

10 TRANSPORTATION

This section evaluates the potential effects of the proposed Placer County Government Center Master Plan Update (PCGC Master Plan Update or proposed project), including construction of the Health and Human Services Building and Multifamily Residential project at 1st Street and B Avenue on transportation facilities in the project area, including consideration of motor vehicle traffic, bicycle, pedestrian, and transit facilities. The information and analysis in this chapter is taken from the Transportation Impact Study for the Placer County Government Center Master Plan Update and the Placer County Government Center Master Plan Update – Transportation Impact Study for Additional Study Intersections prepared by Fehr & Peers, which are provided in Appendix E.

Traffic-related comments received in response to the Notice of Preparation for this EIR included comments encouraging that the project plan for non-automobile transportation modes and recommendations from the California Department of Transportation (Caltrans) regarding specific intersections that should be evaluated and potential improvements needed at those locations. The Notice of Preparation and comments received in response to it are provided in Appendix A.

10.1 EXISTING CONDITIONS

The PCGC Master Plan Update proposes construction, improvements, and demolition within the 200-acre PCGC property. The project area is located south of and adjacent to Bell Road, north of and adjacent to Atwood Road, and west of State Route 49 (SR 49). Access to the PCGC campus is provided by Richardson Drive, 1st Street, F Avenue, and Willow Creek Drive. Within the property, A, B, and C Avenues run between 1st Street and Richardson Drive. F Avenue connects 1st Street with Atwood Road. SR 49 is a north-south highway approximately one-half mile east of Richardson Drive that connects the City of Auburn to foothill communities to the south and to Grass Valley/Nevada City to the north. SR 49 and Bell Road provide access to the project area from Interstate 80. Figure 10-1, Study Area, shows the existing street system in this project vicinity.

The Placer County General Plan establishes a roadway classification system to guide long range planning. Roadways are classified in this system based on their function and connections to other roadways. Classifications include local, collector, and arterial roadways. Local streets are those that provide direct access to adjacent land and connect to other local streets and larger roadways. Local streets typically carry very low traffic volumes. Richardson Drive, 1st Street, Professional Drive, Willow Creek Drive, and A, B, and C Avenues are all local roadways. Traffic from local streets is “collected” on collector roadways and carried to larger roadways. Collector streets generally carry light to moderate 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 greater access restrictions. The Placer County General Plan identifies

Atwood Road as an urban/suburban major collector between Richardson Drive and SR 49 and as a rural collector west of Richardson Drive. There is no definition of a rural collector in the Placer County General Plan, but it is generally characterized as similar to an urban collector with slightly narrower right-of-way and possibly fewer left turn lanes. Bell Road is an urban/suburban minor arterial from the urban limits west of the project area to SR 49 and an urban/suburban major arterial between SR 49 and Interstate 80. Traffic from local and collector roadways feeds into arterial roadways, which provide connections to the State highway system and between communities and major activity centers. In urban/suburban areas, these roadways carry high traffic volumes and require substantial right-of-way. In rural areas the traffic volumes may not be as high, but these roadways do serve as primary access routes for through travel.

Project Site Setting

Currently, the PCGC campus hosts a variety of Placer County governmental facilities, including offices, the Placer County Auburn Main Jail and Auburn Justice Center, Fire Station 180, the Animal Services Center, and the County's Corporation Yard, as discussed in Chapter 3, Project Description. Structures on the project site are primarily one- and two-story structures, including some of the original World War II-era DeWitt General Hospital barracks-style hospital buildings and more contemporary facilities that have replaced the hospital buildings over the last several decades. Uses on the site are tied together by a grid of internal roadways.

The project site is located near major regional destinations including Sutter Auburn Faith Hospital, Auburn Recreation District Regional Park, and the Auburn Municipal Airport. Shopping destinations, including Willow Creek Shopping Center, Crossroads Shopping Center, Rock Creek Plaza, Auburn Village, Auburn Plaza, Target, and Home Depot, are located within close proximity to the project site. Rural and suburban residential development typical of the North Auburn area surrounds the northern, eastern, and southern edges of the project site. Professional offices and medical services are also located to the north and east.

The following lists identify the 23 intersections and 7 roadway segments within the project vicinity that were included in the transportation impacts analysis. These locations were identified as those that would most likely be affected by the proposed PCGC Master Plan Update. These are also shown on Figure 10-1. Intersections 1 through 16 and all of the roadway segments were evaluated in the initial Transportation Impact Study, while the remaining 7 intersections were evaluated in the Additional Study Intersections memorandum. The memorandum and this chapter (including figures) label the additional intersections with numbers 101 through 107, as shown in parenthesis below. Figure 10-2 identifies the roadway classification for the roadway segments within the study area.

Intersections

1. SR 49/Education Street
2. Bell Road/Richardson Drive
3. Bell Road/County Center Drive
4. Bell Road/1st Street/Blue Oaks Way
5. Bell Road/Professional Drive
6. SR 49/Bell Road
7. Richardson Drive/DeWitt Drive (note that this location is a driveway from the Community Development Resource Center parking lot onto Richardson Drive that was studied for informational purposes, it is not an intersection of public and/or private roads and thus is not subject to the County's level of service standards)
8. Richardson Drive/B Avenue
9. 1st Street/D Avenue/Professional Drive
10. 1st Street/Willow Creek Drive
11. SR 49/Willow Creek Drive
12. Atwood Drive/Richardson Drive
13. Atwood Drive/F Avenue
14. Atwood Drive/1st Street
15. SR 49/Atwood Road
16. SR 49/New Airport Road/Kemper Road
17. Bell Road/Quartz Drive (study intersection 101)
18. Bell Road/New Airport Road (study intersection 102)
19. Bell Road/Bowman Road (study intersection 103)
20. Bell Road/I-80 westbound ramps (study intersection 104)
21. Bell Road/I-80 eastbound ramps (study intersection 105)
22. Atwood Road/Mount Vernon Road (study intersection 106)
23. SR 49/Luther Road (study intersection 107)

Roadway Segments

1. Atwood Road – West of SR 49
2. Bell Road – West of SR 49
3. SR 49 –Luther Road to New Airport Road
4. SR 49 – New Airport Road to Atwood Road
5. SR 49 – Atwood Road to Willow Creek Drive

6. SR 49 – Willow Creek Drive to Bell Road
7. SR 49 – North of Bell Road

Regional Roadway Network

Regional access to and from the project site is available via State Route 49 (SR 49). SR 49 is a Caltrans highway that runs north-south through the Auburn area. SR 49 links the PCGC campus with Grass Valley and Nevada City to the north and Interstate 80 (I-80) to the south. SR 49 is generally a four- to six-lane conventional highway with a continuous center two-way left-turn lane or median. The posted speed limit is 45 miles per hour in the area of the project. Traffic flow on the corridor is influenced by the operation of several major signalized intersections located north and south of the campus.

Local Roadway Network

The project site is situated in unincorporated Placer County beyond the northern edge of the City of Auburn roadway network. Through traffic is directed towards major arterial and collector roads, while small, disconnected local street networks provide access to and from individual pockets of residential development.

Access to the project site is available via the following local roadways:

- Bell Road, an east-west arterial in North Auburn, forms the northern edge of the project site. Bell Road is a four-lane arterial from Richardson Drive east to its terminus at an interchange with I-80. Bell Road transitions into a two-lane rural road as it meanders west into the foothills. Access into the project site from Bell Road is available via Richardson Drive, County Center Drive, 1st Street, Professional Drive, and Heritage Oak Place.
- Atwood Road is a two-lane arterial that forms the southern edge of the project site. Atwood Road begins at Mount Vernon Road and travels east to its terminus at SR 49 at the Auburn Village Shopping Center. Atwood Road has a two-way left-turn lane from SR 49 to the western edge of the project site. Access into the project site from Atwood Road is available via Richardson Drive, 3rd Street, 1st Street, and several driveways.
- Willow Creek Drive is a two-lane collector providing access to the eastern edge of the project site. From SR 49, Willow Creek Drive travels west into the roundabout at 1st Street within the PCGC property.
- Richardson Drive is a two-lane local street that runs north-south through the project site from Kemper Road to just north of Bell Road. Richardson Drive is the main access route for many facilities within the project site, including the Community Development Resource Center, the County Clerk, the Probation Department, and the Auburn Main Jail.

- 1st Street is a two-lane local street that runs north-south through the project site from Atwood Road to Bell Road. 1st Street provides access to many facilities within the project site, including the medical clinic, Capital Improvements Department, and the Placer County Transit offices.
- New Airport Road/Kemper Road is a two-lane collector that generally runs northeast-southwest between Auburn Municipal Airport and the residential neighborhood south of the project site, with major intersections at SR 49 and Bell Road.
- Education Street is a two-lane collector running approximately 2,700 feet west of SR 49 before dead-ending. Future plans for Education Street include an eastern extension to Quartz Drive and a western extension to intersect a northerly extension of Richardson Drive.

Public Transportation Network

Placer County Transit (PCT) and Nevada County Transit provide bus service on fixed routes in the project vicinity. The routes identified in the following discussion are shown in Figure 10-3.

Placer County Transit

PCT provides bus service throughout Placer County, including the cities of Lincoln, Roseville, Rocklin, and Auburn. PCT operates one fixed-route line within the project vicinity.

The Highway 49 route provides access to the SR 49 area, starting at the Auburn Station Transfer Center (near the junction of I-80 / SR 49) and traveling north along SR 49 to access roadways near the project site, including Atwood Road, Richardson Drive, and Bell Road. From there, it continues north to Dry Creek Road before circulating back to its south terminus.

The Highway 49 route runs Monday through Friday from 6 AM to 7 PM on one-hour headways. Additionally, there are two southbound express runs at 4:35 AM and 5:35 AM and two northbound express runs at 8 PM and 9 PM which operate on a drop-off only role.

On Saturdays, the Highway 49 route runs southbound on approximately one-hour headways from 9 AM to 4 PM. Two express routes operate at 7:30 AM and 8:30 AM, making stops at Atwood Park and Ride Lot and Southbound Highway 49 at Luther Road before continuing to Auburn Station. In the northbound direction, the Highway 49 route runs on approximately one-hour headways from 10 AM to 5 PM. Additionally, there are two northbound runs at 6 PM and 7 PM which operate on a drop-off only role.

Nevada County Transit

The Nevada County Transit system operates the Gold County Stage service, which travels north-south along SR 49 from Grass Valley City Hall to the Auburn Station Transfer Center. This route runs from 6 AM to 11 AM and 1 PM to 6 PM on one hour headways, operating Monday through Friday and Sunday. The route has one stop north of the project site at the intersection of Fortune Court / Professional Drive.

Other Transit Services

Other transit services in the area include the Placer Commuter Express, the Auburn Transit Service, and the Auburn Light Rail Express Route. However, none of these systems provide service to the project site, with the closest stops being at the Auburn Station Transfer Center. A Dial-A-Ride system is also available as a demand-response transportation system providing curb-to-curb service six days a week (excluding Sunday) in the Auburn community.

Bicycle Facilities

Bicycle facilities are typically characterized in accordance with Caltrans' design standards for the following three classes of bikeways:

- Class I bikeways provide a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with cross flows by motorists minimized. Class I bikeways are a minimum of 10 feet wide. A 2-foot improved shoulder should parallel the bikeway on both sides, and the bikeway should be a minimum of 5 feet from an adjacent roadway.
- Class II bikeways are frequently referred to as on-street bike lanes. They provide 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 cross-flows by pedestrians and motorists permitted. Class II bikeways are typically between 4 and 6 feet wide and separated from vehicle traffic by a solid white stripe.
- Class III bikeways, which provide a right-of-way designated by signs or permanent markings, are shared with pedestrians or motorists
- Class IV bikeways are exclusive to bicycles and are separated from adjacent vehicular traffic. The separation may include, but is not limited to, grade separation, flexible posts, inflexible barriers, or on-street parking. These are also referred to as protected bicycle lanes or cycle tracks.

The project site is currently served by a variety of bicycle facilities, as depicted in Figure 10-4. As shown, Class II bike lanes are present on SR 49, Bell Road, Willow Creek Drive, and Richardson Drive. Additionally, refer to Figures 5-1 and 5-2 in Chapter 5, Land Use, for maps of proposed bicycle facilities within the PCGC property and existing bicycle facilities in the region.

Pedestrian Network

Sidewalks exist on both sides of most roadway segments within the study area, including Bell Road from SR 49 to 1st Street and from County Center Drive to Richardson Drive, Richardson Drive from DeWitt Avenue to 3rd Street, 1st Street from 3rd Street to Atwood Road, Willow Creek Drive, and residential streets north, south, and east of the project site.

In some locations, however, sidewalks are only present on one side of the street, including Richardson Drive from Bell Road to DeWitt Avenue and 3rd Street to Atwood Road, 1st Street from Bell Road to 3rd Street, and Bell Road between 1st Street and County Center Drive. Sidewalks are not consistently present on either side of SR 49, with no sidewalks south of Atwood Road and a portion of a sidewalk along the eastern side of SR 49 north of Bell Road. SR 49 from Bell Road to Willow Creek Drive contains sidewalks on the eastern side, and some sidewalks on the western side from Willow Creek Drive to Atwood Road.

Crosswalks exist at major intersections within the study area, but are lacking or minimal at some intersections abutting the project site, including at 1st Street / Bell Road and 1st Street / Atwood Road. Crosswalks are available at most intersections within the project site, including those located along Richardson Drive and 1st Street.

Existing Intersection Conditions

Traffic conditions are measured by determinations of “levels of service” (LOS), which are letter grades “A” through “F” that indicate the quality of traffic operating conditions. LOS determinations are based on a number of factors, including travel time and speed, safety, freedom to maneuver, and driving comfort and convenience. LOS E describes conditions approaching or at maximum capacity. The Placer County General Plan and Auburn/Bowman Community Plan establish a minimum operating standard of LOS C except for within one-half mile of state highways, where the standard is LOS D. Some intersections and roadway segments are identified in the Auburn/Bowman Community Plan as warranting exceptions to these standards. The exceptions are listed in Table 17 of the Community Plan, but none of the intersections evaluated in this study are included. The LOS definitions for signalized and unsignalized intersections are shown in Tables 10-1 and 10-2.

Table 10-1
Level of Service Definitions - Signalized Intersections

LOS	V/C ^a	Description
A	0.00-0.60	Free Flow / Insignificant Delays: No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication.
B	0.61-0.70	Stable Operation / Minimal Delays: An occasional approach phase is fully utilized. Many drivers begin to feel somewhat restricted.
C	0.71-0.80	Stable Operation / Acceptable Delays: Major approach phases fully utilized. Most drivers feel somewhat restricted.
D	0.81-0.90	Approaching Unstable / Tolerable Delays: Drivers may have to wait through more than one red signal indication. Queues may develop but dissipate rapidly, without excessive delays.
E	0.91-1.00	Unstable Operation / Significant Delays: Volumes at or near capacity. Vehicles may wait through several signal cycles. Long queues form upstream from intersection.
F	>1.00	Forced Flow / Excessive Delays: Represents jammed conditions. Intersection operates below capacity with low volumes. Queues may block upstream intersections.

^a V/C = volume-to-capacity ratio

Source: Appendix E

Table 10-2
Level of Service Definitions - Unsignalized Intersections

Level of Service (LOS)	A	B	C	D	E	F
Average Delay per Vehicle (seconds/vehicle)	0 to 10.0	10.1 to 15.0	15.1 to 25.0	25.1 to 35.0	35.1 to 50.0	> 50.0

Source: Appendix E

Table 10-3 outlines the daily traffic volume thresholds established in the Placer County Countywide General Plan EIR, Transportation and Circulation (1994).

Table 10-3
Roadway Segment Level of Service Thresholds

Roadway Type	Daily Two-Way Volume Thresholds				
	LOS A	LOS B	LOS C	LOS D	LOS E
2-lane Arterial – Moderate Access Control ¹	10,800	12,600	14,400	16,200	18,000
4-lane Arterial – Moderate Access Control ¹	21,600	25,200	28,800	32,400	36,000

Table 10-3
Roadway Segment Level of Service Thresholds

Roadway Type	Daily Two-Way Volume Thresholds				
	LOS A	LOS B	LOS C	LOS D	LOS E
5-lane Arterial – Moderate Access Control ¹	27,000	31,500	36,000	40,500	45,000
6-lane Arterial – Moderate Access Control ¹	32,400	37,800	43,200	48,600	54,000

Notes:

1. Moderate access controlled arterials are defined in the Countywide General Plan Final EIR as roadways with 2-4 stops per mile, moderate driveway access, and speeds of 30 to 35 mph.

Source: Appendix E

Table 10-4 summarizes existing peak hour operating conditions for the study intersections and existing peak hour traffic volumes are shown on Figure 10-5A and Figure 10-5B. As shown, the study intersections operate at an acceptable LOS under existing conditions except the following three intersections, which operate at an unacceptable LOS E or F under existing conditions:

- SR 49 / Bell Road (#6) – LOS E during the AM and PM peak hour
- SR 49 / Kemper Road/New Airport Road (#16) – LOS F during the PM peak hour
- SR 49/Luther Road (#107) – LOS F during the AM peak hour

Table 10-4
Peak Hour Levels of Service
Existing Conditions

Intersection	Traffic Control ¹	AM Peak Hour		PM Peak Hour	
		LOS ²	Delay/V/C ³	LOS ²	Delay/V/C ³
1: SR 49 / Education St.	Signal	A	9.1	A	9.5
2: Richardson Dr. / Bell Rd.	SSSC	A	9.9	B	12.3
3: County Center Dr. / Bell Rd.	SSSC	A	8.6	B	10.6
4: 1 st St./Blue Oaks Dr. / Bell Rd.	SSSC	B	15.0	C	16.5
5: Professional Dr. / Bell Rd.	Signal	A	9.0	A	9.5
6: SR 49 / Bell Rd.	Signal	E	57.8	E	68.8
7: Richardson Dr. / DeWitt Ave.	SSSC	A	9.0	B	12.7
8: Richardson Dr. / B Ave.	AWSC	A	8.6	A	9.7
9: 1 st St. / D Ave./Professional Dr.	SSSC	A	9.9	B	11.4
10: 1 st St. / F Ave./Willow Creek Dr.	Roundabout	A	3.9	A	4.3

**Table 10-4
Peak Hour Levels of Service
Existing Conditions**

Intersection	Traffic Control ¹	AM Peak Hour		PM Peak Hour	
		LOS ²	Delay/V/C ³	LOS ²	Delay/V/C ³
11: SR 49 / Willow Creek Dr.	Signal	C	28.2	C	32.9
12: Richardson Dr. / Atwood Rd.	Signal	B	11.2	B	11.6
13: 3 rd St. / Atwood Rd.	SSSC	A	9.7	B	11.0
14: Corral Dr./1 st St. / Atwood Rd.	Signal	A	9.7	B	10.0
15: SR 49 / Atwood Rd.	Signal	D	42.2	D	49.2
16: SR 49 / Kemper Rd./New Airport Rd.	Signal	D	54.1	F	81.2
101: Bell Rd./Quartz Dr.	Signal	C	32.8	D	43.6
102: Bell Rd./New Airport Rd.	Signal	B	17.5	C	21.8
103: Bell Rd./Bowman Rd.	Signal	B	15.7	C	21.1
104: Bell Rd./I-80 WB ramps	SSSC	A	8.0	A	5.7
105: Bell Rd./I-80 EB ramps	AWSC	C	16.5	D	26.6
106: Atwood Rd./Mt. Vernon Rd.	SSSC	A	6.8	A	8.6
107: SR 49/Luther Rd.	Signal	F	81.1	E	55.3

Notes:

1. Signal = traffic signal-controlled intersection; AWSC = all-way stop controlled intersection; SSSC = side-street stop controlled intersection
2. LOS = level of service; calculated based on methodologies contained in the *Highway Capacity Manual (HCM) 6th Edition*.
3. Average control delay (rounded to nearest second) for signalized, AWSC, and roundabout intersections is the weighted average for all movements. Average control delay at side-street stop-controlled intersections is calculated as the "overall weighted average delay for movements yielding the right-of-way."

