

Greyhound Bus Lines. Private bus transportation is provided through the Plan area by Greyhound Bus Lines. Regularly scheduled service includes five trips per day between Roseville and Reno with stops in Auburn and other communities east of Auburn; and seven trips per day between Auburn and Sacramento. There are currently no stop locations within the Plan area.

5. **Park N Ride Lots**

Given the importance of I-80 for inter-regional travel and the increasing use of the corridor as a weekday commute route, Park N Ride lots have been developed by Caltrans, Placer County and the incorporated cities in Placer County. Park N Ride lots provide a location for commuters to meet and change their mode of travel. Generally, this mode change is from either bicycle, drive alone or passenger to a carpool or vanpool. In other words, a bicyclist could ride to the Park N Ride lot and join a carpool or vanpool. Likewise, a person could be dropped off by another person or drive alone to the lot where they would pool with other commuters. Within the Plan area, Park N Ride lots are provided at the Penryn/I-80 interchange (on Boyington at Penryn Road) . A total of 39 spaces are provided at the Park N Ride lot . The Park N Ride lot has recently been enhanced with the adjacent development of a gas station/food mart. This co-location of commercial services allows for better public awareness/surveillance of the Park N Ride lot along with the convenience of the gas station and retail services. In the vicinity of the Plan area, Park N Ride lots are also found at the SR 193/I-80, Newcastle Road/I-80 (two lots), Horseshoe Bar Road/I-80 and Sierra College Boulevard/I-80 (three lots) interchanges. A total of 122 spaces are provided at these four interchange areas.

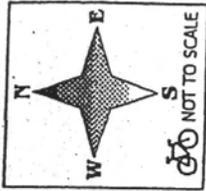
6. **Bikeways**

Bikeways serve two major trip purposes, work and school commute trips and recreational trips. The Placer County Transportation Planning Agency developed and adopted a Bikeways Master Plan in August 2001. . This plan provided the blueprint for development of a comprehensive Bikeways Master Plan for the unincorporated portion of Placer County which was adopted by the Board of Supervisors in November, 2001. Exhibit I presents the portion of the Master Plan which covers the Plan Area.

There are essentially three types of bikeways with varying degrees of dedication to bicycle travel. Exhibit J illustrates the three types which include:

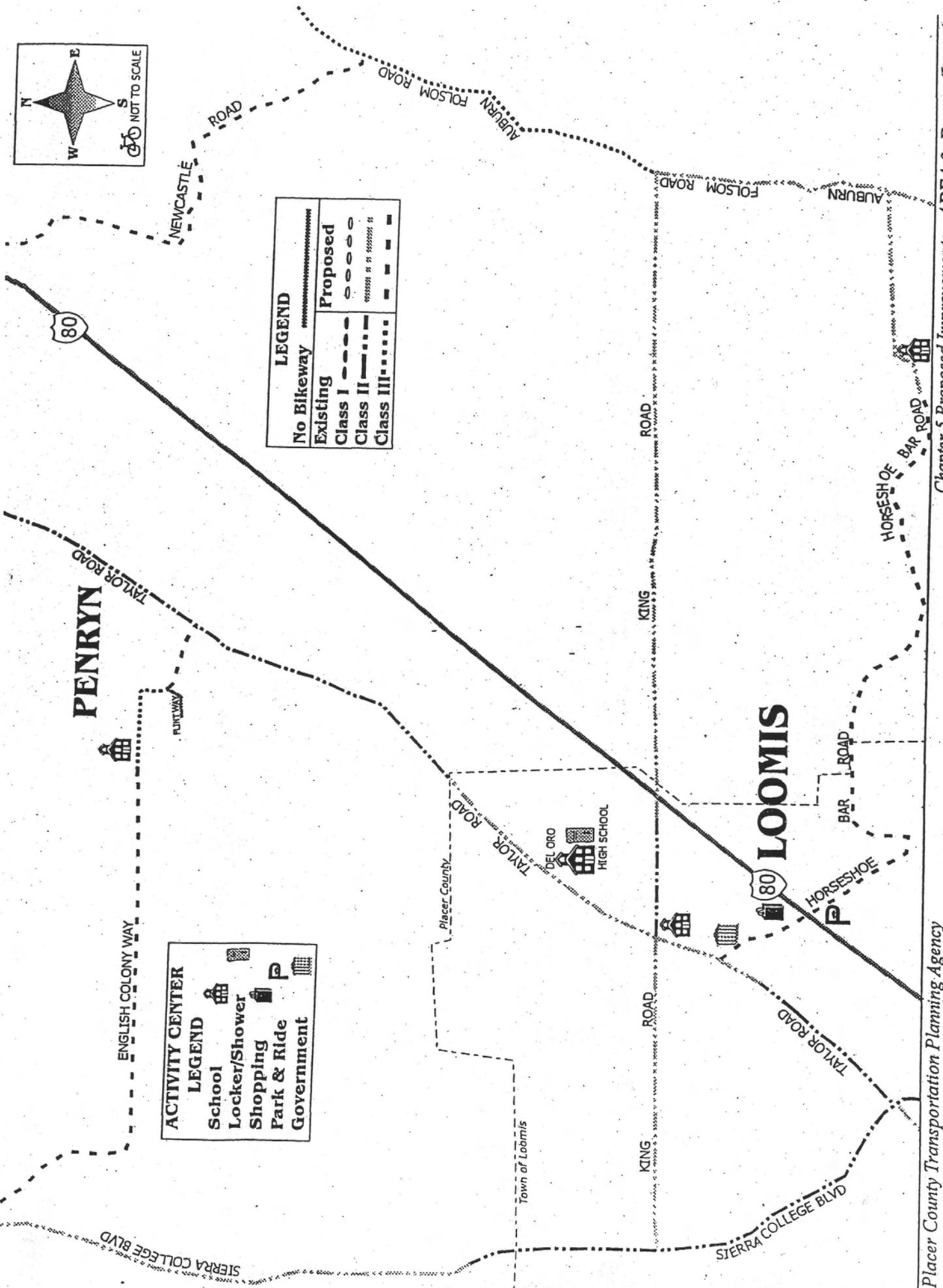
Class I bikeways which provide a completely separate facility designed for the exclusive use of bicycles and pedestrians with cross flows by motor vehicles minimized. These are often called bike paths or bike trails.

Class II bikeways share the roadway with motor vehicles with right-of-way on the traveled way dedicated to bicycles. Through use of the bikeway by motor vehicles is therefore, prohibited but the right-of-way could be shared with vehicle parking and cross flows by motor vehicles is permitted. Class II bikeways are often called bike lanes.



LEGEND	
No Bikeway
Existing	-----
Class I	-----
Class II	-----
Class III	-----
Proposed	-----

