Core Area, with the goal of maintaining the approved design speed in the area.

D. IMPLEMENTATION

Review development projects for compliance with the goals and policies of the Transportation and 1. Circulation Element and throughout the FDCP, including reduction of access points, parking lot standards, bikeways and pedestrian trails, and transit stops.

Responsible Agency/Department: Community Development Resource Agency/Department of

> Public Works/ Foresthill Forum (MAC)/Planning

Commission/Board of Supervisors

Time Frame: Ongoing

Funding: **Application Fees**

2. Coordinate transportation planning with Placer County Transportation Planning Agency, adjacent jurisdictions and Caltrans.

Responsible Agency/Department: Department of Public Works

Time Frame: Ongoing

Funding: General Fund/Road Fund

3. Coordinate with State and Federal agencies and the Placer County Transportation Planning Agency to obtain funding for planned FDCP roadway and bikeway improvements and road and bridge maintenance, including identification of new funding sources.

Responsible Agency/Department: Department of Public Works/Department of Facility Services

Time Frame: Ongoing

Funding: Road Fund/Grants

4. Allocate capital improvement funds to planned FDCP roadway and bikeway improvements and road and bridge maintenance projects.

Responsible Agency/Department: Board of Supervisors/County Executive/Department of Public

Works/Department of Facility Services

Time Frame: Ongoing throughout the planning period

Funding: Road Fund

5. The County should prepare a capital improvement plan (CIP) or area facilities plan for the FDCP, allocating capital funds to the FDCP area to construct and improve roadways and bikeways in accordance with the FDCP.

Responsible Agency/Department: County Executive/Department of Public Works/

Department of Facility Services

Time Frame: Ongoing throughout the planning period

General Fund/Road Fund/Grants **Funding:**

6. The County shall continue to require developers to pay their fair share of roadway and bikeway improvements within the Plan area necessitated by new development.

Responsible Agency/Department: Department of Public Works/Department of Facility Services

Time Frame: Ongoing

Funding: Application fees, developers

 The County shall continue to collect traffic impact mitigation fees to pay for new and improved roadway facilities in the FDCP area.

Responsible Agency/Department: Department of Public Works

Time Frame: Ongoing

Funding: Traffic Impact Mitigation Fees

8. When new State or County road projects are planned, pedestrian and bicycle trail/path facilities shall be incorporated into the project to the extent feasible.

Responsible Agency/Department: Caltrans/Department of Public Works/Department of Facility

Services

Time Frame: Ongoing **Funding:** Road Fund

9. During environmental review of private development projects and public works projects, traffic impact studies shall be prepared to analyze project effects on roadway Level of Service and prescribe mitigation measures as needed to maintain Level of Service standards established in the FDCP.

Responsible Agency/Department: Department of Public Works/Community Development

Resource Agency

Time Frame: Ongoing

Funding: Application Fees/General Fund or other funding sources (for

public works projects)

10. The Placer County Bikeway Master Plan should be amended to be consistent with Policy 5.1-4 above. The Plan only mentions the section of Foresthill Road from Lincoln Way to Clementine Road and plans for that to be a Class III bikeway (on-street bike route marked by signs and shared with motor vehicles and pedestrians with optional edge lines painted on the pavement). The priority ranking specified is level 1, which is the highest priority. Because of the newly reconstructed Foresthill Road, and because the community survey showed very strong support for trails, the goal and priority for Foresthill Road described in the Master Plan should be changed.

Responsible Agency/Department: Planning Department/Department of Public Works

Time Frame: Fiscal Year 2009-2010

Funding: General Fund

11. Revise road improvement and right-of-way dedication requirements for land development projects within the Plan area.

Responsible Agency/Department: Department of Public Works/Community Development

Resource Agency

Time Frame: Fiscal Year 2009-2010

Funding: Road Fund

12. Identify and implement appropriate traffic calming measures within the Core Area.

Responsible Agency/Department: Department of Public Works/Foresthill Forum (MAC)

Time Frame: Fiscal Year 2009-2010 and ongoing

Funding: Road Fund

13. Study and consider adoption of fees to compensate the Foresthill community for closure of Foresthill Road for non-public purposes (examples of compensation include payments to the affected fire district, safety club, emergency services, etc.)

Responsible Agency/Department: County Executive/Board of Supervisors

Time Frame: Fiscal Year 2009-2010 **Funding:** Compensation Fees

1. FUTURE CIRCULATION SYSTEM

The future circulation system for the Foresthill Divide Community Plan area is comprised of both existing roadways and new streets. The existing roadways identified in the Plan include: Foresthill Road, Spring Garden Road, Yankee Jim's Road, Mosquito Ridge Road, Iowa Hill Road, McKeon-Ponderosa Way, Happy Pines Drive, Todd's Valley Road, Race Track Street, Main Street, Michigan Bluff Road, and North Fork Ponderosa Way. These existing roadways are described above in Section B, *Existing Transportation System*.

It is anticipated the balance of the Community Plan circulation system is to be comprised of two upgraded facilities that will provide adequate access to existing/future development. Descriptions of each of these facilities are presented below

Foresthill Road/Lincoln Way/I-80 Overcrossing Intersection. Although these intersections are outside of this Community Plan, they are capacity constrains for accessing the Foresthill Area. These intersections will require improvements in the future to alleviate the constraint. The future development in the Foresthill area will pay their fair share of improvements to the interchange and to the intersection of Lincoln Way/Auburn Ravine Rd/Foresthill Road.

Foresthill Road upgrades. Foresthill Road will require additional passing lanes in order to maintain the Level of Service defined in plan. For the LOS D to be maintained on this roadway an additional 0.4 miles of passing lane will need to be constructed. Specifically 0.2 miles will need to be added between the Foresthill Bridge and Spring Garden Road and 0.2 mile between Spring Garden Road and Todd Valley Road for westbound traffic.

2. TRAFFIC CALMING MEASURES

Refer to the Placer County Neighborhood Traffic Management Program dated February 28, 2007. The plan was approved by the Board of Supervisors on March 6th 2007. See the website link http://www.placer.ca.gov/Works/Resources/NTMP.aspx.