Bold text indicates unacceptable operations.

All intersections are analyzed in Synchro 10.

Source: Appendix E

The existing LOS on the six of the roadway segments included in the study area are at acceptable levels, ranging from LOS A to LOS C. The segment of SR 49 north of Bell Road currently operates at an unacceptable LOS E. Widening of that segment to five lanes by adding a third northbound lane is currently planned as part of the frontage improvements that are be required to be constructed by the approved Auburn Creekside Center project.

10.2 REGULATORY FRAMEWORK

Federal Regulations

There are no federal regulations or standards that govern the transportation and circulation aspects of the proposed project.

State Regulations

Caltrans

The California Department of Transportation (Caltrans) has primary responsibility for the State Highway System in California. This includes the study area's state highways, which includes SR 49 and its intersections with local streets. As such, the following Caltrans planning and policy documents provide guidance on expectations for these routes related to traffic operations relevant to this analysis and the potential effects of the proposed project.

Transportation Concept Report (TCR)

Caltrans Transportation Concept Reports (TCR) are part of Caltrans system planning process, which fulfills Caltrans' statutory responsibility as the owner/operator of the State Highway System by evaluating conditions and proposing enhancements to the facilities. The purpose of the TCR is to evaluate current and projected conditions along state highway routes and communicate the vision for the development of each route in each Caltrans District during a 20-year planning horizon. The TCR is developed with the following goals to meet community and environmental needs along the corridor through integrated management of the transportation network, including highway, transit, pedestrian, bicycle, freight, operational improvements and travel demand management strategies:

- Safety and Health
- Stewardship and Efficiency
- Sustainability, Livability and Economy
- System Performance
- Organizational Excellence

Transportation Concept Report, State Route 49

The SR 49 TCR (Caltrans 2017 as cited in Appendix E) documents existing operations on SR 49 at LOS E south of Bell Road and LOS D north of Bell Road within the study area. The TCR identifies a Concept LOS of LOS D for SR 49 within the study area (from I-80 to Nevada County Line). The Concept LOS establishes the minimum acceptable LOS over the next 20 years.

Guide for the Preparation of Traffic Impact Studies

Caltrans's *Guide for the Preparation of Traffic Impact Studies* (Caltrans 2002) provides general guidance regarding the preparation of traffic impacts studies for projects that may have an impact on the State Highway System. The guidance identifies when a traffic study should be prepared and the methodology to use when evaluating operating conditions on the State highway system.

The *Guide for the Preparation of Traffic Impact Studies* also states that where "an existing State highway facility is operating at less than the appropriate target LOS, the existing measure of effectiveness (MOE) should be maintained." For intersection operations, the MOE is average control delay.

Local Regulations

There are several plans, statutes, and regulations adopted by Placer County that will be used to evaluate the proposed project. The following policies, plans, and regulations cover the primary aspects of the transportation system (operations and design) and should be adhered to by the proposed project.

Auburn/Bowman Community Plan

The following Auburn/Bowman Community Plan policies related to transportation and circulation, found in the Transportation and Circulation Element, are applicable to the PCGC Master Plan Update project.

Goals III.B.2

- b. Provide residential densities and development patterns which maximize transportation opportunities.
- III.C.3.a.6 Sites shall be designed and developed to provide safe, convenient, pleasant access for pedestrians, bicyclists, and motorists as well as equestrians in some areas.

Goals V.B

1. Provide for a transportation system that supports the social and economic well-being of the people and environment of the plan area.
2. Provide safe and efficient transportation systems for residents of the plan area and others who use the systems.
3. Encourage and enable the use of public and private transit as well as other alternative modes of transportation. Expand public transportation opportunities

to meet the needs of the plan area's residents, reduce traffic congestion, and improve air quality.

4. Encourage the use of transportation systems management (TSM) strategies – such as flex time, park and ride lots, etc. – to reduce peak-period traffic and total vehicle miles traveled (VMT).
5. Keep to a minimum the number of driveway encroachments along public roadways – particularly along major corridors.
6. Eliminate potential hazards and otherwise improve existing, substandard roads in the plan area.
7. Provide safe bicycle facilities along existing and proposed roadways.
8. Maintain roads, trails, and other transportation facilities at a standard which assures safe public use.
9. Provide adequate space for alternative modes of transportation within or adjacent to existing transportation corridors.

V.C.1 Rights-of-way for roads shall be wide enough to accommodate roadways, trails, bikeways, drainage, public utilities, landscaping, and suitable separations. Minimum right-of-way criteria for roadways throughout the Plan area are shown in the Background Report.

V.C.3 Off-street vehicular parking shall be provided by all new development.

V.C.5 The level of service (LOS) minimum standard for roadways and intersections throughout the Plan area shall generally be LOS C. Exceptions to this standard are listed in Table 17 [of the Auburn/Bowman Community Plan]. Land development improvement requirements shall be set to sustain LOS C at all roadway and intersection locations for as long as possible.

V.C.6 Land development projects shall be approved only if the identified LOS standards can be sustained on the Plan area road network and intersections after:

- a. Traffic from approved projects has been added to the system, and
- b. Improvements funded by this program are in place.

NOTE: This will sometimes result in temporary violation of level of service (LOS) standards until adequate funding has been collected for the construction of program improvements.

- V.C.13** As development of the Plan area occurs, dedication of public rights-of-way shall be required for the roads, trails, and bikeways identified in the Plan. Dedication of right-of-ways as well as construction of such roads, trails, and bikeways shall be required as conditions of approval placed on land development projects.

Placer County General Plan

The Placer County General Plan's Transportation and Circulation Element contains policies governing development within unincorporated Placer County. Below is a list of policies which are applicable to the DeWitt Government Center Facility Plan project.

- Goal 3.A To provide for the long-range planning and development of the county's roadway system to ensure the safe and efficient movement of people and goods.
- 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.
- 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 I of this Policy Document (see page 29).
- 3.A.6** The County shall require all new development to provide off-street parking, either onsite or in consolidated lots or structures.

- 3.A.7** The County shall develop and manage its roadway system to maintain the following minimum levels of service (LOS).
- a. LOS “C” on rural roadways, except within one-half mile of state highways where the standard shall be LOS “D”.
 - b. LOS “C” on urban/suburban roadways except within one-half mile of state highways where the standard shall be LOS “D”.

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

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

- 3.A.10** The County shall strive to meet the level of service standards through a balanced transportation system that provides alternatives to the automobile.
- 3.A.12** The County shall require an analysis of the effects of traffic from all land development projects. Each such project shall construct or fund improvements necessary to mitigate the effects of traffic from the project. Such improvements may include a fair share of improvements that provide benefits to others.
- 3.A.14** The County shall assess fees on new development sufficient to cover the fair share portion of that development's impacts on the local and regional transportation system. Exceptions may be made when new development generates significant public benefits (e.g., low income housing, needed health facilities) and when alternative sources of funding can be identified to offset foregone revenues.

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

- 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.

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

- 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.4** The County shall promote non-motorized travel (bikeways, pedestrian, and equestrian) through appropriate facilities, programs, and information.

Goal 6.G To integrate air quality planning with the land use and transportation planning process.

- 6.G.1** The County shall require new development to be planned to result in smooth flowing traffic conditions for major roadways. This includes traffic signals and traffic signal coordination, parallel roadways, and intra- and inter-neighborhood connections where significant reductions in overall emissions can be achieved.
- 6.G.3** The County shall encourage the use of alternative modes of transportation by incorporating public transit, bicycle, and pedestrian modes in County transportation planning and by requiring new development to provide adequate pedestrian and bikeway facilities.

Placer County Level of Service (LOS) Standard

Under the Auburn/Bowman Community Plan and the Placer County General Plan, the County has set a standard of LOS C or better for its roadway system. Consequently, LOS A, B, and C are considered acceptable, while D, E and F are unacceptable. Within one-half mile of a state highway, LOS D is considered acceptable. In addition, the County has adopted specific exceptions and standards for some intersections and roadway segments; the Auburn/Bowman Community Plan includes exceptions and modified standards for 8 intersections and 12 roadway segments.

Placer County Improvement Standards

Roadway improvements within Placer County must conform to a set of standard plans contained in the County's Land Development Manual which details 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 (CIP)

Placer County's Capital Improvement Program (CIP) prescribes the future roadway improvements that are needed to meet the County's level of service (LOS) standards over a 20 year period.

The improvements included in the CIP are funded through the imposition of fees on new development. Fees are calculated pursuant to the requirements expressed in Sections 15.28.030 and 15.28.040 of the Placer County Code. "Fees for all development projects which require building permits shall be paid prior to the issuance of building permits. Fees for new development projects, which do not require building permits, shall be paid before any other applicable county approval is made final" (Section 15.28.030C).

10.3 PROJECT IMPACTS

Significance Criteria

The significance criteria used to evaluate the project impacts to traffic and circulation are based on Appendix G of the CEQA Guidelines, which states that a significant impact related to traffic and circulation would occur if the project would:

1. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance or the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.
2. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.
3. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.
4. Substantially increase hazards due to a design feature (e.g., sharp curves, or dangerous intersections) or incompatible uses (e.g., farm equipment).
5. Result in inadequate emergency access.
6. Conflict with adopted policies, plans, or programs regarding public transit, bicycles, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

The following discussion identifies the specific thresholds of significance that have been used to determine whether implementing the proposed project would result in a significant transportation impact. In addition to consideration of the criteria in Appendix G of the CEQA Guidelines, these thresholds reflect applicable general plan policies, development standards, previous Placer County environmental documents, and professional judgment. A description of the significance criteria for each jurisdiction is provided.

Roadway System

Placer County

As noted above, Policy 3.A.7 in the Placer County General Plan establishes a minimum LOS C standard for County roadways and intersections, except within one-half mile of state highways

where the standard shall be LOS D. Policy 3.A.7 also acknowledges that a community or specific plan may specify a different minimum LOS standard. To that end, the Auburn/Bowman Community Plan LOS policy establishes a LOS C standard for roadways and intersections throughout the Plan area, with specific exceptions and standards for eight intersections and 12 roadway segments.

The Placer County Department of Public Works *Impact Analysis Methodology of Assessment* memorandum (County of Placer 2015) identifies the use of a 0.05 increase in the volume-to-capacity (v/c) ratio or an increase in ADT of 100 or more project generated trips per lane as the threshold as the significance criteria for determining impacts to roadway segments that already operate unacceptably. Similarly, the *Impact Analysis Methodology of Assessment* memorandum identifies a four-second threshold for signalized intersections and 2.5-second threshold for unsignalized intersections as the significance criteria for determining impacts to intersections that already operate unacceptably.

The project would have a significant impact if it would:

1. Cause a signalized intersection or roadway in Placer County to worsen from an acceptable LOS to an unacceptable LOS during the AM or PM peak hours.
2. Cause an unsignalized intersection in Placer County to worsen from an acceptable LOS to an unacceptable LOS during the AM or PM peak hours and cause the intersection to meet the MUTCD peak hour traffic signal warrant.
3. Cause a roadway in Placer County that is currently (or projected to be) operating at an unacceptable LOS on a daily basis to experience an increase in v/c ratio of 0.05 or greater.
4. Increase the average daily traffic (ADT) volume by 100 or more project generated trips per lane on a roadway segment in Placer County that is currently (or projected to be) operating at an unacceptable LOS.
5. Cause a signalized intersection in Placer County that is currently (or projected to be) operating at an unacceptable LOS during the AM or PM peak hours to experience an increase in the overall average intersection delay of 4 seconds or greater.
6. Cause an unsignalized intersection in Placer County that is currently (or projected to be) operating at an unacceptable LOS during the AM or PM peak hours and meets the MUTCD peak hour traffic signal warrant to experience a 2.5-second or greater increase in delay.

Caltrans

As noted above, the SR 49 TCR identifies a Concept LOS of LOS D for SR 49 within the study area. The SR 49 TCR defines the Concept LOS D as the minimum acceptable LOS over the next 20 years. Per Caltrans's *Guide for the Preparation of Traffic Impact Studies*, where an existing State highway facility is operating at less than the Concept LOS, the existing MOE should be maintained. For intersection operations, the MOE is average control delay; and for roadway segments, the MOE is volume-to-capacity (v/c) ratio.

The project would have a significant impact if it would:

1. Cause an intersection or roadway under Caltrans jurisdiction to worsen from an acceptable LOS D or better to an unacceptable LOS E or F during the AM or PM peak hours.
2. Cause an intersection under Caltrans jurisdiction that is currently (or projected to be) operating at an unacceptable LOS E or F during the AM or PM peak hours to experience an increase in overall average intersection delay of 1 second or greater.
3. Cause a roadway under Caltrans jurisdiction that is currently (or projected to be) operating at an unacceptable LOS on a daily basis to experience an increase in v/c ratio of 0.01 or greater.

Bicycle & Pedestrian System

The project would have a significant impact on the bicycle and pedestrian system if it would:

1. Not meet the policies related to bicycle or pedestrian travel outlined in the *Placer County General Plan*
2. Interfere with the operation of an existing bicycle facility or preclude the construction of a planned bicycle facility in the *Placer County General Plan* or *Placer County Regional Bikeway Plan*
3. Interfere with the operation of an existing pedestrian facility or preclude the construction of a planned pedestrian facility

Transit System

The project would have a significant impact on the pedestrian system if it would:

1. Not meet the policies related to pedestrian travel outlined in the *Placer County General Plan*
2. Interfere with the operation of an existing transit facility or preclude the construction of a planned transit facility

3. Have a negative impact on transit operations, travel times, and/or circulation

Impact Analysis

Impact 10-1	Would the project result in intersection operations that conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance or the circulation system?		
	<i>PCGC Master Plan Update</i>	<i>Health and Human Services Building</i>	<i>Multifamily Residential Project</i>
Level of Significance:	Potentially Significant	Potentially Significant	Potentially Significant
Mitigation Measures:	Mitigation Measure 10a through 10c	Mitigation Measure 10a through 10c	Mitigation Measure 10b
Significance after Mitigation:	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable

PCGC Master Plan Update

The PCGC Master Plan Update proposes the retention of approximately 650,000 square feet of existing building space, as well as construction of approximately 410,000 square feet of new County facilities, 30,000 square feet of community use, and approximately 182,800 square feet of new mixed use, including retail and office space, a hotel with 101 guest rooms, and 485 multifamily dwelling units in 486,800 square feet; the construction of the new land uses would affect the number of daily trips to and from the PCGC property.

The project proposes several changes to the internal roadway and circulation system, including extending County Center Drive. Additionally, the existing B Avenue and C Avenue would be modified to connect Richardson Drive to the newly extended County Center Drive and remove the existing connection to 1st Street. D Avenue would connect Richardson Drive to 1st Street through the center of the PCGC campus. The PCGC Master Plan Update also proposes to realign 1st Street to the east between B Avenue and Bell Road, resulting in a new three-leg intersection at Bell Road approximately 150 feet east of Blue Oaks Drive. Due to the proximity of this new intersection to the Bell Road/Blue Oaks Drive intersection, left turns from 1st Street to Bell Road would be prohibited.

Figure 10-6 shows the distribution of traffic generated by the proposed PCGC Master Plan Update in the AM peak hour and Figure 10-7 shows the distribution of project-generated project in the PM peak hour. The peak hour average delay and LOS at the study intersections that results from the addition of project-generated traffic under existing plus PCGC Master Plan Update conditions is shown in Table 10-5 and on Figure 10-8A and Figure 10-8B.

**Table 10-5
Peak Hour Intersection Operations
Existing Plus Master Plan Update**

Intersection	Traffic Control ¹	Peak Hour	Existing Conditions		Existing + MPU	
			Delay ²	LOS ³	Delay ²	LOS ³
SR 49 / Education St	Signal	A.M.	9.1	A	9.4	A
		P.M.	9.5	A	11.2	B
Richardson Dr. / Bell Rd	SSSC	A.M.	9.9	A	10.5	B
		P.M.	12.3	B	13.8	B
County Center Dr. / Bell Rd.	SSSC	A.M.	8.6	A	10.0	A
		P.M.	10.6	B	14.6	B
Blue Oaks Dr. / Bell Rd. ⁴	SSSC	A.M.	15.0	B	16.7	C
		P.M.	16.5	C	16.0	C
Professional Dr. / Bell Rd.	Signal	A.M.	9.0	A	10.1	B
		P.M.	9.5	A	12.3	B
SR 49 / Bell Rd.	Signal	A.M.	57.8	E	67.6	E
		P.M.	68.8	E	74.9	E
Richardson Dr. / DeWitt Ave.	SSSC	A.M.	9.0	A	10.0	A
		P.M.	12.7	B	15.6	C
Richardson Dr. / B Ave.	Roundabout	A.M.	8.6	A	4.0	A
		P.M.	9.7	A	4.9	A
1st St. / D Ave./Professional Dr.	Roundabout	A.M.	9.9	A	4.4	A
		P.M.	11.4	B	4.8	A
1st St. / Willow Creek Dr. ⁵	Roundabout	A.M.	3.9	A	4.4	A
		P.M.	4.3	A	4.9	A
SR 49 / Willow Creek Dr.	Signal	A.M.	28.2	C	34.8	C
		P.M.	32.9	C	42.8	D
Richardson Dr. / Atwood Rd.	Signal	A.M.	11.2	B	12.2	B
		P.M.	11.6	B	12.7	B
3rd St. / Atwood Rd.	SSSC	A.M.	9.7	A	11.1	B
		P.M.	11.0	B	12.6	B
Corral Dr./1st St. / Atwood Rd.	Signal	A.M.	9.7	A	11.7	B
		P.M.	10.0	B	11.5	B
SR 49 / Atwood Rd.	Signal	A.M.	42.2	D	44.0	D
		P.M.	49.2	D	50.9	D

**Table 10-5
Peak Hour Intersection Operations
Existing Plus Master Plan Update**

Intersection	Traffic Control ¹	Peak Hour	Existing Conditions		Existing + MPU	
			Delay ²	LOS ³	Delay ²	LOS ³
SR 49 / Kemper Rd./New Airport Rd.	Signal	A.M.	54.1	D	69.8	E
		P.M.	81.2	F	115.3	F
1st St. / Bell Rd. ⁴	SSSC	A.M.			9.6	A
		P.M.			11.4	B
Bell Rd./Quartz Dr.	Signal	A.M.	32.8	C	33.5	C
		P.M.	43.6	D	45.4	D
Bell Rd./New Airport Rd.	Signal	A.M.	17.5	B	19.2	B
		P.M.	21.8	C	24.7	C
Bell Rd./Bowman Rd.	Signal	A.M.	15.7	B	18.9	B
		P.M.	21.1	C	23.3	C
Bell Rd./I-80 WB ramps	SSSC	A.M.	8.0	A	14.4	B
		P.M.	5.7	A	7.5	A
Bell Rd./I-80 EB ramps	AWSC	A.M.	16.5	C	32.5	D
		P.M.	26.6	D	34.5	D
Atwood Rd./Mt. Vernon Rd.	SSSC	A.M.	6.8	A	7.4	A
		P.M.	8.6	A	9.2	A
SR 49/Luther Rd.	Signal	A.M.	81.1	F	106.2	F
		P.M.	55.3	E	74.6	E

Notes:

- Signal = traffic signal-controlled intersection; AWSC = all-way stop controlled intersection; SSSC = side-street stop controlled intersection
- Average control delay (rounded to nearest second) for signalized, AWSC, and roundabout intersections is the weighted average for all movements. Average control delay at side-street stop-controlled intersections is calculated as the "overall weighted average delay for movements yielding the right-of-way."
- LOS = level of service; calculated based on methodologies contained in the *Highway Capacity Manual (HCM) 6th Edition*.
- 1st Street is realigned to the east with the proposed PCGC Master Plan Update, resulting in a new intersection approximately 150 feet east of the existing 1st Street/Blue Oaks Drive / Bell Road intersection. Intersection 4 presents the results at the existing Blue Oaks Drive / Bell Road intersection. Intersection 17 presents the results for the new realigned 1st Street / Bell Road intersection.
- 1st Street / Willow Creek Dr. is a four-leg roundabout under Existing Conditions with F Ave. serving as the fourth leg; and a three-leg roundabout with the proposed PCGC Master Plan Update.