ACTIVITY CENTER LEGEND	
School	
Locker/Shower	
Shopping	
Park & Ride	
Government	

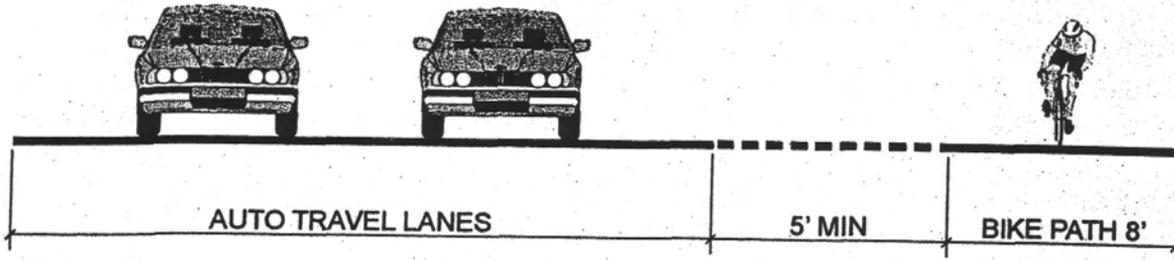


Chapter 5 Proposed Improvements - AREA 3: Penryn/Loomis

Placer County Transportation Planning Agency
2001 REGIONAL BIKEWAY PLAN

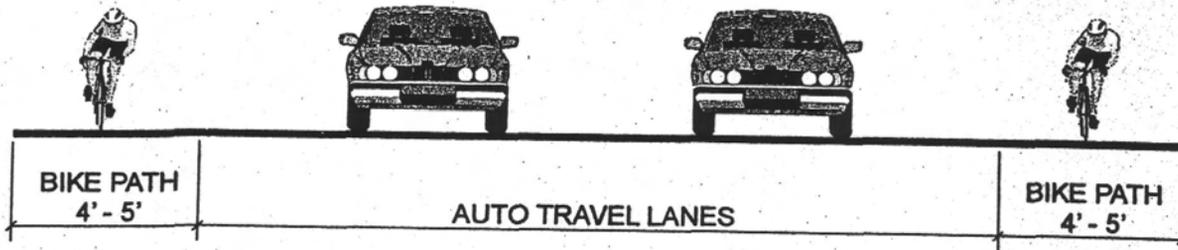
A. CLASS 1 BIKEWAY (BIKE PATH OR BIKE TRAIL)

PROVIDES A COMPLETELY SEPARATED FACILITY DESIGNED FOR THE EXCLUSIVE USE OF BICYCLES AND PEDESTRIANS WITH CROSS FLOWS BY MOTORISTS MINIMIZED



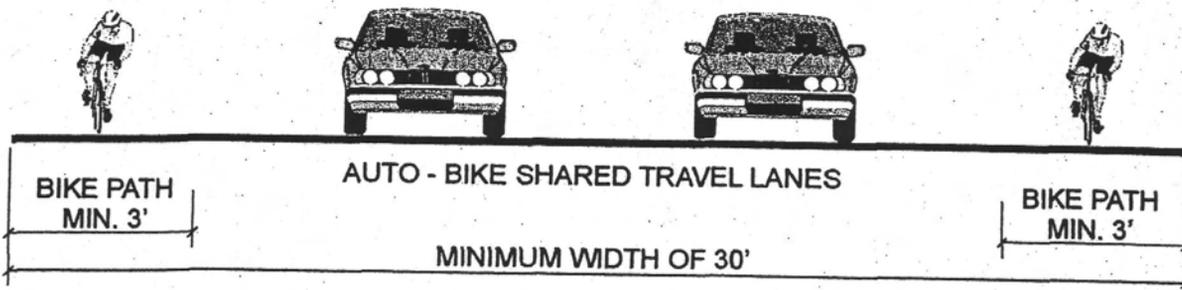
B. CLASS 2 BIKEWAY (BIKE LANE)

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



C. CLASS 3 BIKEWAY (BIKE ROUTE)

PROVIDES A RIGHT-OF-WAY DESIGNATED BY SIGNS OR PERMANENT MARKINGS AND SHARED WITH PEDESTRIANS AND MOTORISTS



Class III bikeways are designated by signing or other permanent markings. They share the roadway with pedestrians and motor vehicles. These bicycle facilities are often called bike routes.

While the Bikeways Master Plan includes an extensive system of bikeways, there are currently only three designated bikeways within the Plan Area. These include a signed Class III bikeway on Auburn-Folsom Road between King Road and Shirland Tract Road, a signed Class III bikeway on English Colony Road from the UPRR tracks to Penryn Elementary School and a signed and striped Class II bikelane on Taylor Road through the Plan Area.

E. IMPLEMENTATION

1. Roadways

To assess future roadways needs in the Horseshoe Bar/Penryn Community, projections of future traffic conditions for the year 2020 were developed. These projections were developed using a travel demand model developed as part of the Southeast Placer Transportation Study. A travel demand model translates growth in future residential development (single and multi-family housing units) and non-residential development (represented by estimates of the square footage by development type, plus the number of enrolled students) into projections of traffic on arterial and collector roadways throughout Placer County. The County's travel demand model covers Placer, Sacramento, El Dorado and Yolo counties as well as South Sutter County. Thus, the model captures the impacts of regional growth on traffic demand in the Horseshoe Bar/Penryn community.