Bold indicates unacceptable operations. **Bold and highlighted** indicates significant impacts.

All intersections are analyzed in Synchro 10.

Source: Appendix E

As shown in Table 10-5, the study intersections would continue to operate at an acceptable LOS under existing plus PCGC Master Plan Update conditions except for SR 49/Bell Road, SR 49/Kemper Road/New Airport Road, and SR 49/Luther Road. As noted previously, these

intersections currently operate at an unacceptable LOS E or F. These intersections would continue to operate at unacceptable LOS under existing plus PCGC Master Plan Update conditions. In accordance with the Caltrans significance criteria, the traffic generated by full build-out of the PCGC Master Plan Update under existing conditions would result in significant impacts due to the decrease in LOS and increases in delay of more than 1 second at the following locations:

- SR 49/Bell Road – this intersection operates at LOS E under existing conditions for both the AM and PM peak hours. The addition of project-generated traffic would increase delay by 9.8 seconds in the AM peak hour and 6.1 seconds in the PM peak hour.
- SR 49/Kemper Road/New Airport Road – the AM peak hour LOS would decrease from an acceptable LOS D to an unacceptable LOS E and delay would increase by 15.7 seconds. The PM peak hour LOS would remain at an unacceptable LOS F and delay would increase by 34.1 seconds.
- SR 49/Luther Road - this intersection operates at LOS F under existing AM peak hour conditions. The addition of project-generated traffic would increase delay by 25 seconds in the AM peak hour.

The Transportation Impact Study and Transportation Impact Study for Additional Study Intersections (Appendix E) note that the impacts at all three of these intersections could be mitigated through signal timing optimization. The impact to the SR 49/Bell Road intersection could be mitigated through the optimization of the existing signal operations to provide additional green time to the northbound and southbound through, southbound left-turn, and westbound through movements during the AM peak hour; and the northbound, southbound, eastbound, and westbound through movements during the PM peak hour, which would improve operations to LOS D during the AM peak hour and reduce average control delay in the PM peak hour to 58 seconds, which is less than existing conditions. Mitigation Measure 10a requires Placer County to work with Caltrans to implement signal optimization at this location. The impact to the SR 49/Kemper Road/New Airport Road intersection could be mitigated through optimization of the existing signal operations to provide additional green time to the northbound and southbound through and northbound left-turn movements, which would restore operations to LOS D during the AM peak hour and improve operations to LOS E during the PM peak hour. Mitigation Measure 10b requires Placer County to work with Caltrans to implement signal optimization at this location. The impact at the SR 49/Luther Road intersection could be mitigated with optimization of the signal operations to provide additional green time to the northbound and southbound through movements. This modification to the signal timing would improve operations to LOS C during the AM and PM peak hour. Mitigation Measure 10c requires Placer County to work with Caltrans to implement signal optimization at this location.

Modifying the signal timing at each of these three intersections would require action by Caltrans as part of regular traffic signal maintenance, and are not actions that are within the purview of Placer County to implement. Although Placer County cannot guarantee that Caltrans will undertake these actions, these modifications do not require any construction or installation of new infrastructure or equipment and it is reasonable to expect Caltrans will implement the recommended mitigation. However, because there is no guarantee that the actions would be implemented, the impact of the PCGC Master Plan Update is considered to be **significant and unavoidable**.

Health and Human Services Building

The project proposes to construct a 3-story Health and Human Services building located at B Avenue, County Center Drive, and C Avenue, and with parking extending westerly to Richardson Drive. The building would consist of approximately 135,700 square feet and accommodate 577 employees. This analysis considers the effects that development of the Health and Human Services building and the increase in onsite employees would have on existing intersection operations. The building would accommodate the existing 310 Health and Human Services employees that are currently located within the PCGC property, the existing 120 Health and Human Services employees that are currently located on Enterprise Drive in Auburn, the existing 5 Health and Human Services employees that are currently located on SR 49 in north Auburn, and the projected growth in the Health and Human Services department, which is expected to require an increase of 142 employees, for a total building occupation of 577 employees.

Figure 10-9 shows the distribution of traffic generated by the proposed Health and Human Services building in the AM peak hour and Figure 10-10 shows the distribution of project-generated traffic in the PM peak hour. The peak hour average delay and LOS at the study intersections that results from the addition of project-generated traffic under existing plus Health and Human Services building conditions is shown in Table 10-6 and on Figure 10-11. Table 10-6 includes all 16 of the intersections evaluated in the Transportation Impact Study and the SR 49/Luther Road intersection, which is the only intersection for which a significant impact under the existing plus PCGC Master Plan Update was identified in the Transportation Impact Study for Additional Study Intersections (Appendix E).

Table 10-6
Peak Hour Intersection Operations
Existing Plus Health and Human Services Building

Intersection	Traffic Control ¹	Peak Hour	Existing Conditions		Existing + HHS	
			Delay ²	LOS ³	Delay ²	LOS ³
SR 49 / Education St.	Signal	A.M.	9.1	A	9.2	A
		P.M.	9.5	A	9.7	A
Richardson Dr. / Bell Rd.	SSSC	A.M.	9.9	A	10.3	B
		P.M.	12.3	B	12.9	B
County Center Dr. / Bell Rd.	SSSC	A.M.	8.6	A	8.7	A
		P.M.	10.6	B	11.1	B
1st St./Blue Oaks Dr. / Bell Rd.	SSSC	A.M.	15.0	B	19.0	C
		P.M.	16.5	C	19.2	C
Professional Dr. / Bell Rd.	Signal	A.M.	9.0	A	8.9	A
		P.M.	9.5	A	9.4	A
SR 49 / Bell Rd.	Signal	A.M.	57.8	E	63.3	E
		P.M.	68.8	E	69.8	E
Richardson Dr. / DeWitt Ave.	SSSC	A.M.	9.0	A	9.6	A
		P.M.	12.7	B	14.3	B
Richardson Dr. / B Ave.	AWSC	A.M.	8.6	A	8.9	A
		P.M.	9.7	A	10.2	B
1st St. / D Ave./Professional Dr.	SSSC	A.M.	9.9	A	10.1	B
		P.M.	11.4	B	11.6	B
1st St. / F Ave./Willow Creek Dr.	Roundabout	A.M.	3.9	A	3.9	A
		P.M.	4.3	A	4.4	A
SR 49 / Willow Creek Dr.	Signal	A.M.	28.2	C	28.2	C
		P.M.	32.9	C	32.8	C
Richardson Dr. / Atwood Rd.	Signal	A.M.	11.2	B	11.9	B
		P.M.	11.6	B	11.9	B

Intersection	Traffic Control ¹	Peak Hour	Existing Conditions		Existing + HHS	
			Delay ²	LOS ³	Delay ²	LOS ³
3rd St. / Atwood Rd.	SSSC	A.M.	9.7	A	10.4	B
		P.M.	11.0	B	11.6	B
Corral Dr./1st St. / Atwood Rd.	Signal	A.M.	9.7	A	9.8	A
		P.M.	10.0	B	9.7	A
SR 49 / Atwood Rd.	Signal	A.M.	42.2	D	42.7	D
		P.M.	49.2	D	49.0	D
SR 49 / Kemper Rd./New Airport Rd.	Signal	A.M.	54.1	D	61.0	E
		P.M.	81.2	F	86.9	F
SR 49 / Luther Rd.	Signal	A.M.	81.1	F	95.5	F
		P.M.	55.3	E	56.6	E

Notes:

1. Signal = traffic signal-controlled intersection; AWSC = all-way stop controlled intersection; SSSC = side-street stop controlled intersection
2. Average control delay (rounded to nearest second) for signalized, AWSC, and roundabout intersections is the weighted average for all movements. Average control delay at side-street stop-controlled intersections is calculated as the "overall weighted average delay for movements yielding the right-of-way."
3. LOS = level of service; calculated based on methodologies contained in the *Highway Capacity Manual (HCM) 6th Edition*.
4. 1st Street is realigned to the east with the proposed PCGC Master Plan Update, resulting in a new intersection approximately 150 feet east of the existing 1st Street/Blue Oaks Drive / Bell Road intersection. Intersection 4 presents the results at the existing Blue Oaks Drive / Bell Road intersection. Intersection 17 presents the results for the new realigned 1st Street / Bell Road intersection.
5. 1st Street / Willow Creek Dr. is a four-leg roundabout under Existing Conditions with F Ave. serving as the fourth leg; and a three-leg roundabout with the proposed PCGC Master Plan Update.

Bold indicates unacceptable operations. **Bold and highlighted** indicates significant impacts.

All intersections are analyzed in Synchro 10.

Source: Appendix E

As shown in Table 10-6, the study intersections would continue to operate at an acceptable LOS under existing plus Health and Human Services building conditions except for SR 49/Bell Road, SR 49/Kemper Road/New Airport Road, and SR 49/Luther Road. The addition of traffic generated by the Health and Human Services building would increase delays by more than 1 second at each location and cause the LOS to decrease at one location. Specifically, the Health and Human Services building would create the following significant impacts:

- SR 49/Bell Road – this intersection operates at LOS E under existing conditions for both the AM and P.M. peak hours. The addition of project-generated traffic would increase delay by 5.5 seconds in the AM peak hour and by 1 second in the PM peak hour.
- SR 49/Kemper Road/New Airport Road – the AM peak hour LOS would decrease from an acceptable LOS D to an unacceptable LOS E and delay would increase by 6.9 seconds. The P.M. peak hour LOS would remain at an unacceptable LOS F and delay would increase by 5.7 seconds.
- SR 49/Luther Road – this intersection operates at LOS F under existing conditions in the AM peak hour. The addition of project-generated traffic would increase delay by 14.4 seconds in the AM peak hour, resulting in a significant impact.

As discussed in the previous PCGC Master Plan Update section, the Transportation Impact Study notes that impacts to all three intersections could be mitigated through the signal timing optimization described in Mitigation Measures 10a, 10b, and 10c. However, modification to the signal timing would require action by Caltrans as part of regular traffic signal maintenance, and are not actions that are within the purview of Placer County to implement. Because Placer County cannot guarantee that the actions would be implemented, the impact of the Health and Human Services building is considered to be **significant and unavoidable**.

Multifamily Residential Project

The Multifamily Residential Project located at 1st Street and B Avenue currently proposes development of 79 multifamily dwelling units; however the Transportation Impact Study evaluated impacts associated with development of 100 multifamily dwelling units at this site. This analysis considers the effect that the addition of these dwelling units would have on existing intersection operations.

Figure 10-12 shows the distribution of traffic generated by the proposed Multifamily Residential project in the AM peak hour and Figure 10-13 shows the distribution of project-generated project in the PM peak hour. The peak hour average delay and LOS at the study intersections that results from the addition of project-generated traffic under existing plus Multifamily Residential project conditions is shown in Table 10-7 and on Figure 10-14.

Table 10-7
Peak Hour Intersection Operations
Existing Plus Multifamily Residential Project

Intersection	Traffic Control ¹	Peak Hour	Existing Conditions		Existing + MFR	
			Delay ²	LOS ³	Delay ²	LOS ³
SR 49 / Education St.	Signal	A.M.	9.1	A	9.1	A
		P.M.	9.5	A	9.6	A
Richardson Dr. / Bell Rd.	SSSC	A.M.	9.9	A	9.9	A
		P.M.	12.3	B	12.3	B
County Center Dr. / Bell Rd.	SSSC	A.M.	8.6	A	9.2	A
		P.M.	10.6	B	12.3	A
Blue Oaks Dr. / Bell Rd.4	SSSC	A.M.	15.0	B	12.8	B
		P.M.	16.5	C	12.8	B
Professional Dr. / Bell Rd.	Signal	A.M.	9.0	A	9.7	A
		P.M.	9.5	A	10.3	B
SR 49 / Bell Rd.	Signal	A.M.	57.8	E	58.0	E
		P.M.	68.8	E	69.0	E
Richardson Dr. / DeWitt Ave.	SSSC	A.M.	9.0	A	9.0	A
		P.M.	12.7	B	12.7	B
Richardson Dr. / B Ave.	AWSC	A.M.	8.6	A	8.7	A
		P.M.	9.7	A	9.6	A
1st St. / D Ave./Professional Dr.	SSSC	A.M.	9.9	A	9.3	A
		P.M.	11.4	B	12.0	B
1st St. / F Ave./Willow Creek Dr.	Roundabout	A.M.	3.9	A	3.9	A
		P.M.	4.3	A	4.4	A
SR 49 / Willow Creek Dr.	Signal	A.M.	28.2	C	28.3	C
		P.M.	32.9	C	33.0	C
Richardson Dr. / Atwood Rd.	Signal	A.M.	11.2	B	11.8	B
		P.M.	11.6	B	11.1	B

Intersection	Traffic Control ¹	Peak Hour	Existing Conditions		Existing + MFR	
			Delay ²	LOS ³	Delay ²	LOS ³
3rd St. / Atwood Rd.	SSSC	A.M.	9.7	A	9.7	A
		P.M.	11.0	B	11.0	B
Corral Dr./1st St. / Atwood Rd.	Signal	A.M.	9.7	A	9.8	A
		P.M.	10.0	B	9.6	A
SR 49 / Atwood Rd.	Signal	A.M.	42.2	D	42.3	D
		P.M.	49.2	D	49.3	D
SR 49 / Kemper Rd./New Airport Rd.	Signal	A.M.	54.1	D	54.6	D
		P.M.	81.2	F	83.3	F
1st St. / Bell Rd.4	SSSC	A.M.			8.9	A
		P.M.			10.3	B
SR 49 / Luther Rd.	Signal	A.M.	81.1	F	81.5	F
		P.M.	55.3	E	74.6	E

Notes:

1. Signal = traffic signal-controlled intersection; AWSC = all-way stop controlled intersection; SSSC = side-street stop controlled intersection
2. Average control delay (rounded to nearest second) for signalized, AWSC, and roundabout intersections is the weighted average for all movements. Average control delay at side-street stop-controlled intersections is calculated as the “overall weighted average delay for movements yielding the right-of-way.”
3. LOS = level of service; calculated based on methodologies contained in the *Highway Capacity Manual (HCM) 6th Edition*.
4. 1st Street is realigned to the east under Existing Plus Multifamily Residential Project conditions, resulting in a new intersection approximately 150 feet east of the existing 1st Street/Blue Oaks Drive / Bell Road intersection. Intersection 4 presents the results at the existing Blue Oaks Drive / Bell Road intersection. Intersection 17 presents the results for the new realigned 1st Street / Bell Road intersection.

Bold text indicates unacceptable operations. **Bold and highlighted** text indicates significant impacts.

All intersections are analyzed in Synchro 10.

Source: Appendix E

As shown in Table 10-9, the study intersections would continue to operate at an acceptable LOS under existing plus Multifamily Residential Project conditions except for SR 49/Bell Road (LOS E in AM and PM peak hours with and without the project), SR 49/Kemper Road/New Airport Road (LOS D in AM peak hour and LOS F in the PM peak hour with and without the project), and SR 49/Luther Road (LOS F in the AM peak hour and LOS E in the PM peak hour with and without the project). At the SR 49/Luther Road intersection, the Auburn/Bowman Community Plan identifies an exception to the typical LOS standard and establishes LOS E as the minimum acceptable LOS.

At the SR 49/Bell Road intersection, the project would increase delay by 0.2 seconds in both the AM and PM peak hours. This increase in delay is considered a less than significant impact. At the SR 49/Luther Road intersection, the LOS would remain at an acceptable level in the PM peak hour. In the AM peak hour, the project would increase delay by 0.4 seconds. This increase in delay is considered a less than significant impact.

The project would result in a **significant** impact at the SR 49/Kemper Road/New Airport Road intersection because it would increase delay during the PM peak hour by 2.1 seconds. The Transportation Impact Study found that this impact could be mitigated through signal optimization, as identified in Mitigation Measure 10b. Providing additional green time to the northbound and southbound through movements, which would improve operations to LOS D. However, as discussed previously, this action is not within the purview of Placer County and would require action by Caltrans as part of regular traffic signal maintenance. It is reasonable to expect that these mitigation measures would be implemented by Caltrans, but because Placer County cannot guarantee that the actions would be implemented, the impact of the Multifamily Residential project is considered to be **significant and unavoidable**.

Impact 10-2	Would the project result in roadway segment operations that conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance or the circulation system?		
	<i>PCGC Master Plan Update</i>	<i>Health and Human Services Building</i>	<i>Multifamily Residential Project</i>
Level of Significance:	Potentially Significant	Potentially Significant	Potentially Significant
Mitigation Measures:	Mitigation Measure 10d	Mitigation Measure 10d	Mitigation Measure 10d
Significance after Mitigation:	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable

PCGC Master Plan Update

The PCGC Master Plan Update proposes the retention of approximately 650,000 square feet of existing building space, as well as construction of approximately 410,000 square feet of new County facilities, 30,000 square feet of community use, and approximately 182,800 square feet of new mixed use, including retail and office space, a hotel with 101 guest rooms, and 485 multifamily dwelling units in 486,800 square feet; the construction of the new land uses would affect the number of daily trips to and from the PCGC campus. Table 10-8 presents the Transportation Impact Study forecasts for the 7 study roadway segments under existing plus PCGC Master Plan Update conditions, along with the roadway classification and resulting volume-to-capacity ratio and LOS.