Estimates of the growth in residential and non-residential development between 1999 and 2020 in Placer County are based on general plan land use densities and the best estimates of market absorption from each local jurisdiction. Estimates of 2020 development outside of Placer County are based on projections prepared by the Sacramento Area Council of Governments (SACOG). Anticipated land use development within the Plan area is not intensive with almost all of the non-residential growth anticipated within the Penryn Parkway area. Continued development of existing rural residential and rural estate land uses is envisioned within the majority of the Plan Area. However, some of the arterial and collector roadways which are within the Plan Area could be significantly influenced by development activities outside of the Plan Area. These roadways were outlined earlier. The following discussion focuses on some of the areas outside of the Plan Area where intensive development could occur and the concerns and implications of this growth and development on Plan Area roadways.

Sierra College Boulevard North. Traffic conditions on Sierra College Boulevard are and will be heavily influenced by development north of the Plan Area. Specifically, development of Bickford Ranch, the Clover Valley area of the City of Rocklin and projects within the City of Lincoln will effect traffic conditions on Sierra College Boulevard to a much greater degree than continued development of the Plan Area.

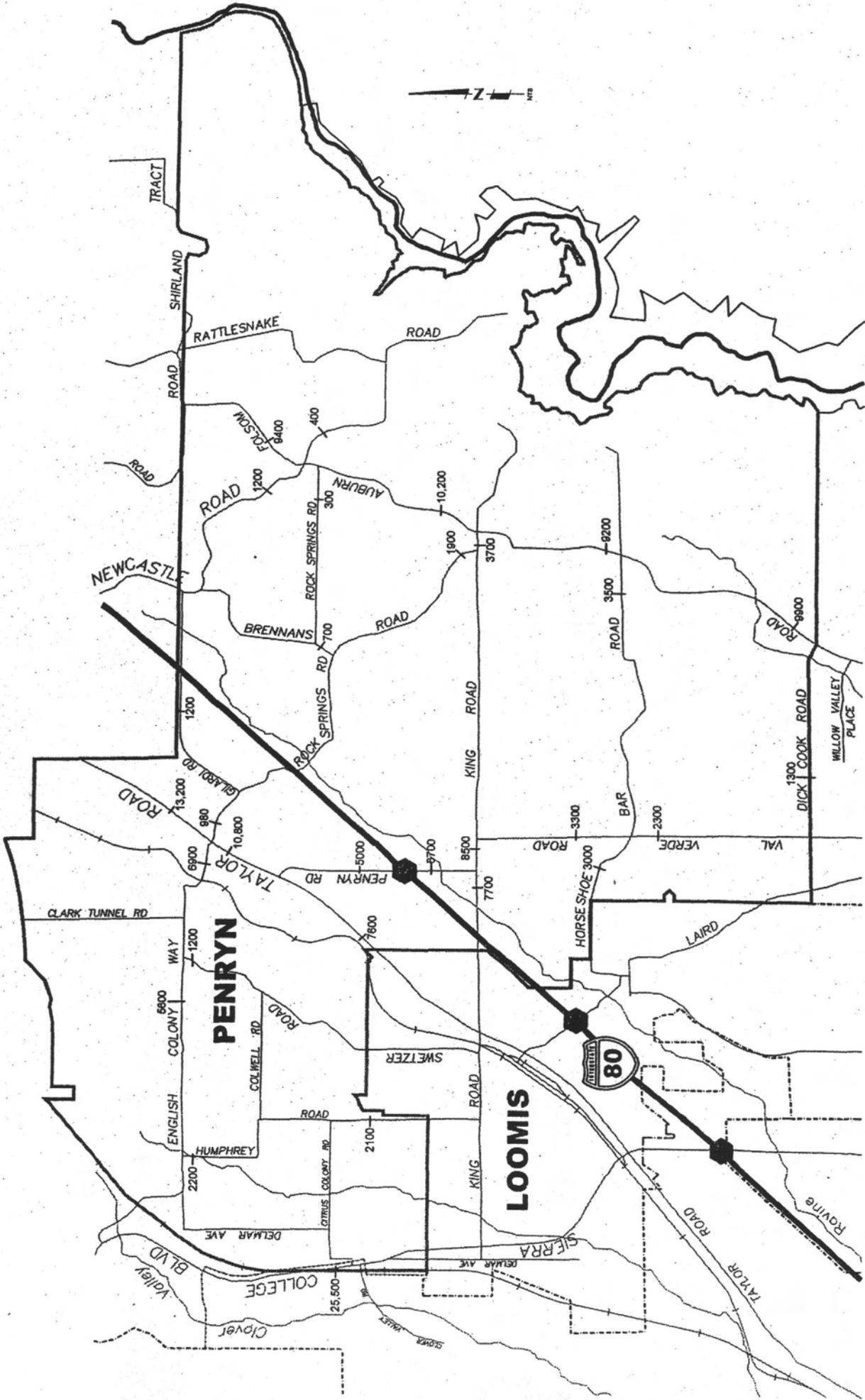


EXHIBIT K FUTURE TRAFFIC VOLUMES

South Auburn. Just north of the northeast boundary of the Community Plan, continued development within the City of Auburn at densities substantially greater than those in the Plan area could influence roadway needs along the Auburn-Folsom Road corridor within the Plan Area.