**Table 10-8
Roadway Segment Operations
Existing Plus Master Plan Update**

Segment	Classification ¹	Existing Conditions			Existing + MPU		
		ADT ²	V/C ³	LOS	ADT ²	V/C ³	LOS
Atwood Road: west of SR 49	2-lane Arterial	9,750	0.54	A	12,100	0.67	B
Bell Road: west of SR 49	4-lane Arterial	15,300	0.42	A	21,300	0.59	A
SR 49: Luther Rd. to New Airport Rd.	6-lane Arterial	42,000	0.78	C	47,800	0.89	D
SR 49: New Airport Rd. to Atwood Rd.	6-lane Arterial	40,000	0.74	C	45,900	0.85	D
SR 49: Atwood Rd. to Willow Creek Dr.	6-lane Arterial	40,500	0.75	C	44,100	0.82	D
SR 49: Willow Creek Dr. to Bell Rd.	6-lane Arterial	37,700	0.70	B	39,500	0.73	C
SR 49: north of Bell Rd.	4-lane Arterial	34,700	0.96	E	37,000	1.03	F

Notes:

1. All study roadway segments are moderate access controlled arterials, based on the definition contained in the *Placer County Countywide General Plan EIR*.
2. ADT = average daily traffic volume; ADT values are rounded to the nearest 100 vehicles.
3. V/C = volume-to-capacity ratio

Bold text indicates unacceptable operations. **Bold and highlighted** text indicates significant impacts.

Source: Appendix E

As shown in Table 10-8, the roadway segments on Bell Road and Atwood Road would continue to operate at an acceptable LOS C or better while most of the SR 49 segments would operate at an acceptable LOS D or better. The exception is the segment of SR 49 between Bell Road and Education Street, which operates at LOS E under existing conditions and would be decreased to LOS F with the addition of traffic generated by the PCGC Master Plan Update. The project is expected to add 2,300 vehicles to this segment, which would increase the volume to capacity ratio by 0.07. This is considered a significant impact under the Caltrans significance criteria.

The Transportation Impact Study identifies that the addition of a third northbound lane on SR 49 from Bell Road to north of Education Street would improve LOS on this segment and would reduce the impacts to a less than significant level. Currently, this improvement is planned to be constructed as part of the previously approved Auburn Creekside Center. The Auburn/Bowman Benefit District includes funding for widening SR 49 to six lanes from Bell Road to Dry Creek Road, including adding a third northbound lane adjacent to the Target property but excluding the segment between the Target property and Education Street. Consistent with the County's practice

of requiring land development projects to be responsible for construction of frontage improvements, the property owner of the Auburn Creekside Center property would be responsible for improvements between the Target property and Education Street. If the Auburn Creekside Center does not proceed, the improvement may not be constructed. Mitigation Measure 10d requires the project applicant for the first project undertaken in implementation of the PCGC Master Plan to either construct the improvement or post a security bond if County staff determine that the Auburn Creekside Center is reasonably expected to construct the improvement. If the County requires a project proponent to construct this improvement, the constructing party shall be subject to fee credits for the applicable countywide traffic impact fees, as applicable. However, similar to the signal optimization discussed previously, improvements to SR 49 are not within the County's purview to implement and would require action by Caltrans, which Placer County cannot guarantee. Thus, the PCGC Master Plan Update is considered to have a **significant and unavoidable** impact.

Health and Human Services Building

The project proposes a 3-story Health and Human Services building located at B Avenue, County Center Drive, and C Avenue, and with parking extending westerly to Richardson Drive. The building would consist of approximately 135,700 square feet and would accommodate 577 employees. The development of the Health and Human Services building and increase in onsite employees would affect traffic segment operations. Table 10-9 presents the Transportation Impact Study forecasts for the 7 study roadway segments under existing plus Health and Human Services conditions, along with the roadway classification and resulting volume-to-capacity ratio and LOS.

Table 10-9
Roadway Segment Operations
Existing Plus Health and Human Services Building

Segment	Classification ¹	Existing Conditions			Existing + HHS		
		ADT ²	V/C ³	LOS	ADT ²	V/C ³	LOS
Atwood Road: west of SR 49	2-lane Arterial	9,750	0.54	A	10,300	0.57	A
Bell Road: west of SR 49	4-lane Arterial	15,300	0.42	A	16,200	0.45	A
SR 49: Luther Rd. to New Airport Rd.	6-lane Arterial	42,000	0.78	C	42,800	0.79	C
SR 49: New Airport Rd. to Atwood Rd.	6-lane Arterial	40,000	0.74	C	40,800	0.76	C
SR 49: Atwood Rd. to Willow Creek Dr.	6-lane Arterial	40,500	0.75	C	40,800	0.76	C
SR 49: Willow Creek Dr. to Bell Rd.	6-lane Arterial	37,700	0.70	B	37,700	0.70	B

Segment	Classification ¹	Existing Conditions			Existing + HHS		
		ADT ²	V/C ³	LOS	ADT ²	V/C ³	LOS
SR 49: north of Bell Rd.	4-lane Arterial	34,700	0.96	E	35,200	0.98	E

Notes:

1. All study roadway segments are moderate access controlled arterials, based on the definition contained in the *Placer County Countywide General Plan EIR*.
2. ADT = average daily traffic volume; ADT values are rounded to the nearest 100 vehicles.
3. V/C = volume-to-capacity ratio

Bold text indicates unacceptable operations. **Bold and highlighted** text indicates significant impacts.

Source: Appendix E

As shown in Table 10-9, the roadway segments within the County would continue to operate at an acceptable LOS C or better. The SR 49 segments would operate at an acceptable LOS D or better, except for SR 49 between Bell Road and Education Street, which would operate at LOS E. The Health and Human Services building is expected to add 500 vehicles per day to this segment which would increase the volume to capacity ratio by 0.02. This is considered a significant impact under the Caltrans significance criteria. The Transportation Impact Study states that the addition of a third northbound lane on SR 49 from Bell Road to north of Education Street would improve LOS on this segment and would reduce the impacts to a less than significant level. As discussed previously, this improvement is planned to be constructed as part of the approved Auburn Creekside Center and the Auburn/Bowman Benefit District includes funding for widening SR 49 to six lanes from Bell Road to Dry Creek Road. If the Auburn Creekside Center does not proceed, the improvement would not be constructed. M Mitigation Measure 10d requires the project applicant for the first project undertaken in implementation of the PCGC Master Plan to either construct the improvement or post a security bond if County staff determine that the Auburn Creekside Center is reasonably expected to construct the improvement. This would reduce the impact to a less than significant level. However, as stated previously, improvements to SR 49 are not within the County's purview to implement and would require action by Caltrans, which Placer County cannot guarantee. Thus, the proposed Health and Human Services building is considered to result in a **significant and unavoidable** impact. Additionally, if the Auburn Creekside Center is constructed after the Health and Human Services building, there may be a temporary period in which the delay on this segment is increased as a result of the traffic generated by the Health and Human Services building. This is permissible under Placer County General Plan policy 3.A.7 and Auburn/Bowman Community Plan policy V.C.6, which recognize that as land development occurs temporary violations of the LOS standards may occur until adequate funding has been collected for the construction of program improvements.

Multifamily Residential Project

The Multifamily Residential Project located at 1st Street and B Avenue currently proposes development of 79 multifamily dwelling units; however the Traffic Impact Study evaluated impacts associated with development of 100 multifamily dwelling units. This analysis considers the effect that the addition of these dwelling units would have on existing roadway segment operations. Table 10-10 presents the Transportation Impact Study forecasts for the seven study roadway segments under existing plus Multifamily Residential Project conditions, along with the roadway classification and resulting volume-to-capacity ratio and LOS.

Table 10-10
Roadway Segment Operations
Existing Plus Multifamily Residential Project

Segment	Classification ¹	Existing Conditions			Existing + MFR		
		ADT ²	V/C ³	LOS	ADT ²	V/C ³	LOS
Atwood Road: west of SR 49	2-lane Arterial	9,750	0.54	A	9,800	0.54	A
Bell Road: west of SR 49	4-lane Arterial	15,300	0.42	A	15,700	0.44	A
SR 49: Luther Rd. to New Airport Rd.	6-lane Arterial	42,000	0.78	C	42,300	0.78	C
SR 49: New Airport Rd. to Atwood Rd.	6-lane Arterial	40,000	0.74	C	40,300	0.75	C
SR 49: Atwood Rd. to Willow Creek Dr.	6-lane Arterial	40,500	0.75	C	40,800	0.76	C
SR 49: Willow Creek Dr. to Bell Rd.	6-lane Arterial	37,700	0.70	B	37,800	0.70	B
SR 49: north of Bell Rd.	4-lane Arterial	34,700	0.96	E	34,900	0.97	E

Notes:

1. All study roadway segments are moderate access controlled arterials, based on the definition contained in the *Placer County Countywide General Plan EIR*.
2. ADT = average daily traffic volume; ADT values are rounded to the nearest 100 vehicles.
3. V/C = volume-to-capacity ratio

Bold text indicates unacceptable operations. **Bold and highlighted** text indicates significant impacts.

Source: Appendix E

As shown in Table 10-10, the roadway segments within the County would continue to operate at an acceptable LOS C or better. The SR 49 segments would operate at an acceptable LOS D or better, except for SR 49 between Bell Road and Education Street, which would operate at LOS E. The proposed Multifamily Residential project is expected to add 200 daily vehicles to this segment, which would increase the volume to capacity ratio by 0.01. This is considered a significant impact

under the Caltrans significance criteria. The Transportation Impact Study states that the addition of a third northbound lane on SR 49 from Bell Road to north of Education Street would improve LOS on this segment and would reduce the impacts to a less than significant level. As discussed previously, this improvement is planned as part of the proposed Auburn Creekside Center and the Auburn/Bowman Benefit District includes funding for widening SR 49 to six lanes from Bell Road to Dry Creek Road. If the Auburn Creekside Center does not proceed, the improvement would not be constructed. Mitigation Measure 10d requires the project applicant for the first project undertaken in implementation of the PCGC Master Plan to either construct the improvement or post a security bond if County staff determine that the Auburn Creekside Center is reasonably expected to construct the improvement. This would reduce the impact to a less than significant level. However, as discussed previously, improvements to SR 49 are not within the County’s purview to implement and would require action by Caltrans, which Placer County cannot guarantee. Thus, the proposed Multifamily Residential project is considered to result in a **significant and unavoidable** impact. Additionally, if the Auburn Creekside Center is constructed after the Multifamily Residential project, there may be a temporary period in which the delay on this segment is increased as a result of the traffic generated by this project. This is permissible under Placer County General Plan policy 3.A.7 and Auburn/Bowman Community Plan policy V.C.6, which recognize that as land development occurs temporary violations of the LOS standards may occur until adequate funding has been collected for the construction of program improvements.

Impact 10-3

	Would the project conflict with an applicable plan, ordinance or policy related to roadway and intersections operations and safety during construction?		
	<i>PCGC Master Plan Update</i>	<i>Health and Human Services Building</i>	<i>Multifamily Residential Project</i>
Level of Significance:	Potentially Significant	Potentially Significant	Potentially Significant
Mitigation Measures:	Mitigation Measure 10e	Mitigation Measure 10e	Mitigation Measure 10e
Significance after Mitigation:	Less than Significant	Less than Significant	Less than Significant

PCGC Master Plan Update

Construction of individual projects undertaken in implementation of the PCGC Master Plan Update would occur in four phases based on funding and department needs for the County as well as available funding for the private development. Construction activity would include employee trips and delivery trips for materials and equipment. These construction activities could cause temporary impacts on transportation facilities, including degrading roadway pavement conditions, traffic operations, and causing conflicts with bicyclists and pedestrians. Construction activities undertaken in implementation of the PCGC Master Plan Update could also require temporary

traffic controls and lane closures when transporting certain building materials or constructing street improvements within the public right-of-way for each phase and each individual project. Implementation of Mitigation Measure 10e would require the development of a Construction Traffic Management Plan for each individual construction project subject to the review and approval of the Placer County Department of Public Works and Engineering/Surveying Division. With the implementation of Mitigation Measure 10e, construction activities undertaken in implementation of the PCGC Master Plan Update would have a **less-than-significant** impact.

Health and Human Services Building

Construction for the Health and Human Services project would occur over an approximately 24-month period. Access to the project site would be provided via Richardson Drive, B Avenue, and C Avenue. Construction activity would include employee trips and delivery trips for materials and equipment. These construction activities could cause temporary impacts on transportation facilities, including degrading roadway pavement conditions, traffic operations, and causing conflicts with bicyclists and pedestrians. The proposed project could also require temporary traffic controls and lane closures when transporting certain building materials or constructing street improvements within the public right-of-way. Implementation of Mitigation Measure 10e would require the development of a Construction Traffic Management Plan subject to the review and approval of the Placer County Department of Public Works and Engineering/Surveying Division. With the implementation of Mitigation Measure 10e, construction of the proposed Health and Human Services building would have a **less-than-significant** impact on roadway and intersection operations and safety.

Multifamily Residential Project

Construction of the Multifamily Residential project located at 1st Street and B Avenue would occur over a 24-month period. Access to the project site would be provided via 1st Street. Construction activity would include employee trips and delivery trips for materials and equipment. These construction activities could cause temporary impacts on transportation facilities, including degrading roadway pavement conditions, traffic operations, and causing conflicts with bicyclists and pedestrians. The proposed project could also require temporary traffic controls and lane closures when transporting certain building materials or constructing street improvements within the public right-of-way. Implementation of Mitigation Measure 10e would require the development of a Construction Traffic Management Plan subject to review and approval by the Placer County Department of Public Works and Engineering/Surveying Division. With the implementation of Mitigation Measure 10e, the proposed Multifamily Residential project would have a **less-than-significant** impact on roadway and intersection operations and safety.

Impact 10-4	Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?		
	<i>PCGC Master Plan Update</i>	<i>Health and Human Services Building</i>	<i>Multifamily Residential Project</i>
Level of Significance:	Less than Significant	Less than Significant	Less than Significant
Mitigation Measures:	None Required	None Required	None Required
Significance after Mitigation:	Less than Significant	Less than Significant	Less than Significant

PCGC Master Plan Update

The PCGC campus is located in zones C2 and D of the Auburn Airport Influence Zone. As discussed in Chapter 16, Hazards and Hazardous Materials, the land uses within the PCGC Master Plan Update would be consistent with the allowable uses, building heights, and population intensities for both Zone C2 and Zone D. Implementation of the PCGC Master Plan Update would not affect air traffic levels or patterns; therefore the PCGC Master Plan Update would have a **less than significant** impact.

Health and Human Services Building

The site for the proposed Health and Humans Services building is located in zone D of the Auburn Airport Influence Zone. The Health and Human Services building would include 135,700 square feet in a 3-story structure and accommodate 577 employees. As discussed in Chapter 16, Hazards and Hazardous Materials, the Health and Human Services building would be consistent with the allowable uses, building heights, and population intensities for Zone D. Implementation of the proposed project would not affect air traffic levels or patterns; therefore the proposed Health and Human Services building would have a **less than significant** impact.

Multifamily Residential Project

The site for the proposed Multifamily Residential project is located in zone C2 of the Auburn Airport Influence Zone. The Multifamily Residential project proposes to construct 79 apartment units within this site, in 2-story and 3-story structures. As discussed in Chapter 16, Hazards and Hazardous Materials, the Multifamily Residential project would be consistent with the allowable uses, building heights, and population intensities for Zone C2. Implementation of the proposed project would not affect air traffic levels or patterns; therefore the proposed Multifamily Residential project would have a **less than significant** impact.

Impact 10-5	Would the project substantially increase hazards due to a design feature (e.g., sharp curves, or dangerous intersections) or incompatible uses (e.g., farm equipment)?		
	<i>PCGC Master Plan Update</i>	<i>Health and Human Services Building</i>	<i>Multifamily Residential Project</i>
Level of Significance:	No Impact	No Impact	No Impact
Mitigation Measures:	None Required	None Required	None Required
Significance after Mitigation:	No Impact	No Impact	No Impact

PCGC Master Plan Update

The PCGC Master Plan Update would develop commercial, office, County and residential land uses. It would not introduce non-passenger vehicles to the local roadway network. The proposed streets within the PCGC campus would meet all applicable County standards to ensure safe driving conditions are provided. The project would result in **no impact** related to roadway and vehicle safety.

Health and Human Services Building

The proposed project would develop County office land uses. It would not introduce non-passenger vehicles to the local roadway network. The proposed street connections to the project site would meet all applicable County standards to ensure safe driving conditions are provided. The proposed project would result in **no impact** related to roadway and vehicle safety.

Multifamily Residential Project

The proposed project would develop residential land uses. It would not introduce non-passenger vehicles to the local roadway network. The proposed street connections to the project site would meet all applicable County standards to ensure safe driving conditions are provided. The proposed project would result in **no impact** related to roadway and vehicle safety.

Impact 10-6	Would the project result in inadequate emergency access?		
	<i>PCGC Master Plan Update</i>	<i>Health and Human Services Building</i>	<i>Multifamily Residential Project</i>
Level of Significance:	Potentially Significant	Less than Significant	Potentially Significant
Mitigation Measures:	Mitigation Measure 10f	None Required	Mitigation Measure 10f
Significance after Mitigation:	Less than Significant	Less than Significant	Less than Significant

PCGC Master Plan Update

Implementation of the PCGC Master Plan Update would result in new development and redevelopment throughout the PCGC campus. This would include realignment of some roads, such as relocating 1st Street to the east and extending County Center Drive southerly to connect with the current short segment of Rustic Lane, near the center of the site. The proposed street network would provide sufficient emergency access to all portions of the PCGC campus. It also would provide a grid system that allows for use of alternate routes to reach specific destinations, which can help maintain free flowing conditions for traffic internal to the project site.

Traffic signals in proximity to the PCGC campus include emergency vehicle pre-emption, which would ensure that emergency vehicles can move through an intersection as quickly as possible. The California Fire Code requires a minimum of two access points to a project site of this size. The provision of these access points to the project site would satisfy this requirement and ensure that adequate emergency access would be provided. Access would be provided from the main site entrances at the Richardson Drive/Bell Road intersection, the Richardson Drive/Atwood Road intersection, the 1st Street/ Bell Road intersection, the 1st Street/Atwood Road intersection, the 1st Street/C Street/Willow Creek Road roundabout and from the access point to the southwest Mixed Use area Atwood Road. The PCGC campus has seven points of access from three public streets. These access points are sufficient to ensure that emergency vehicles can quickly reach all streets within the PCGC campus.