- a. Plan Area Roadways. As discussed above, traffic projections from the Southeast Placer Transportation Study were used to assess future travel and traffic conditions on Plan Area roadways. While the Southeast Placer County Transportation Study examined areas south and east of I-80, the travel demand model used covers the entire Plan Area. Hence, traffic projections for roadways north and west of I-80 have been extracted from that modeling effort. Future traffic projections are presented in Exhibit K. Table 2 presents the projected level of service on area roadways. As shown on Table 2, the only roadway segment anticipated to operate at an unacceptable level of service is Sierra College Boulevard. The section of Sierra College Boulevard north of Del Mar Avenue is anticipated to operate at LOS "F", This LOS deficiency can be alleviated by widening the roadway to four lanes, an improvement that has been long anticipated from a regional perspective.

Table 2
Future Traffic Conditions

Roadway	Location	ADT	LOS
Auburn-Folsom Road	north of Newcastle Road	9,400	A
	north of King Road	10,200	A
	north of Horseshoe Bar Rd.	9,200	A
	north of Dick Cook Rd.	9,900	A
Brennens	north of Rock Springs Rd.	700	A
	north of King Rd.	1,900	A
Dick Cook	Val Verde Rd. to Auburn-Folsom Rd	1,300	A
English Colony Way	west of Taylor Road	6,900	C
	west of Butler Road	5,600	B
Gilardi Road	west of Newcastle Road	1,200	A
Horseshoe Bar Rd	west of Val Verde Rd.	3,000	B
	Val Verde Rd. to Auburn-Folsom Rd.	3,500	B
Humphrey Road	north of Town of Loomis	2,100	A
	south of English Colony Rd.	2,200	A
King Road	west of Penryn Road	7,700	A
	west of Val Verde Road	8,500	A
	west of Auburn-Folsom Rd.	3,700	A
Newcastle Road	west of Auburn-Folsom Rd.	1,200	A
	east of Auburn-Folsom Rd.	400	A
Penryn Road	King Road to I-80	6,700	A
	I-80 to Taylor Road	5,000	A
	Taylor Road to English Colony	1,260	A
Rock Springs Road	east of Taylor Road	980	A
	west of Auburn-Folsom Rd.	300	A
Sierra College Blvd	north of Del Mar Avenue	25,500	F
Swetzer Road	south of English Colony Rd.	1,200	A
Taylor Road	east of Town of Loomis	7,600	A
	west of English Colony Rd.	10,800	A
	east of English Colony Rd.	13,200	B
Val Verde Road	north of Horseshoe Bar Rd.	3300	B
	south of Horseshoe Bar Rd	2300	A

- b. Arterial Roadway Improvements. As the Goals and Policies state, the intent of the Community Plan is to maintain the “rural character” of roadways within the Plan Area. However, the safety of the roadways should not be compromised to accomplish these goals. To enhance the safety of the roadways, all arterial roadways should be improved to modern design standards. This will involve appropriate vertical and horizontal curve realignment and widening to provide adequate travel lanes and shoulders. These improvements are necessary to provide safe and adequate travel facilities both for Plan Area traffic and traffic which passes through the area on these routes. In addition to safety enhancement, the wider shoulders will encourage bicycle and pedestrian use which provides air quality and recreational benefits.

The following roadways should be considered for improvements:

Horseshoe Bar Road: Auburn-Folsom Road to La Playa Court and from Placer School to the Town of Loomis. This section of roadway should be improved to include paved shoulders.

King Road: Town of Loomis to Auburn-Folsom Road. This section of roadway should be improved to include paved shoulders.

Penryn Road: I-80 to King Road. Shoulders and vertical realignment of the roadway is recommended.

Penryn Road: I-80 to Taylor Road. The existing roadway is adequate to serve development levels as proposed in the General Plan update. However, extensive development of the Penryn Parkway could necessitate improvements to the roadway. The Specific Plans required to accompany development in the Penryn Parkway will need to address the specific needs for Penryn Road as well as funding of the necessary improvements. The ultimate improvement of this section of Penryn Road will likely include commercial roadway standards, curb, gutter, sidewalks, on-street parking, safety lighting, and a two way center left turn lane.

English Colony Road: Taylor Road to Plan Area boundary. The primary east/west arterial serving the northwest area of the Community Plan is English Colony Road. Currently, with the exception of a very small section, the roadway requires horizontal and vertical realignment and widening to provide adequate travel lane width and shoulders. The need for these improvements exist today and therefore, should not be the sole responsibility of future growth and development within the Plan area.

Signalization. The need for installation of traffic signals is dependent upon many traffic flow conditions, characteristics and accident history. It is difficult to predict whether traffic signals will be necessary in the future. However, based on ADT traffic projections, eight locations within the Plan Area will likely require traffic signal installation. These locations include: Auburn Folsom Road at Horseshoe Bar Road; Auburn Folsom Road at King Road; Sierra College Boulevard at Del Mar Avenue; Taylor Road at English Colony Road; Taylor Road at Penryn Road; Penryn Road at King Road and Penryn Road at each I-80 ramp.

2. Bikeways

The transportation system which is desired for the Community Plan area is to encourage safe, alternative forms of transportation such as bicycling. Bikeway routes have been identified through development of the Placer County Bikeways Master Plan, identification of major attractors of bicycle traffic and identification of major through routes that would serve as logical routes for bicycle commute traffic. The purpose of these bicycle facilities is to foster safe work, school and recreational bicycle trips within and through the Plan area.

The following on-street bicycle lanes, by type, are proposed within the Plan Area.

Class II Bikeways:

King Road:	Town of Loomis to Auburn-Folsom Road
Horseshoe Bar Rd:	Placer School to Auburn-Folsom Road
Sierra College Blvd:	Town of Loomis to Plan Boundary
Taylor Road:	Town of Loomis to Plan Boundary (existing)

Class III Bikeways:

Auburn Folsom Rd:	King Road to Shirland Tract Road
Horseshoe Bar Rd:	Town of Loomis to Placer School
English Colony Rd:	Taylor Road to Sierra College Blvd.
Newcastle Road:	Auburn-Folsom to Plan Area Boundary

3. Capital Improvement Program.

Based on the above discussion of roadway and bikeway system development, a capital improvement program has been proposed to support future development of the Plan Area. Other capital improvements may also be necessary to correct existing roadway and geometric deficiencies. However, these additional improvements are not necessary to support the planned additional growth and development in the Plan Area.

The improvements identified below are for all arterial improvements and Class II bike lanes. Class III bike lanes, located along roadways which do not otherwise require improvement, will be developed through frontage improvements required for land development and through roadway reconstruction projects as they occur.