For emergency medical access to and from Sutter Auburn Faith Hospital (located at 11815 Education Street), access would most likely be provided via the Bell Road/SR 49 intersection. As discussed under Impacts 10-1 and 10-2, the addition of PCGC Master Plan Update-generated traffic would cause unacceptable LOS or substantial increases in delay or congestion that could slow the movement of emergency vehicles through this intersection. However, this LOS determination represents the delays experienced by all lanes (left-turn, through, and right-turn) within the intersection. As the Bell Road/SR 49 intersection has a dedicated right-turn lane onto Bell Road, emergency responders who respond from north of the project site would have lower delays than background traffic on SR 49. Additionally, the Bell Road/SR 49 intersection is equipped with emergency vehicle pre-emption which would allow expedited access through the

intersection; therefore, the increase in delay at this intersection would not impair the movement of emergency vehicles through the area.

Emergency access from the Sheriffs' Department and the Fire Department would be provided onsite and would be accessible from Richardson Drive and 1st Street. The proposed realignment of 1st Street has the potential to impact emergency access as it would result in a new three-leg intersection at 1st Street/Bell Road, which would be approximately 150 feet east of the existing Blue Oaks Drive/Bell Road intersection. As such, northbound left-turns from 1st Street onto Bell Road would be prohibited. Due to the realignment and restriction on northbound left-turns, the existing emergency responders from the Fire Station #180 may no longer be able to turn left onto Bell Road or continue north on Blue Oaks Drive from 1st Street; this would be a potentially significant impact. Mitigation Measure 10f requires the County, along with Placer County Fire, to identify appropriate and effective countermeasures that would maintain adequate response times from Fire Station 180. These measures could include identifying alternate routes for emergency responders, designing improvements at the Bell Road/1st Street intersection to allow left turns by emergency vehicles but preclude this movement by personal vehicles, and/or allow emergency vehicles pre-emption of the future signal at Blue Oaks Drive/Bell Road. With implementation of Mitigation Measure 10f, impacts to emergency vehicle access would be **less than significant**.

Health and Human Services Building

The proposed project would not result in inadequate emergency access. Nearby traffic signals include emergency vehicle pre-emption, which would ensure that emergency vehicles can move through an intersection as quickly as possible. Access would be provided from the main site entrances at the Richardson Drive/C Street intersection and the C Street/1st Street intersection. Emergency access from the Sheriffs' Department and the Fire Department would be provided onsite and would be accessible from Richardson Drive and 1st Street, respectively. As discussed previously, the addition of project-generated traffic would not impair the movement of emergency vehicles through the area.

The proposed Health and Human Services building has two points of access from two public streets. These access points are sufficient to ensure that emergency vehicles can quickly reach all areas of the proposed project. For these reasons, impacts of the Health and Human Services building relative to emergency vehicle access would be **less than significant**.

Multifamily Residential Project

The proposed project would not result in inadequate emergency access. Nearby traffic signals include emergency vehicle pre-emption, which would ensure that emergency vehicles can move through an intersection as quickly as possible. The proposed project has two points of access to 1st

Street. These access points are sufficient to ensure that emergency vehicles can quickly reach all areas of the project site. For emergency medical access to and from Sutter Auburn Faith Hospital (located at 11815 Education Street), access would most likely be provided via the Bell Road/1st Street. As discussed under Impacts 10-1 and 10-2, the addition of project-generated traffic would not cause unacceptable LOS or substantial increases in delay or congestion that could slow the movement of emergency vehicles through the area. Emergency access from the Sheriffs’ Department and the Fire Department would be provided onsite and would be accessible from 1st Street. The proposed realignment of 1st Street has the potential to impact emergency access as it would result in a new three-leg intersection at 1st Street/Bell Road, which would be approximately 150 feet east of the existing Blue Oaks Drive/Bell Road intersection. As such, northbound left-turns from 1st Street onto Bell Road may be prohibited. Due to the realignment and restriction on northbound left-turns, the existing emergency responders from the Atwood Fire Station would no longer be able to turn left onto Bell Road or continue north on Blue Oaks Drive from 1st Street; this would be a potentially significant impact. Mitigation Measure 10f requires the County, along with Placer County Fire, to identify appropriate and effective countermeasures that would maintain adequate response times from Fire Station 180, as discussed in the previous PCGC Master Plan Update section. For these reasons and with the implementation of Mitigation Measure 10f, impacts of the Multifamily Residential project relative to emergency vehicle access would be **less than significant**.

Impact 10-7

	Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycles, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.		
	<i>PCGC Master Plan Update</i>	<i>Health and Human Services Building</i>	<i>Multifamily Residential Project</i>
Level of Significance:	Less than Significant	Less than Significant	Less than Significant
Mitigation Measures:	None Required	None Required	None Required
Significance after Mitigation:	Less than Significant	Less than Significant	Less than Significant

PCGC Master Plan Update

The PCGC Master Plan Update proposes a network of bicycle and pedestrian facilities on the PCGC campus, including Class II bike lanes on most streets and provision of bicycle parking in accordance with the California Building Code standards in effect at the time that each building permit is issued. In addition, a Class III bike route is planned for D Avenue between County Center Drive and 1st Street in the mixed-use area. The proposed bicycle facilities would be connected to existing bicycle facilities along the periphery of the PCGC campus, including Bell Road and Willow Creek Drive, to provide a comprehensive, connected network as shown in Figure 5-2 in Chapter 5, Land Use. Additionally, shared-use bicycle/pedestrian paths would be provided

throughout the PCGC campus: the proposed Community Events Center, Community Green, transit center, and the mixed-use area. These shared paths would also provide pedestrian connections between the various County buildings. Sidewalks would be provided along all streets within the PCGC property, which would connect to existing sidewalks on Bell Road and Willow Creek Drive, as well as crosswalks across Atwood Road. Furthermore, the proposed sidewalks along 1st Street, south of Willow Creek Drive, would provide a connection between the proposed residential uses in the Community District and Auburn Elementary School, south of Atwood Road. As it would be a walking route for potential students, this segment of 1st Street should be in place once the proposed residential development is constructed. In addition, new crosswalks should be provided at the 1st Street/Corral Drive intersection. The existing and proposed bicycle and pedestrian facilities within the project site would allow for movement throughout the PCGC property as well as establish connections to existing and future offsite pedestrian and bicycle facilities. This network would provide a safe and comfortable pedestrian and bicycle route that is consistent with General Plan Policy 3.D.12 and would provide opportunities for future pedestrian and bicycle connections. Thus, the PCGC Master Plan Update would not conflict with adopted policies, plans, or programs regarding bicycles or pedestrian facilities.

The PCGC campus would continue to be served by PCT's Highway 49 route, which includes five existing bus stops within or along the periphery of the campus that provide transit service to the area. Additionally, the PCGC Master Plan Update proposes a new transit center along County Center Drive north of B Avenue; the existing Highway 49 route on 1st Street would be re-routed to County Center Drive. The Highway 49 route would then travel south along County Center Drive and east along D Avenue back to 1st Street. The existing stop at 1st Street/C Avenue would no longer be used; a new bus stop is proposed on 1st Street near Willow Creek Drive adjacent to the mixed use area of the Community District. The sidewalks and shared paths would be connected to the proposed transit center and would provide connections to County buildings and community areas. The PCGC Master Plan Update would be consistent with General Plan policies 3.B.3 and 3.D.12; thus, the PCGC Master Plan Update would not conflict with adopted policies, plans, or programs regarding public transit and the project would have a **less than significant** impact on public transit, bicycles, or pedestrian facilities.

Health and Human Services Building

Bicycle access to the proposed Health and Human Services building site would be provided via existing Class II bike lanes on Richardson Drive. Additionally, the PCGC Master Plan update includes providing Class II bike lanes on the new County Center Drive (formerly Rustic Lane) and on B Avenue between Richardson Drive and County Center Drive. These facilities would also connect to existing bike lanes on Atwood Road and Bell Road. The Health and Human Services building also includes bicycle racks, lockers, bike rooms, and bike cages for bicycle parking and storage as well as lockers and showers. Pedestrians would access the project site from sidewalks

along Richardson Drive, B Avenue, and C Avenue. Additionally, pedestrians would utilize an existing pedestrian trail that connects the Health and Human Services building site to the Community Development Resource Center building. Bicycle parking would be provided in accordance with the current California Building Code standards; and bicycle lockers and showers would be included in the project design consistent with the County's General Plan policies. Transit would be provided via an existing Placer County Transit's Highway 49 route bus stop on the east side of Richardson Drive, north of B Avenue. Therefore, for the reasons listed above, the proposed Health and Human Services building would be consistent with General Plan Policies 3.B.3 and 3.D.12; thus, the proposed project would have a **less than significant** impact on public transit, bicycles, or pedestrian facilities.

Multifamily Residential Project

Bicycle access to the proposed project would be provided along 1st Street. The PCGC Master Plan Update proposes new Class II bike lanes on 1st Street from Atwood Road to Bell Road as a part of the proposed realignment of 1st Street. These bike lanes would connect to existing bike lanes along Bell Road and Willow Creek Drive and provide for future connections to planned bike facilities. The proposed project would also include bicycle parking in accordance with the California Building Code. Pedestrian access to the project site would be provided from 1st Street via new sidewalks. Currently, there are no sidewalks along east side of 1st Street north or south of the proposed project. The proposed project includes the construction of new sidewalks along the east side of 1st Street and would connect to B Avenue and C Avenue via an existing crosswalk, which would provide a connection to existing sidewalks on Bell Road to Willow Creek Drive. Thus, the proposed project would provide a safe and comfortable route for walking consistent with Policy 3.D.12 in the Placer County General Plan. An existing bus stop on the west side of 1st Street north of C Avenue would provide transit access to the project site via the existing crosswalk between B Avenue and C Avenue. This bus stop provides access to Placer County Transit's Highway 49 route. Therefore, for the reasons listed above, the proposed project would be consistent with General Plan Policies 3.B.3 and 3.D.12; thus, the proposed Multifamily Residential project would have a **less than significant** impact on public transit, bicycles, or pedestrian facilities.

Impact 10-8	Would the project result in intersection operations that conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance or the circulation system in a cumulative scenario?		
	<i>PCGC Master Plan Update</i>	<i>Health and Human Services Building</i>	<i>Multifamily Residential Project</i>
Level of Significance:	Potentially Significant	Potentially Significant	Potentially Significant
Mitigation Measures:	Mitigation Measures 10g through 10n	Mitigation Measures 10g, 10i, 10j, 10l, 10n, and 10o	Mitigation Measures 10i, 10n, and 10p
Significance after Mitigation:	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable

No Project Cumulative Conditions

Table 10-11, Figure 10-15a and Figure 10-15b show the average delay and LOS at the study intersections under cumulative no project conditions during the weekday AM and PM peak hours. Most of the study intersections would operate at an acceptable LOS under cumulative no project conditions; the following four intersections are projected to operate at unacceptable LOS:

- SR 49/Bell Road would operate at LOS F in the PM peak hour,
- SR 49/Atwood Road would operate at LOS E in the PM peak hour,
- SR 49/Kemper Road/New Airport Road would operate at LOS E in the PM peak hour,
- Bell Road/Quartz Drive would operate at LOS E in the PM peak hour,
- Bell Road/New Airport Road would operate at LOS E in the PM peak hour, and
- SR 49/Luther Road would operate at LOS F in the PM peak hour.

Table 10-11
Peak Hour Intersection Operations
Cumulative No Project Conditions

Intersection	Traffic Control ¹	Peak Hour	Existing Conditions		Cumulative NP	
			Delay ²	LOS ³	Delay ²	LOS ³
SR 49 / Education St.	Signal	A.M.	9.1	A	34.4	C
		P.M.	9.5	A	24.7	C
Richardson Dr. / Bell Rd.	Signal	A.M.	9.9	A	19.2	B
		P.M.	12.3	B	34.0	C

**Table 10-11
Peak Hour Intersection Operations
Cumulative No Project Conditions**

Intersection	Traffic Control ¹	Peak Hour	Existing Conditions		Cumulative NP	
			Delay ²	LOS ³	Delay ²	LOS ³
County Center Dr. / Bell Rd.	SSSC	A.M.	8.6	A	12.0	B
		P.M.	10.6	B	17.3	C
1st St./Blue Oaks Dr. / Bell Rd.	Signal	A.M.	15.0	B	13.6	B
		P.M.	16.5	C	14.2	B
Professional Dr. / Bell Rd.	Signal	A.M.	9.0	A	9.7	A
		P.M.	9.5	A	10.3	B
SR 49 / Bell Rd.	Signal	A.M.	57.8	E	45.7	D
		P.M.	68.8	E	84.6	F
Richardson Dr. / DeWitt Ave. ⁴	SSSC	A.M.	9.0	A	11.5	B
		P.M.	12.7	B	29.0	D
Richardson Dr. / B Ave.	AWSC	A.M.	8.6	A	10.6	B
		P.M.	9.7	A	16.5	C
1st St. / D Ave./Professional Dr.	SSSC	A.M.	9.9	A	9.9	A
		P.M.	11.4	B	12.6	B
1st St. / F Ave./Willow Creek Dr.	Roundabout	A.M.	3.9	A	4.0	A
		P.M.	4.3	A	4.7	A
SR 49 / Willow Creek Dr.	Signal	A.M.	28.2	C	27.1	C
		P.M.	32.9	C	32.3	C
Richardson Dr. / Atwood Rd.	Signal	A.M.	11.2	B	12.3	B
		P.M.	11.6	B	13.2	B
3rd St. / Atwood Rd.	SSSC	A.M.	9.7	A	11.2	B
		P.M.	11.0	B	13.2	B
Corral Dr./1st St. / Atwood Rd.	Signal	A.M.	9.7	A	12.2	B
		P.M.	10.0	B	11.6	B

**Table 10-11
Peak Hour Intersection Operations
Cumulative No Project Conditions**

Intersection	Traffic Control ¹	Peak Hour	Existing Conditions		Cumulative NP	
			Delay ²	LOS ³	Delay ²	LOS ³
SR 49 / Atwood Rd.	Signal	A.M.	42.2	D	43.6	D
		P.M.	49.2	D	66.9	E
SR 49 / Kemper Rd./New Airport Rd.	Signal	A.M.	54.1	D	51.7	D
		P.M.	81.2	F	56.5	E
Bell Rd./Quartz Dr.	Signal	A.M.	32.8	C	41.0	D
		P.M.	43.6	D	76.0	E
Bell Rd./New Airport Rd.	Signal	A.M.	17.5	B	32.2	C
		P.M.	21.8	C	58.4	E
Bell Rd./Bowman Rd.	Signal	A.M.	15.7	B	23.8	C
		P.M.	21.1	C	42.8	D
Bell Rd./I-80 WB ramps	SSSC/ Signal	A.M.	8.0	A	13.4	B
		P.M.	5.7	A	6.6	A
Bell Rd./I-80 EB ramps	AWSC/ Signal	A.M.	16.5	C	5.2	A
		P.M.	26.6	D	5.7	A
Atwood Rd./Mt. Vernon Rd.	SSSC	A.M.	6.8	A	7.5	A
		P.M.	8.6	A	14.3	A
SR 49/Luther Rd.	Signal	A.M.	81.1	F	102.0	F
		P.M.	55.3	E	79.8	E

Notes:

1. Signal = traffic signal-controlled intersection; AWSC = all-way stop controlled intersection; SSSC = side-street stop controlled intersection
2. Average control delay (rounded to nearest second) for signalized, AWSC, and roundabout intersections is the weighted average for all movements. Average control delay at side-street stop-controlled intersections is calculated as the "overall weighted average delay for movements yielding the right-of-way."
3. LOS = level of service; calculated based on methodologies contained in the *Highway Capacity Manual (HCM) 6th Edition*.

Table 10-11
Peak Hour Intersection Operations
Cumulative No Project Conditions

Intersection	Traffic Control ¹	Peak Hour	Existing Conditions		Cumulative NP	
			Delay ²	LOS ³	Delay ²	LOS ³

4. The DeWitt Avenue approaches to this intersection are driveways. Therefore, they are not subject to the County's LOS standards.

Bold indicates unacceptable operations.

All intersections are analyzed in Synchro 10.

Source: Appendix E

PCGC Master Plan Update

Figures 10-16A and 10-16B show the intersection operations in the Cumulative Plus PCGC Master Plan Update scenario. Table 10-12 presents the average delay and LOS at the study intersections under cumulative plus PCGC Master Plan Update conditions during the weekday AM and PM peak hours.