Horseshoe Bar Road

La Playa to Auburn-Folsom Rd: Construct bikelanes shoulders

King Road

Loomis to Auburn-Folsom Rd: Construct bikelanes/shoulders

English Colony

Plan Boundary to Taylor Rd: Realign, widen for shoulders/bikelanes

Penryn Road

I-80 to King Road: Realign, widen for shoulders/bikelanes

Sierra College Boulevard

Loomis to Plan area Boundary: Widen to four lanes and bikelanes

Signalization

- English Colony at Taylor Road
- Sierra College at Del Mar Avenue
- Auburn-Folsom at Horseshoe Bar Road
- Auburn-Folsom Road at King Road
- Taylor Road at Penryn Road
- Penryn Road at King Road
- Penryn Road at I-80 westbound
- Penryn Road at I-80 eastbound

4. Capital Improvement Funding

Placer County cannot presently provide all of the scheduled maintenance of streets and roadways within the County. This is due to the fact that gasoline tax dollars and other highway user fees which support the Road Fund are not sufficient for maintenance needs, let alone arterial improvements to support future development. Therefore, very little if any money is available for the projects presented in the capital improvement program. Placer County has adopted a Countywide traffic mitigation fee to collect monies from new growth and development for capital improvements necessary to support that development. The Countywide fee program includes eleven "fee districts", with the Horseshoe Bar and Penryn areas included in the Newcastle/Horseshoe Bar/Penryn district. In addition, Placer County is a member of the South Placer Regional Transportation Authority (SPRTA), a Joint Powers Authority that was formed implement a traffic mitigation fee program to fund transportation improvements of a regional significance. The widening of Sierra College Boulevard to four lanes through the Plan Area is included in the SPRTA fee program. All of the other roadway improvements are included in the Countywide fee program. However, the four signals along Penryn Road (at King, at both I-80 ramps and at Taylor Road) are not included in the Countywide fee program. To implement the improvements identified above, these signals should be amended into the Countywide fee program.

5. Specific Implementation Measures

- a. Prepare and adopt an ordinance amending the capital improvement program for the Newcastle/Horseshoe Bar/Penryn fee district of the Countywide Traffic Mitigation Fee Program to include the additional signalization projects identified in this plan.

Responsible Agency/Department: Department of Public Works

Time Frame: 2004

Funding: Road Fund

- b. Coordinate Transportation Planning and Transportation Improvements with Caltrans, Town of Loomis, Cities of Lincoln, Rocklin and Auburn

Responsible Agency/Department: Department of Public Works

Time Frame: Ongoing

Funding: General Fund/Road Fund

- c. Require new development projects to construct transportation improvements

Responsible Agency/Department: Departments of Public Works and Planning

Time Frame: Ongoing

Funding: General Fund/Road Fund

- d. Pursue additional sources of funding for roadway, bicycle, pedestrian and transit needs

Responsible Agency/Department: Departments of Public Works and General Services

Time Frame: Ongoing

Funding: General Fund

- e. Continue existing transportation construction and maintenance programs

Responsible Agency/Department: Department of Public Works

Time Framing: Ongoing

Funding: General Fund/Road Fund

- f. Require Traffic Analyses on large land development projects to insure proper and adequate mitigation of impacts

Responsible Agency/Department: Department of Public Works

Time Frame: Ongoing

Funding: General Fund/Road Fund

- g. Monitor traffic conditions in the Plan area

Responsible Agency/Department: Department of Public Works and Caltrans

Time Frame: Ongoing

Funding: Road Fund

- h. Participate in and respond to annual "Unmet Transit Needs" hearing process conducted by the Placer County Transportation Commission (PCTC)

Responsible Agency/Department: Department of Public Works and PCTC

Time Frame: Ongoing

Funding: Transportation Development Act

- i. Monitor land development outside Plan area which will affect Plan area transportation conditions

Responsible Agency/Department: Departments of Public Works and Planning

Time Frame: Ongoing

Funding: General Fund/Road Fund