Table 10-12
Peak Hour Intersection Operations
Cumulative Plus PCGC Master Plan Update

Intersection	Traffic Control ¹	Peak Hour	Cumulative NP		Cumulative + MPU	
			Delay ²	LOS ³	Delay ²	LOS ³
SR 49 / Education St.	Signal	A.M.	34.4	C	38.7	D
		P.M.	24.7	C	29.0	C
Richardson Dr. / Bell Rd.	Signal	A.M.	19.2	B	20.6	C
		P.M.	34.0	C	41.8	D
County Center Dr. / Bell Rd.	SSSC	A.M.	12.0	B	15.2	C
		P.M.	17.3	C	86.9	F
Blue Oaks Dr. / Bell Rd.4	Signal	A.M.	13.6	B	6.5	A
		P.M.	14.2	B	6.7	A
Professional Dr. / Bell Rd.	Signal	A.M.	9.7	A	12.0	B
		P.M.	10.3	B	18.4	B

Table 10-12
Peak Hour Intersection Operations
Cumulative Plus PCGC Master Plan Update

Intersection	Traffic Control ¹	Peak Hour	Cumulative NP		Cumulative + MPU	
			Delay ²	LOS ³	Delay ²	LOS ³
SR 49 / Bell Rd.	Signal	A.M.	45.7	D	53.5	D
		P.M.	84.6	F	97.9	F
Richardson Dr. / DeWitt Ave. ⁵	SSSC	A.M.	11.5	B	13.2	B
		P.M.	29.0	D	53.8	F
Richardson Dr. / B Ave.	Roundabout	A.M.	10.6	B	4.8	A
		P.M.	16.5	C	6.9	A
1st St. / D Ave./Professional Dr.	Roundabout	A.M.	9.9	A	4.7	A
		P.M.	12.6	B	5.6	A
1st St. / Willow Creek Dr. ⁶	Roundabout	A.M.	4.0	A	4.3	A
		P.M.	4.7	A	5.1	A
SR 49 / Willow Creek Dr.	Signal	A.M.	27.1	C	27.7	C
		P.M.	32.3	C	34.4	C
Richardson Dr. / Atwood Rd.	Signal	A.M.	12.3	B	13.4	B
		P.M.	13.2	B	14.9	B
3rd St. / Atwood Rd.	SSSC	A.M.	11.2	B	12.2	B
		P.M.	13.2	B	16.4	C
Corral Dr./1st St. / Atwood Rd.	Signal	A.M.	12.2	B	14.8	B
		P.M.	11.6	B	15.0	B
SR 49 / Atwood Rd.	Signal	A.M.	43.6	D	45.6	D
		P.M.	66.9	E	99.4	F
SR 49 / Kemper Rd./New Airport Rd.	Signal	A.M.	51.7	D	56.9	E
		P.M.	56.5	E	72.1	E
1st St. / Bell Rd. ⁴	SSSC	A.M.			12.4	B
		P.M.			16.5	C
Bell Rd./Quartz Dr.	Signal	A.M.	41.0	D	43.8	D
		P.M.	76.0	E	89.0	F

Table 10-12
Peak Hour Intersection Operations
Cumulative Plus PCGC Master Plan Update

Intersection	Traffic Control ¹	Peak Hour	Cumulative NP		Cumulative + MPU	
			Delay ²	LOS ³	Delay ²	LOS ³
Bell Rd./New Airport Rd.	Signal	A.M.	32.2	C	33.5	C
		P.M.	58.4	E	62.2	E
Bell Rd./Bowman Rd.	Signal	A.M.	23.8	C	25.4	C
		P.M.	42.8	D	50.3	D
Bell Rd./I-80 WB ramps	SSSC	A.M.	13.4	B	20.0	B
		P.M.	6.6	A	7.2	A
Bell Rd./I-80 EB ramps	AWSC	A.M.	5.2	A	5.2	A
		P.M.	5.7	A	5.3	A
Atwood Rd./Mt. Vernon Rd.	SSSC	A.M.	7.5	A	7.7	A
		P.M.	14.3	B	16.0	C
SR 49/Luther Rd.	Signal	A.M.	102.0	F	123.3	F
		P.M.	79.8	E	98.8	F

Notes:

- Signal = traffic signal-controlled intersection; AWSC = all-way stop controlled intersection; SSSC = side-street stop controlled intersection
- Average control delay (rounded to nearest second) for signalized, AWSC, and roundabout intersections is the weighted average for all movements. Average control delay at side-street stop-controlled intersections is calculated as the "overall weighted average delay for movements yielding the right-of-way."
- LOS = level of service; calculated based on methodologies contained in the *Highway Capacity Manual (HCM) 6th Edition*.
- 1st Street is realigned to the east with the proposed PCGC Master Plan Update, resulting in a new intersection approximately 150 feet east of the existing 1st Street/Blue Oaks Drive / Bell Road intersection. Intersection 4 presents the results at the existing Blue Oaks Drive / Bell Road intersection. Intersection 17 presents the results for the new realigned 1st Street / Bell Road intersection.
- The DeWitt Avenue approaches to this intersection are driveways. Therefore, they are not subject to the County's LOS standards. This intersection would not meet the peak hour signal warrant.
- 1st Street / Willow Creek Dr. is a four-leg roundabout under Cumulative No Project Conditions with F Ave. serving as the fourth leg; and a three-leg roundabout with the proposed PCGC Master Plan Update.

Bold indicates unacceptable operations. **Bold and highlighted** indicates significant impacts.

All intersections are analyzed in Synchro 10.

Source: Appendix E

As shown in Table 10-12, under cumulative plus the PCGC Master Plan Update conditions, the following significant impacts would occur:

- Richardson Drive/Bell Road – This intersection would operate acceptably in the AM peak hour with or without the project. In the PM peak hour, the project generated traffic would cause the intersection operations to degrade from LOS C to LOS D, with an increase in delay of 7.8 seconds. This **significant** impact could be mitigated by widening the intersection to provide a northbound right-turn pocket. This would reduce the impact to a less-than-significant level by restoring operations to LOS C in the PM peak hour. Mitigation Measure 10g requires the County Board of Supervisors to consider adding this improvement to the CIP and require the County and each individual applicant for development under the PCGC Master Plan Update to contribute a fair share of funding to this improvement. However, it cannot be guaranteed that the Board of Supervisors will amend the CIP, thus this impact is considered **significant and unavoidable**.
- County Center Drive/Bell Road – Project-generated traffic would cause the LOS in the PM peak hour to drop from LOS C to LOS F, with an increase in delay of 69.6 seconds. This intersection would also meet the peak hour signal warrant. This is considered a **significant** impact. The impact to County Center Drive/Bell Road could be reduced through the implementation of Mitigation Measure 10h which requires the County to either widen the intersection to provide a separate northbound left-turn lane and right-turn lane and to modify Bell Road to provide a westbound receiving lane in the center two-way, left-turn lane for the northbound left-turn movements, or to prohibit northbound left-turn movements at this intersection.

The first option would allow northbound right-turning traffic to exit the PCGC property by providing separate right-turn and left-turn lanes. Left-turning traffic would experience greater delays than right-turning traffic. The westbound receiving lane would also facilitate northbound left-turning traffic by allowing vehicles to conduct a “two-stage gap-acceptance” maneuver. These changes would improve operations to LOS B during the PM peak hour and reduce the impact to a **less-than-significant** level. It would also improve operations to LOS B during the AM peak hour.

The second option would eliminate the northbound left-turn from this intersection, which would greatly reduce the average delay experienced at the intersection and reduce the impact to a **less-than-significant** level. These trips would re-route to alternative access points where left-turns are possible, such as Richardson Drive at Bell Road, or turn right onto Bell Road and make a U-turn at a downstream intersection. While this would marginally increase the delay at these adjacent intersections, the effect of this re-routing of trips would not cause a significant secondary effect (Appendix E).

- SR 49/Bell Road – this intersection would operate at LOS D in the AM peak hour and LOS F in the PM peak hour in both no project and plus project conditions. Project-generated traffic would cause the PM peak hour delay to increase by 13.3 seconds. This **significant** impact could be mitigated by widening the intersection to provide a third southbound through lane, a third southbound receiving lane and a northbound right-turn lane. This improvement is included in the Auburn/Bowman Benefit District. Mitigation Measure 10i requires the County and all applicants for individual development projects within the PCGC Master Plan Update to pay a fair share contribution to this improvement. This widening would improve operations at this intersection to LOS E in the PM peak hour, which is better than the LOS projected for the cumulative no project conditions. It would also reduce delay to 50 seconds in the AM peak hour. Even though the improvement is under the jurisdiction of Caltrans, it is reasonable to assume that it will be implemented because it is included in the Auburn/Bowman Benefit District. With implementation of Mitigation measure 10i, the project’s contribution to the cumulative impact at SR 49/Bell Road would be less than significant. With the improved LOS, this impact would be reduced to a **less-than-significant** level.

- SR 49/Atwood Road – this intersection would operate at LOS E in the PM peak hour under no-project conditions and LOS F in the PM peak hour under plus project conditions. Project-generated traffic would cause the p.m.PM peak hour delay to increase by 32.5 seconds. This **significant** impact could be reduced to a less than significant level with widening of SR 49 and Atwood Road in order to provide a second northbound left-turn lane and a second westbound receiving lane. Caltrans identified the potential need for the second northbound left-turn lane in its comment letter on the Notice of Preparation (NOP). Adding this lane and a second westbound receiving lane would restore operations to LOS E during the PM peak hour and would reduce delay to 35 seconds during the AM peak hour. However, Caltrans acknowledged several constraints for this improvement, including:
 - Widening SR 49 to provide the additional turn lane would be difficult and costly;
 - There are existing safety and operational concerns at the Atwood Road/Drive-In Way intersection, which is very close to the SR 49/Atwood Road intersection. Providing two westbound lane through this intersection might exacerbate the condition; and
 - Atwood Road has only one westbound lane west of Drive-In Way, and widening would be costly and disruptive to existing development.

Since these improvements are not included any known fee program, there is no assurance that funds necessary for construction will be collected. This combined with the constraints identified by Caltrans would make this improvement infeasible. No other feasible mitigation measures or improvements would mitigate the significant cumulative traffic impact at this intersection. Mitigation Measure 10j requires the County to incorporate Transportation Demand Management (TDM) strategies within the PCGC Master Plan Update, consistent with the Placer County Trip Reduction Program. TDM strategies are intended to improve travel options and reduce vehicle travel and can include alternative work schedules and telecommuting, vanpool/shuttle, ride share programs, and bike share programs. Effectiveness of TDM measures at reducing VMT depends on many factors like whether strategies are required or voluntary and the availability and cost of parking. Due to the variability in the effectiveness of TDM measures and the extent of the delay at this intersection, it is not expected that TDM measures would be sufficient to reduce this impact to a less-than-significant level. Thus the impact at this intersection is considered **significant and unavoidable**.

- SR 49/Kemper Road/New Airport Road – the AM peak hour LOS would decrease from an acceptable LOS D to an unacceptable LOS E and delay would increase by 5.2 seconds. The PM peak hour LOS would remain at an unacceptable LOS E and delay would increase by 15.6 seconds. This **significant** impact could be mitigated by widening the intersection to provide a northbound right-turn pocket and an eastbound left-turn lane, which would improve operations to LOS D in both the AM and PM peak hours. However, implementing the eastbound left-turn lane may not be feasible given the tight angle of the intersection, space necessary to accommodate the northbound left-turning vehicles, and the steep grade of Kemper Road as it approaches SR 49. Providing only the northbound right-turn pocket would restore operations in the AM peak hour to LOS D and reduce delay in the PM peak hour, but a significant impact would remain because the project would still result in 6 seconds of additional delay in the PM peak hour. Mitigation Measure 10k requires that the County Board of Supervisors consider adding these improvements to the Auburn/Bowman Benefit District within the County’s CIP. However, it is uncertain if the Board of Supervisors would amend the CIP, and it is possible that sufficient funding to construct these improvements may not be collected. Further, construction would require action by Caltrans, which Placer County cannot guarantee. Finally, the full improvement may not be feasible to construct and the partial improvement would not fully mitigate this impact. Thus, this impact is considered **significant and unavoidable**.
- Bell Road/Quartz Drive – This intersection would operate at acceptable LOS D in the AM peak hour in both no project and plus project conditions. The project-generated traffic would cause the intersection LOS to decrease in the PM peak hour from LOS E to LOS F, with a 13-second increase in delay. This impact could be reduced with optimization of the

signal timing to provide additional green time to the eastbound through, westbound through, and southbound movements, as required by Mitigation Measure 10l. This would improve operations to LOS D during the PM peak hour and reduce the impact to a **less-than-significant** level. This intersection is within Placer County's jurisdiction and therefore the County can control the signal timing in coordination with Caltrans.

- Bell Road/New Airport Drive – under both the cumulative no project and cumulative plus project scenarios, this intersection would operate at LOS C in the AM peak hour and LOS E in the PM peak hour. The addition of project-generated traffic would increase delay by 3.8 seconds in the PM peak hour. This **significant** impact could be reduced with implementation of Mitigation Measure 10m, which requires the developers of individual projects (including County-sponsored projects) within the PCGC Master Plan Update to contribute a fair share of funding to reconfigure the southbound approach to this intersection to provide one left-turn lane and one shared through/right-turn lane, and to optimize the signal timing to efficiently allocated green time amount different movements. This would reduce the delay at the intersection to the cumulative no project conditions. This improvement is included in the Auburn/Bowman Benefit District and payment of the applicable development impact fees would constitute sufficient mitigation for an individual project's contribution to this cumulative impact, thus the contribution of the PCGC Master Plan Update to this impact would be **less than significant**.
- SR 49/Luther Road - this intersection would operate at LOS F under no project and plus project conditions for both the AM and PM peak hours. The addition of project-generated traffic would increase delay by 21.3 seconds in the AM peak hour and 19 seconds in the PM peak hour. This **significant** impact could be reduced with optimization of the signal timing to provide additional green time to the northbound and southbound through, southbound left-turn, and westbound right-turn movements. This would improve operations to LOS C during the AM peak hour and LOS D during the PM peak hour. Mitigation Measure 10n requires the County to coordinate with Caltrans regarding this signal optimization. However, this intersection is not within Placer County's jurisdiction and signal optimization would require action by Caltrans, which the County cannot guarantee. Therefore this impact is considered **significant and unavoidable**.

The project would also degrade operations from LOS D to LOS F at the Richardson Drive/DeWitt Avenue intersection. However, this location is a driveway providing access from Richardson Drive to the parking lot for the Community Development Resource Center and thus is not subject to the County's LOS policy. Further, traffic volumes at this location would not meet the peak hour signal warrant under cumulative plus PCGC Master Plan Update conditions.

Health and Human Services Building

Figure 10-17 shows the intersection operations in the Cumulative Plus Health and Human Services Building scenario and Table 10-13 presents the average peak hour delay and LOS at the study intersections in this scenario. Table 10-13 includes all 16 of the intersections evaluated in the Transportation Impact Study and three additional intersections for which a significant impact under the cumulative plus PCGC Master Plan Update was identified in the Transportation Impact Study for Additional Study Intersections (Appendix E).

Table 10-13
Peak Hour Intersection Operations
Cumulative Plus Health and Human Services Building Conditions

Intersection	Traffic Control ¹	Peak Hour	Cumulative NP		Cumulative + HHS	
			Delay ²	LOS ³	Delay ²	LOS ³
SR 49 / Education St.	Signal	A.M.	34.4	C	37.7	D
		P.M.	24.7	C	25.1	C
Richardson Dr. / Bell Rd.	Signal	A.M.	19.2	B	22.2	C
		P.M.	34	C	39.8	D
County Center Dr. / Bell Rd.	SSSC	A.M.	12.0	B	12.5	B
		P.M.	17.3	C	18.2	C
1st St./Blue Oaks Dr. / Bell Rd.	Signal	A.M.	13.6	B	14.2	B
		P.M.	14.2	B	14.4	B
Professional Dr. / Bell Rd.	Signal	A.M.	9.7	A	9.8	A
		P.M.	10.3	B	10.4	B
SR 49 / Bell Rd.	Signal	A.M.	45.7	D	48.1	D
		P.M.	84.6	F	86.3	F
Richardson Dr. / DeWitt Ave. ⁴	SSSC	A.M.	11.5	B	12.8	B
		P.M.	29.0	D	38.9	E
Richardson Dr. / B Ave.	AWSC	A.M.	10.6	B	11.0	B
		P.M.	16.5	C	19.0	C
1st St. / D Ave./Professional Dr.	SSSC	A.M.	9.9	A	10.1	B
		P.M.	12.6	B	13.3	B
1st St. / F Ave./Willow Creek Dr.	Roundabout	A.M.	4.0	A	4.1	A
		P.M.	4.7	A	4.7	A
SR 49 / Willow Creek Dr.	Signal	A.M.	27.1	C	27.2	C
		P.M.	32.3	C	32.3	C

Table 10-13
Peak Hour Intersection Operations
Cumulative Plus Health and Human Services Building Conditions

Intersection	Traffic Control ¹	Peak Hour	Cumulative NP		Cumulative + HHS	
			Delay ²	LOS ³	Delay ²	LOS ³
Richardson Dr. / Atwood Rd.	Signal	A.M.	12.3	B	12.7	B
		P.M.	13.2	B	14.3	B
3rd St. / Atwood Rd.	SSSC	A.M.	11.2	B	12.1	B
		P.M.	13.2	B	14.0	B
Corral Dr./1st St. / Atwood Rd.	Signal	A.M.	12.2	B	12.4	B
		P.M.	11.6	B	11.8	B
SR 49 / Atwood Rd.	Signal	A.M.	43.6	D	43.0	D
		P.M.	66.9	E	72.9	E
SR 49 / Kemper Rd./New Airport Rd.	Signal	A.M.	51.7	D	53.5	D
		P.M.	56.5	E	59.4	E
Bell Rd. / Quartz Dr.	Signal	A.M.	41.0	D	41.3	D
		P.M.	76.0	E	81.6	F
Bell Rd. / New Airport Rd.	Signal	A.M.	32.2	C	33.5	C
		P.M.	58.4	E	59.3	E
SR 49 / Luther Rd.	Signal	A.M.	102.0	F	115.8	F
		P.M.	79.8	F	80.9	F

Notes:

1. Signal = traffic signal-controlled intersection; AWSC = all-way stop controlled intersection; SSSC = side-street stop controlled intersection
2. Average control delay (rounded to nearest second) for signalized, AWSC, and roundabout intersections is the weighted average for all movements. Average control delay at side-street stop-controlled intersections is calculated as the "overall weighted average delay for movements yielding the right-of-way."
3. LOS = level of service; calculated based on methodologies contained in the *Highway Capacity Manual (HCM) 6th Edition*.
4. The DeWitt Avenue approaches to this intersection are driveways. Therefore, they are not subject to the County's LOS standards. This intersection would not meet the peak hour signal warrant.

Bold indicates unacceptable operations. **Bold and highlighted** indicates significant impacts.

All intersections are analyzed in Synchro 10.

Source: Appendix E

As shown in Table 10-13, the Health and Human Services building would result in the following significant impacts in the cumulative plus project conditions:

- Richardson Drive/Bell Road – The Health and Human Services building would increase delay in the PM peak hour by 5.8 seconds. This **significant** impact could be reduced with implementation of Mitigation Measure 10g which requires the County Board of Supervisors to consider amending the CIP to add funding for widening this intersection to provide a northbound right-turn pocket to the Auburn/Bowman Benefit District and require the County and applicants for private development within the PCGC Master Plan Update to pay a fair share of funding towards this improvement. This would reduce the impact to a less-than-significant level by restoring operations to LOS C in the PM peak hour. However, because it is uncertain that the Board of Supervisors would amend the CIP, this impact is considered **significant and unavoidable**.
- SR 49/Bell Road – The project would increase delay in the PM peak hour by 1.7 seconds. This **significant** impact could be reduced by widening the intersection to provide a third southbound through lane, a third southbound receiving lane and a northbound right-turn lane. This improvement is included in the Auburn/Bowman Benefit District. Mitigation Measure 10i requires the County to pay a fair share contribution to this improvement prior to construction of the Health and Human Services building. As discussed previously, this widening would improve operations at this intersection compared to the projected cumulative no project conditions. Even though the improvement is under the jurisdiction of Caltrans, it is reasonable to assume that it will be implemented because it is included in the Auburn/Bowman Benefit District. With implementation of Mitigation measure 10i, the contribution of the Health and Human Services building to the cumulative impact at SR 49/Bell Road would be **less than significant**.
- SR 49/Atwood Road – The project would increase delay by 6 seconds in the PM peak hour. This **significant** impact could be reduced with widening of SR 49 and Atwood Road in order to provide a second northbound left-turn lane and a second westbound receiving lane. However, as discussed previously, Caltrans has identified several constraints that make this widening infeasible. Mitigation Measure 10j requires the County to incorporate TDM strategies within the PCGC Master Plan Update to improve travel options and reduce vehicle travel. However, due to the variability in the effectiveness of TDM measures and the extent of the delay at this intersection, it is not expected that TDM measures would be sufficient to reduce this impact to a less-than-significant level. Thus the Health and Human Services building would have a cumulatively considerable contribution to this impact that would remain **significant and unavoidable**.
- SR 49/Kemper Road/New Airport Road – The Health and Human Services building would add 2.9 seconds of delay in the PM peak hour. This **significant** impact could be reduced by optimizing the signal operations to provide additional green time to the northbound left-turn and southbound through movements. Mitigation Measure 10o requires the County to

coordinate with Caltrans regarding this optimization. However, as discussed previously, implementing the signal optimization would require action by Caltrans, which Placer County cannot guarantee. Thus the project would have a cumulatively considerable contribution to this impact that would remain **significant and unavoidable**.

- Bell Road/Quartz Drive – The Health and Human Services building would increase delay in the PM peak hour by 5.6 seconds and degrade operations to LOS F. This **significant** impact could be reduced with optimization of the signal timing to provide additional green time to the eastbound through, westbound through, and southbound movements, as required by Mitigation Measure 10l. This would improve operations to LOS D during the PM peak hour and reduce the impact to a **less-than-significant** level. This intersection is within Placer County’s jurisdiction and therefore the County can control the signal timing in coordination with Caltrans.
- SR 49/Luther Road – The Health and Human Services building would increase delay by 13.8 seconds during the AM peak hour and by 1.1 seconds during the PM peak hour, which would degrade operations to LOS F. This **significant** impact could be reduced with optimization of the signal timing to provide additional green time to the northbound and southbound through, southbound left-turn, and westbound right-turn movements. This would improve operations to LOS C during the AM peak hour and LOS D during the PM peak hour. Mitigation Measure 10n requires the County to coordinate with Caltrans regarding this signal optimization. However, this intersection is not within Placer County’s jurisdiction and signal optimization would require action by Caltrans, which the County cannot guarantee. Thus the project would have a cumulatively considerable contribution to this impact that would remain **significant and unavoidable**.

The Health and Human Services building would increase delay by almost 10 seconds at the Richardson Drive/DeWitt Avenue intersection but this location would not meet the peak hour signal warrant due to low volumes. The DeWitt Avenue approaches to this intersection are driveways and thus are not subject to the County’s LOS and delay criteria.

Multifamily Residential Project

Figure 10-18A, Figure 10-18B, and Table 10-14 identify the average delay and LOS at the study intersections under cumulative plus Multifamily Residential Project during the weekday AM and PM peak hours. Table 10-14 includes all 16 of the intersections evaluated in the Transportation Impact Study and three additional intersections for which a significant impact under the cumulative plus PCGC Master Plan Update was identified in the Transportation Impact Study for Additional Study Intersections (Appendix E).

Table 10-14
Peak Hour Intersection Operations
Cumulative Plus Multifamily Residential Project Conditions

Intersection	Traffic Control ¹	Peak Hour	Cumulative NP		Cumulative + MFR	
			Delay ²	LOS ³	Delay ²	LOS ³
SR 49 / Education St.	Signal	A.M.	34.4	C	33.4	C
		P.M.	24.7	C	25.0	C
Richardson Dr. / Bell Rd.	Signal	A.M.	19.2	B	20.4	B
		P.M.	34	C	34	C
County Center Dr. / Bell Rd.	SSSC	A.M.	12.0	B	14.6	B
		P.M.	17.3	C	27.8	D
Blue Oaks Dr. / Bell Rd. ⁴	Signal	A.M.	13.6	B	6.0	A
		P.M.	14.2	B	6.5	A
Professional Dr. / Bell Rd.	Signal	A.M.	9.7	A	9.9	A
		P.M.	10.3	B	13.8	B
SR 49 / Bell Rd.	Signal	A.M.	45.7	D	47.0	D
		P.M.	84.6	F	87.0	F
Richardson Dr. / DeWitt Ave. ⁵	SSSC	A.M.	11.5	B	11.5	B
		P.M.	29.0	D	29.0	D
Richardson Dr. / B Ave.	AWSC	A.M.	10.6	B	10.6	B
		P.M.	16.5	C	16.5	C
1st St. / D Ave./Professional Dr.	SSSC	A.M.	9.9	A	10.1	B
		P.M.	12.6	B	13.2	B
1st St. / F Ave./Willow Creek Dr.	Roundabout	A.M.	4.0	A	4.0	A
		P.M.	4.7	A	4.8	A
SR 49 / Willow Creek Dr.	Signal	A.M.	27.1	C	27.0	C
		P.M.	32.3	C	32.5	C
Richardson Dr. / Atwood Rd.	Signal	A.M.	12.3	B	12.4	B
		P.M.	13.2	B	13.2	B
3rd St. / Atwood Rd.	SSSC	A.M.	11.2	B	11.2	B
		P.M.	13.2	B	13.2	B
Corral Dr./1st St. / Atwood Rd.	Signal	A.M.	12.2	B	12.3	B
		P.M.	11.6	B	11.6	B
SR 49 / Atwood Rd.	Signal	A.M.	43.6	D	43.5	D
		P.M.	66.9	E	68.0	E

Table 10-14
Peak Hour Intersection Operations
Cumulative Plus Multifamily Residential Project Conditions

Intersection	Traffic Control ¹	Peak Hour	Cumulative NP		Cumulative + MFR	
			Delay ²	LOS ³	Delay ²	LOS ³
SR 49 / Kemper Rd./New Airport Rd.	Signal	A.M.	51.7	D	51.5	D
		P.M.	56.5	E	57.0	E
1st St. / Bell Rd. ⁴	SSSC	A.M.			12.7	B
		P.M.			14.7	B
Bell Rd. / Quartz Dr.	Signal	A.M.	41.0	D	41.4	D
		P.M.	76.0	E	78.9	E
Bell Rd. / New Airport Rd.	Signal	A.M.	32.2	C	32.2	C
		P.M.	58.4	E	58.6	E
SR 49 / Luther Rd.	Signal	A.M.	102.0	F	102.1	F
		P.M.	79.8	E	81.9	F

Notes:

- Signal = traffic signal-controlled intersection; AWSC = all-way stop controlled intersection; SSSC = side-street stop controlled intersection
- Average control delay (rounded to nearest second) for signalized, AWSC, and roundabout intersections is the weighted average for all movements. Average control delay at side-street stop-controlled intersections is calculated as the "overall weighted average delay for movements yielding the right-of-way."
- LOS = level of service; calculated based on methodologies contained in the *Highway Capacity Manual (HCM) 6th Edition*.
- 1st Street is realigned to the east under existing plus multifamily residential project conditions, resulting in a new intersection approximately 150 feet east of the existing 1st Street/Blue Oaks Drive / Bell Road intersection. Intersection 4 presents the results at the existing Blue Oaks Drive / Bell Road intersection. Intersection 17 presents the results for the new realigned 1st Street / Bell Road intersection.
- The DeWitt Avenue approaches to this intersection are driveways. Therefore, they are not subject to the County's LOS standards. This intersection would not meet the peak hour signal warrant

Bold indicates unacceptable operations. **Bold and highlighted** indicates significant impacts.

All intersections are analyzed in Synchro 10.

Source: Appendix E

As shown in Table 10-14, the Multifamily Residential project would result in the following significant impacts in the cumulative scenario:

- SR 49/Bell Road – The project would increase delay in the PM peak hour by 2.4 seconds. This **significant** impact could be reduced by widening the intersection to provide a third southbound through lane, a third southbound receiving lane and a northbound right-turn lane. This improvement is included in the Auburn/Bowman Benefit District. Mitigation

Measure 10i requires the Multifamily Residential project applicant to pay a fair share contribution to this improvement prior to construction. As discussed previously, this widening would improve operations at this intersection compared to the projected cumulative no project conditions. Even though the improvement is under the jurisdiction of Caltrans, it is reasonable to assume that it will be implemented because it is included in the Auburn/Bowman Benefit District. With implementation of Mitigation measure 10i, the contribution of the Multifamily Residential project to the cumulative impact at SR 49/Bell Road would be **less than significant**.

- SR 49/Atwood Road – The project would increase delay by 1.1 seconds in the PM peak hour. This **significant** impact could be reduced with optimization of the signal timing to provide additional green time to the northbound through movement. This modification to the signal timing would restore delay to cumulative no project conditions. Mitigation Measure 10p requires the County to coordinate with Caltrans regarding this optimization. However, as discussed previously, this would require action by Caltrans, which Placer County cannot guarantee. In addition, Mitigation Measure 10k requires Placer County to implement TDM strategies as part of the PCGC Master Plan Update. This would provide some reduction in delay at this location but the impact is expected to remain significant. Thus the Multifamily Residential project would have a cumulatively considerable contribution to this impact that would remain **significant and unavoidable**.
- SR 49/Luther Road – The project would increase delay by 2.1 seconds during the PM peak hour, which would degrade operations to LOS F. This **significant** impact could be reduced with optimization of the signal timing to provide additional green time to the northbound and southbound through, southbound left-turn, and westbound right-turn movements. This would improve operations to LOS C during the AM peak hour and LOS D during the PM peak hour. Mitigation Measure 10n requires the County to coordinate with Caltrans regarding this signal optimization. However, this intersection is not within Placer County's jurisdiction and signal optimization would require action by Caltrans, which the County cannot guarantee. Thus the Multifamily Residential project would have a cumulatively considerable contribution to this impact that would remain **significant and unavoidable**.

Impact 10-9	Would the project result in roadway segment operations that conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system in a cumulative scenario?		
	<i>PCGC Master Plan Update</i>	<i>Health and Human Services Building</i>	<i>Multifamily Residential Project</i>
Level of Significance:	Potentially Significant	Less than Significant	Less than Significant
Mitigation Measures:	Mitigation Measure 10j	None Required	None Required
Significance after Mitigation:	Significant and Unavoidable	Less than Significant	Less than Significant

No Project Cumulative Conditions

Table 10-15 presents the forecasts for the seven study roadway segments under cumulative no project conditions, along with the roadway classification and resulting volume-to-capacity ratio and LOS. Existing conditions volumes and corresponding LOS results are also shown for reference. All Placer County road segments would operate at an acceptable LOS C or better. All Caltrans segments would operate at an acceptable LOS D or better. The segment of SR 49 north of Bell Road improves from LOS E under existing conditions to LOS C under cumulative no project conditions due to the planned widening northbound SR 49 to three lanes, creating a five-lane arterial along this segment.

Table 10-15
Roadway Segment Operations - Cumulative No Project

Segment	Cumulative Scenario Classification ¹	Existing Conditions			Cumulative No Project		
		ADT ²	V/C ³	LOS	ADT ²	V/C ³	LOS
Atwood Road: west of SR 49	2-lane Arterial	9,750	0.54	A	11,900	0.66	B
Bell Road: west of SR 49	4-lane Arterial	15,300	0.42	A	19,400	0.54	A
SR 49: Luther Rd. to New Airport Rd.	6-lane Arterial	42,000	0.78	C	47,700	0.88	D
SR 49: New Airport Rd. to Atwood Rd.	6-lane Arterial	40,000	0.74	C	45,200	0.84	D
SR 49: Atwood Rd. to Willow Creek Dr.	6-lane Arterial	40,500	0.75	C	45,100	0.84	D
SR 49: Willow Creek Dr. to Bell Rd.	6-lane Arterial	37,700	0.70	B	44,900	0.83	D
SR 49: north of Bell Rd.	5-lane Arterial	34,700	0.96	E	35,000	0.78	C

Notes:

1. All study roadway segments are moderate access controlled arterials, based on the definition contained in the *Placer County Countywide General Plan EIR*. Classification reflects cumulative no project conditions. SR 49: north of Bell Road is a 4-lane arterial under existing conditions.

2. ADT = average daily traffic volume; ADT values are rounded to the nearest 100 vehicles.

3. V/C = volume-to-capacity ratio

Bold text indicates unacceptable operations.

Source: Appendix E

PCGC Master Plan Update

Table 10-16 shows the Transportation Impact Study forecasts for the seven study roadway segments under cumulative plus Master Plan Update conditions, along with the roadway classification and resulting volume-to-capacity ratio and LOS.

Table 10-16
Roadway Segment Operations - Cumulative Plus Master Plan Update

Segment	Classification ¹	Cumulative No Project			Cumulative + MPU		
		ADT ²	V/C ³	LOS	ADT ²	V/C ³	LOS
Atwood Road: west of SR 49	2-lane Arterial	11,900	0.66	B	14,300	0.79	C
Bell Road: west of SR 49	4-lane Arterial	19,400	0.54	A	23,600	0.66	B
SR 49: Luther Rd. to New Airport Rd.	6-lane Arterial	47,700	0.88	D	52,700	0.98	E
SR 49: New Airport Rd. to Atwood Rd.	6-lane Arterial	45,200	0.84	D	50,200	0.93	E
SR 49: Atwood Rd. to Willow Creek Dr.	6-lane Arterial	45,100	0.84	D	47,400	0.88	D
SR 49: Willow Creek Dr. to Bell Rd.	6-lane Arterial	44,900	0.83	D	46,600	0.86	D
SR 49: north of Bell Rd.	5-lane Arterial	35,000	0.78	C	37,100	0.82	D

Notes:

1. All study roadway segments are moderate access controlled arterials, based on the definition contained in the *Placer County Countywide General Plan EIR*.
2. ADT = average daily traffic volume; ADT values are rounded to the nearest 100 vehicles.
3. V/C = volume-to-capacity ratio

Bold text indicates unacceptable operations. **Bold and highlighted** text indicates significant impacts.

Source: Appendix E

As shown in Table 10-16, the Placer County roadway segments would continue to operate at an acceptable LOS C or better. Caltrans segments would continue to operate at an acceptable LOS D or better, with the exception of SR 49 from Luther Road to Atwood Road. This segment would operate at LOS E, which is considered a significant impact under Caltrans significance criteria. SR 49 is between Luther Road and Atwood Road are currently at the maximum of six lanes; neither Caltrans nor Placer County currently plan to widen SR 49. To reduce the project's contribution to traffic volumes on this segment, Mitigation Measure 10j requires the County to implement Transportation Demand Management (TDM) strategies throughout the PCGC property, consistent with the County's Trip Reduction Program. These include encouraging alternative work schedules, telecommuting, vanpool/shuttle programs, ride-share programs, and bike-share programs. The effectiveness of TDM strategies depends on many factors, like whether the programs are required or voluntary and the availability and cost of parking. SR 49 is already constructed to its maximum cross-section of 6 lanes between Luther Road and Atwood Road and there are no plans to widen it beyond 6 lanes. While implementation of Mitigation Measure 10j would reduce the project's contribution to the cumulative traffic volumes and associated LOS, it

would not be feasible to avoid adverse effects on LOS and the Master Plan Update would have a **significant and unavoidable** contribution to this cumulative impact.

Health and Human Services Building

Table 10-17 shows the Transportation Impact Study for the seven study roadway segments under cumulative plus Health and Human Services conditions, along with the roadway classification and resulting volume-to-capacity ratio and LOS.

Table 10-17
Roadway Segment Operations
Cumulative Plus Health and Human Services Building

Segment	Classification ¹	Cumulative No Project			Cumulative + HHS		
		ADT ²	V/C ³	LOS	ADT ²	V/C ³	LOS
Atwood Road: west of SR 49	2-lane Arterial	11,900	0.66	B	12,400	0.69	B
Bell Road: west of SR 49	4-lane Arterial	19,400	0.54	A	20,300	0.56	A
SR 49: Luther Rd. to New Airport Rd.	6-lane Arterial	47,700	0.88	D	48,500	0.90	D
SR 49: New Airport Rd. to Atwood Rd.	6-lane Arterial	45,200	0.84	D	46,000	0.85	D
SR 49: Atwood Rd. to Willow Creek Dr.	6-lane Arterial	45,100	0.84	D	45,400	0.84	D
SR 49: Willow Creek Dr. to Bell Rd.	6-lane Arterial	44,900	0.83	D	44,900	0.83	D
SR 49: north of Bell Rd.	5-lane Arterial	35,000	0.78	C	35,500	0.79	C

Notes:

1. All study roadway segments are moderate access controlled arterials, based on the definition contained in the *Placer County Countywide General Plan EIR*.
2. ADT = average daily traffic volume; ADT values are rounded to the nearest 100 vehicles.
3. V/C = volume-to-capacity ratio

Bold text indicates unacceptable operations.

Source: Appendix E.

As shown in Table 10-17, all study roadway segments would continue to operate at an acceptable LOS. Placer County segments would operate at an acceptable C or better and Caltrans segments would operate an acceptable LOS D or better. Therefore, the Health and Human Services building would have a **less than significant** contribution to the cumulative impact.

Multifamily Residential Project

Table 10-18 shows the Transportation Impact Study forecasts for the seven study roadway segments under cumulative plus Multifamily Residential Project conditions, along with the roadway classification and resulting volume-to-capacity ratio and LOS.

Table 10-18
Roadway Segment Operations
Cumulative Plus Multifamily Residential Project

Segment	Classification ¹	Cumulative No Project			Cumulative + MFR		
		ADT ²	V/C ³	LOS	ADT ²	V/C ³	LOS
Atwood Road: west of SR 49	2-lane Arterial	11,900	0.66	B	12,000	0.67	B
Bell Road: west of SR 49	4-lane Arterial	19,400	0.54	A	19,800	0.55	A
SR 49: Luther Rd. to New Airport Rd.	6-lane Arterial	47,700	0.88	D	48,000	0.89	D
SR 49: New Airport Rd. to Atwood Rd.	6-lane Arterial	45,200	0.84	D	45,500	0.84	D
SR 49: Atwood Rd. to Willow Creek Dr.	6-lane Arterial	45,100	0.84	D	45,400	0.84	D
SR 49: Willow Creek Dr. to Bell Rd.	6-lane Arterial	44,900	0.83	D	45,000	0.83	D
SR 49: north of Bell Rd.	5-lane Arterial	35,000	0.78	C	35,200	0.78	C

Notes:

1. All study roadway segments are moderate access controlled arterials, based on the definition contained in the *Placer County Countywide General Plan EIR*.
2. ADT = average daily traffic volume; ADT values are rounded to the nearest 100 vehicles.
3. V/C = volume-to-capacity ratio

Bold text indicates unacceptable operations.

Source: Appendix E

As shown in Table 10-18, all study roadway segments would continue to operate at an acceptable LOS. Placer County segments would operate at an acceptable C or better and Caltrans segments would operate an acceptable LOS D or better. Therefore, the Multifamily Residential project would have a **less than significant** contribution to the cumulative impact.

10.4 MITIGATION MEASURES

Mitigation Measure 10a Prior to issuance of building permits for the Health and Human Services building, Placer County shall work with Caltrans to optimize the signal timings at the SR 49/Bell Road intersection to provide additional green time to the northbound and southbound through, southbound left-turn, and westbound through movements sufficient to improve operations to LOS D during the AM peak hour.

Mitigation Measure 10b Prior to issuance of the first building permits for implementation of the PCGC Master Plan Update, Placer County shall work with Caltrans to optimize the signal timings at the SR 49/Kemper Road/New Airport Road intersection to provide additional green time to the northbound and southbound through movements sufficient to improve operations to LOS D.

Mitigation Measure 10c Prior to issuance of building permits for the Health and Human Services building, Placer County shall work with Caltrans to optimize the signal

timings at the SR 49/Luther Road intersection to provide additional green time to the northbound and southbound through movements sufficient to improve operations to LOS C during the AM and PM peak hours.

Mitigation Measure 10d Prior to the approval of Improvement Plans for any individual project undertaken in implementation of the PCGC Master Plan Update, Placer County shall either require the project proponent (including the County for a County-sponsored project) to construct a third northbound lane on SR 49 from Bell Road to north of Education Street or to post a security for the improvements if at the time of Improvement Plan approval, the Auburn Creekside Center project is determined to be active and progressing with their frontage improvements. If the County requires a project proponent for development within the PCGC Master Plan Update area to ultimately construct this improvement, the County should consider incorporation of this funding into the traffic mitigation fee program; allowing for fee credits associate with the applicable countywide traffic impact fees, as applicable.

Mitigation Measure 10e Prior to the approval of Improvement Plans or issuance of any grading or building permits, whichever comes first, the project applicant for each future construction project undertaken in implementation of the PCGC Master Plan Update shall prepare a Construction Traffic Management Plan (TMP) to the satisfaction of the Placer County Department of Public Works and Facilities and CDRA Engineering and Surveying Division.

The Construction TMP shall include, but not be limited to, items such as:

- approved truck circulation routes/patterns;
- monitoring for roadbed damage and timing for completing repairs;
- preservation of safe and convenient passage for bicyclists and pedestrians through/around construction areas;
- methods for partial (i.e., single lane)/complete street closures (e.g., timing, signage, location and duration restrictions), if necessary;
- identification of detour routes for roadways subject to partial/complete street closures
- criteria for use of flaggers and other traffic controls;

- provide a point of contact for nearby residents to obtain construction information and have questions answered.

The Construction TMP should be developed such that the following performance standards are achieved throughout project construction.

1. Construction traffic should be minimized during AM and PM peak periods in which the street traffic on Bell Road and SR 49 is at its highest.
2. Any construction-related partial/complete closures of Bell Road should occur during off-peak periods and be accompanied with appropriate construction signage including detour routing.
3. Detour routing should be limited to County-maintained collector and arterial roadways
4. Roadways, sidewalks, crosswalks, and bicycle facilities shall be maintained clear of debris (e.g., rocks) that could otherwise impede travel and impact public safety

Mitigation Measure 10f Prior to the realignment of 1st Street, Placer County shall work with Placer County Fire to identify appropriate and effective countermeasures that would allow emergency response vehicles to continue to travel through the PGC campus and maintain adequate response times from Fire Station 180. These countermeasures may include, but need not be limited to:

1. Identifying alternate routes for emergency response vehicles through the PGC campus towards Bell Road that provide equivalent access with minimal effect on travel time
2. Designing physical improvements at the proposed 1st Street / Bell Road intersection that would allow emergency vehicles to make a northbound left-turn from 1st Street while continuing to prohibit personal vehicles from making the same movement
3. Once the Blue Oaks Drive / Bell Road is signalized, as identified in the cumulative transportation improvements, allow emergency vehicles to preempt the signal so that emergency vehicles can safely access Bell Road, in combination with the design measures identified in #2 above.

Alternate routes shall be sufficient to accommodate emergency response vehicles. Some potential route options include:

- 1st Street to Professional Drive to Bell Road
- 1st Street to A Avenue to County Center Drive to Bell Road
- Atwood Road to Richardson Drive to Bell Road

These routes provide similar travel times from the Fire Station 180 to Bell Road northwest of the PCGC campus as well as Blue Oaks Drive north of the PCGC campus.

Mitigation Measure 10g Prior to issuance of building permits for any individual project undertaken in implementation of the PCGC Master Plan Update, the County Board of Supervisors shall consider amending the Capital Improvement Program (CIP) to add funding for widening the Richardson Drive/Bell Road intersection to provide a northbound right-turn pocket to the Auburn/Bowman Benefit District of the Placer County Countywide CIP and require the County and applicants for private development within the PCGC Master Plan Update to pay a fair share of funding towards this improvement at the time that building permits are issued.

Mitigation Measure 10h Upon further project level review for any individual projects other than the Health and Human Services building and the Multifamily Residential project, the County shall require a traffic analysis to determine if the need to modify the County Center Drive/Bell Road intersection is warranted with the project. If it is determined to be warranted with development of the project, the County shall require either of the following modifications as a condition of approval:

1. Provide a separate northbound left-turn lane and right-turn lane while modifying Bell Road to include a westbound receiving lane in the center two-way left-turn lane for northbound left-turn movements; or
2. Prohibit northbound left-turn movements from County Center Drive

Mitigation Measure 10i Prior to issuance of building permits for any individual project undertaken in implementation of the PCGC Master Plan Update, Placer County and applicants for private development within the PCGC Master Plan Update shall contribute a fair share amount towards widening of the SR 49/Bell Road intersection to accommodate a third southbound through lane, a third southbound receiving lane, and a northbound right-turn lane. This includes extending the existing third southbound lane that begins just south of Bell Road north to Bell

Road. Placer County and applicants for private development within the PGCC Master Plan Update shall pay the applicable countywide traffic impact fees at the time that building permits are issued, which will provide funding for this improvement.

Mitigation Measure 10j Placer County shall incorporate Transportation Demand Management strategies in the PCGC Master Plan Update, consistent with the Placer County Trip Reduction Program. These may include alternative work schedules and telecommuting, vanpool/shuttle, ride share programs, and bike share programs.

Mitigation Measure 10k Prior to issuance of building permits for any individual project undertaken in implementation of the PCGC Master Plan Update, the Placer County Board of Supervisors shall consider amending the Capital Improvement Program to add funding to the Auburn/Bowman Benefit District for widening of the SR 49/Kemper Road/New Airport Road intersection to provide a northbound right-turn pocket and an eastbound left-turn lane. If the CIP is amended, the County and developers of individual projects within the PCGC Master Plan Update shall contribute a fair share amount to construction of these improvements at the time that building permits are issued.

Mitigation Measure 10l Placer County shall implement signal timing optimization at the Bell Road/Quartz Drive intersection to provide additional green time to the eastbound through, westbound through, and southbound movements sufficient to improve operations to LOS D during the PM peak hour.

Mitigation Measure 10m Prior to issuance of building permits for any individual project undertaken in implementation of the PCGC Master Plan Update, Placer County and applicants for private development within the PCGC Master Plan Update shall contribute a fair share amount towards reconfiguring the southbound approach lane to the Bell Road/New Airport Drive intersection to provide one left-turn lane and one shared through/right-turn lane and optimize the existing signal operations to efficiently allocate green time among different movements sufficient to reduce the average control delay to less than cumulative no project conditions.

Mitigation Measure 10n Placer County shall coordinate with Caltrans to optimize the signal timing at the SR 49/Luther Road intersection to provide additional green time to the northbound and southbound through, southbound left-turn, and westbound right-turn movements sufficient to improve operations to LOS C during the AM peak hour and LOS D during the PM peak hour.

Mitigation Measure 10o Placer County shall coordinate with Caltrans to explore options to optimize the signal timings at the SR 49/Kemper Road/New Airport Road intersection to provide additional green time to the northbound left-turn and southbound through movements sufficient to restore delay to cumulative no project conditions.

Mitigation Measure 10p Placer County shall coordinate with Caltrans to explore options to optimize the signal optimize the signal operations at the SR 49/Atwood Road intersection to provide additional green time to the northbound through movement sufficient to restore delay to cumulative no project conditions.

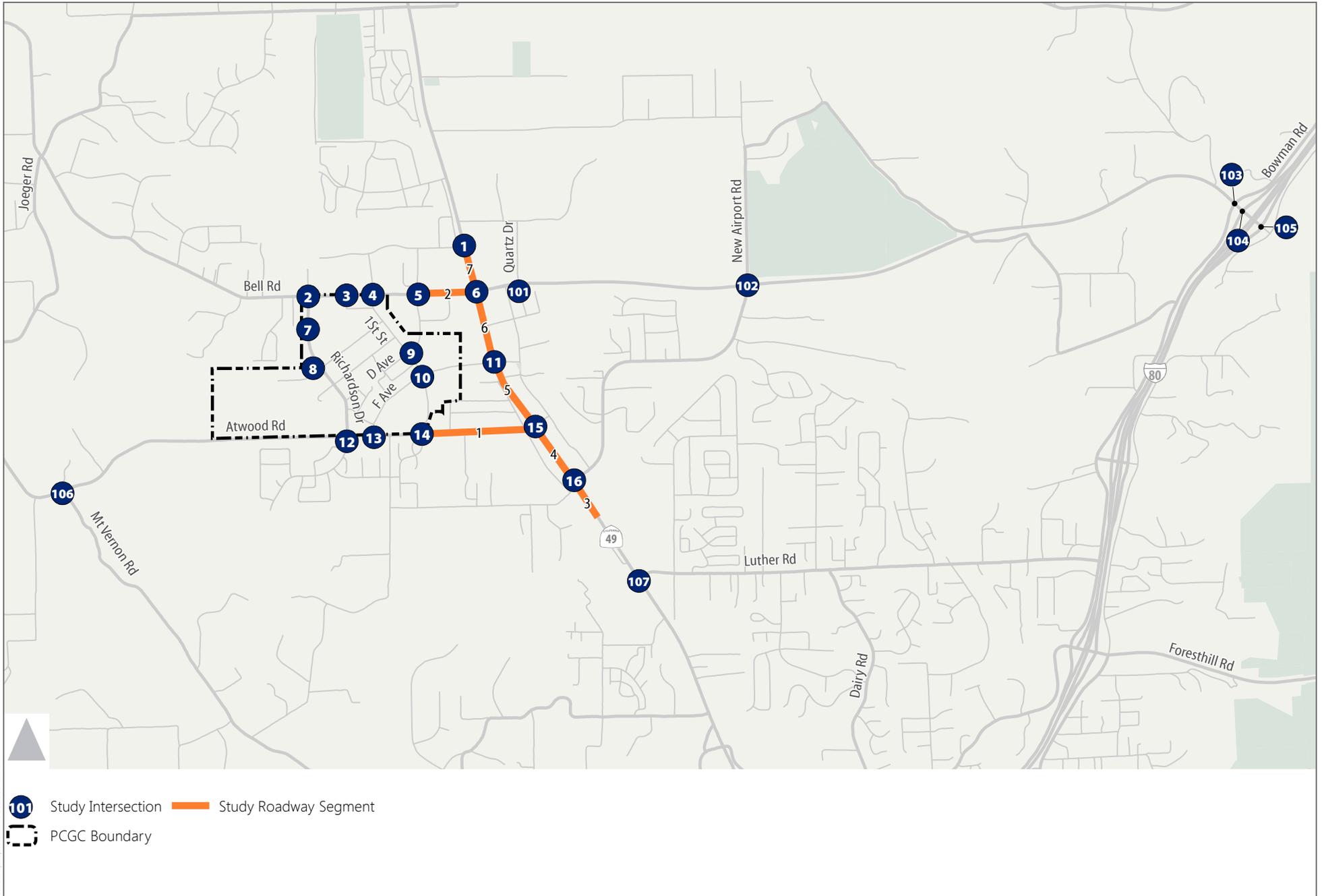
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County of Placer. 1994. Placer County Countywide General Plan EIR, Transportation and Circulation. 1994

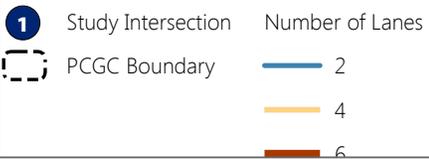
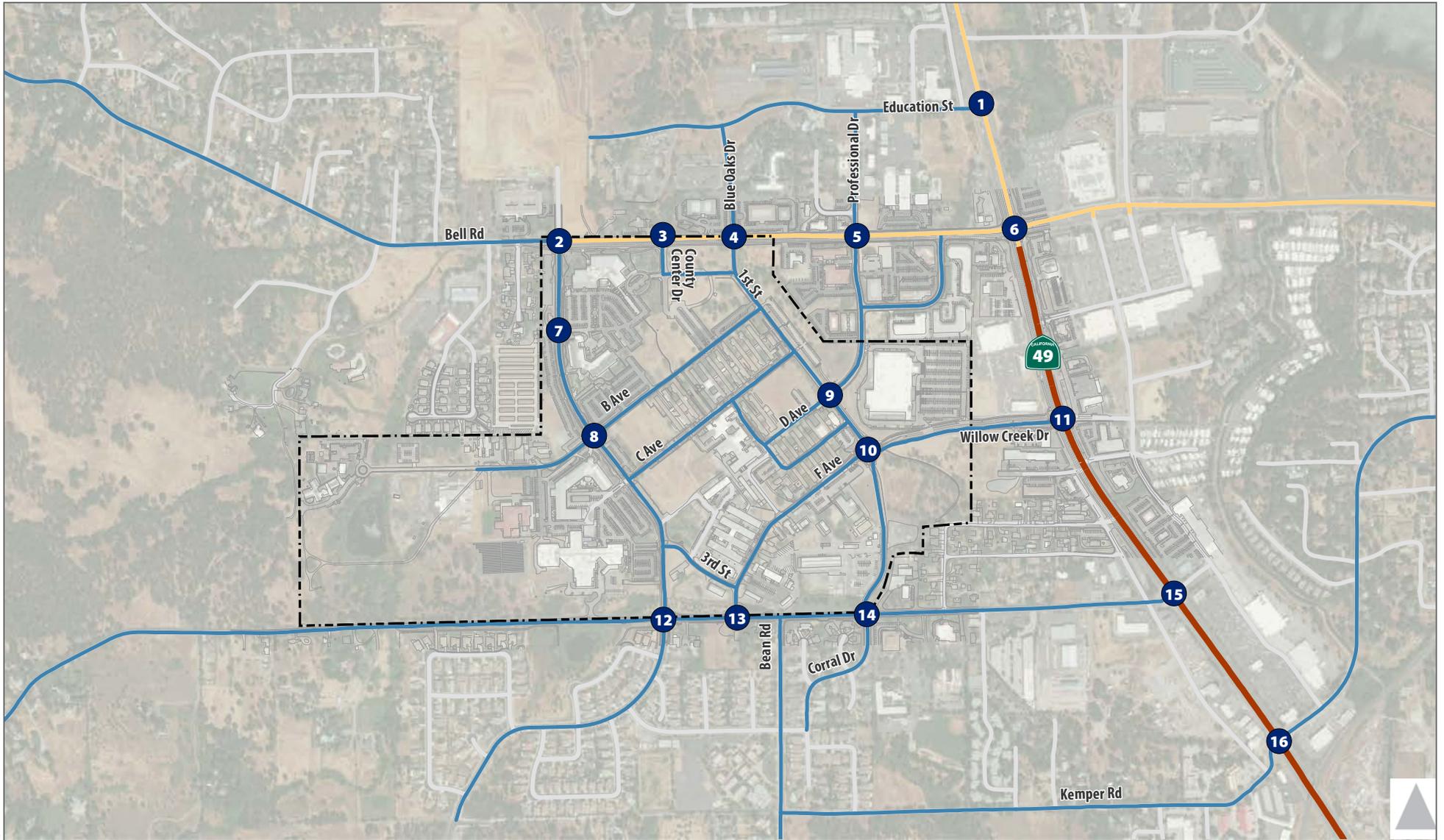
County of Placer. 2015. Department of Public Works Impact Analysis Methodology of Assessment memorandum. 2015



SOURCE: Fehr & Peers 2018

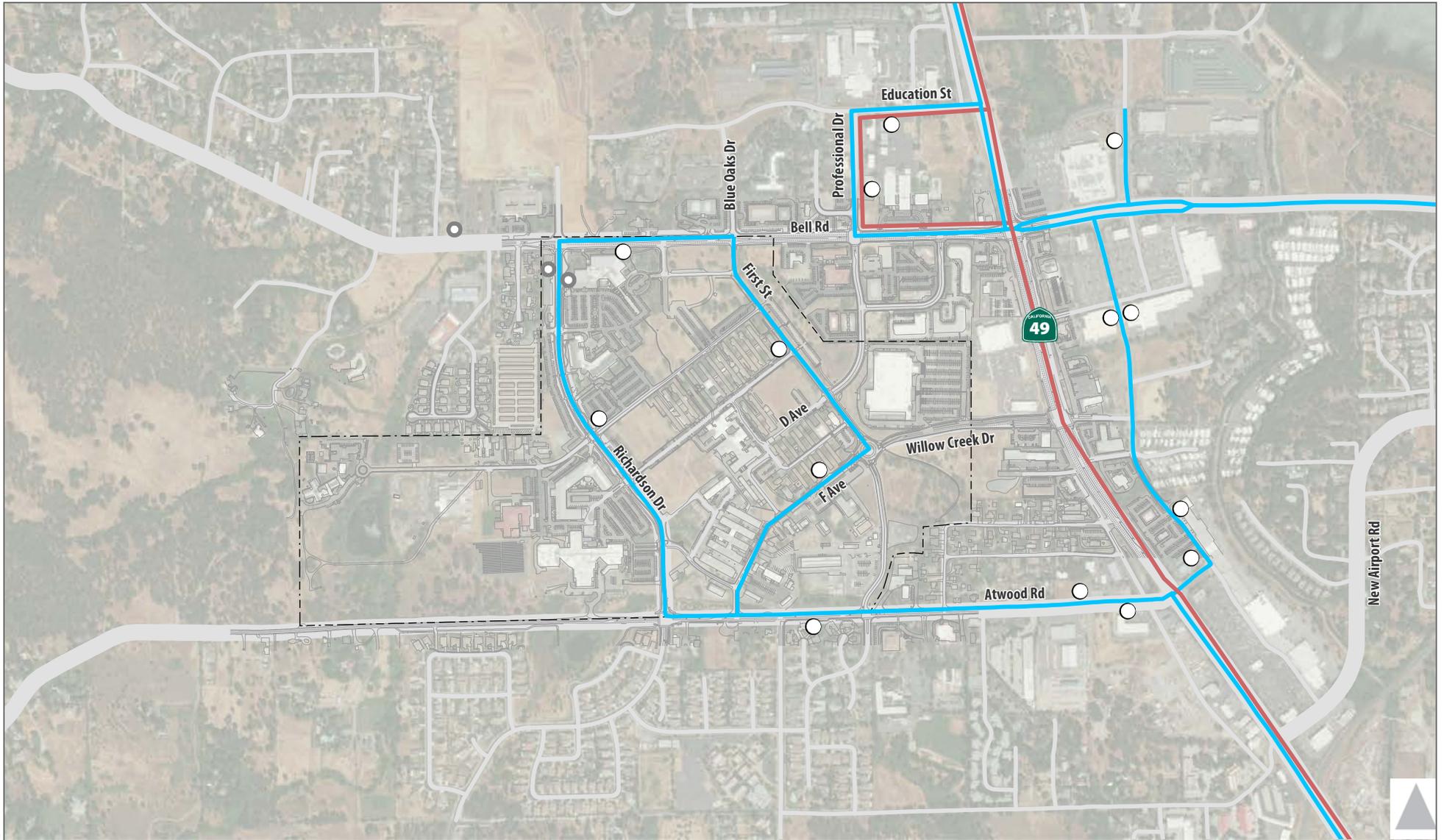
FIGURE 10-1
Study Area

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SOURCE: Fehr & Peers 2018

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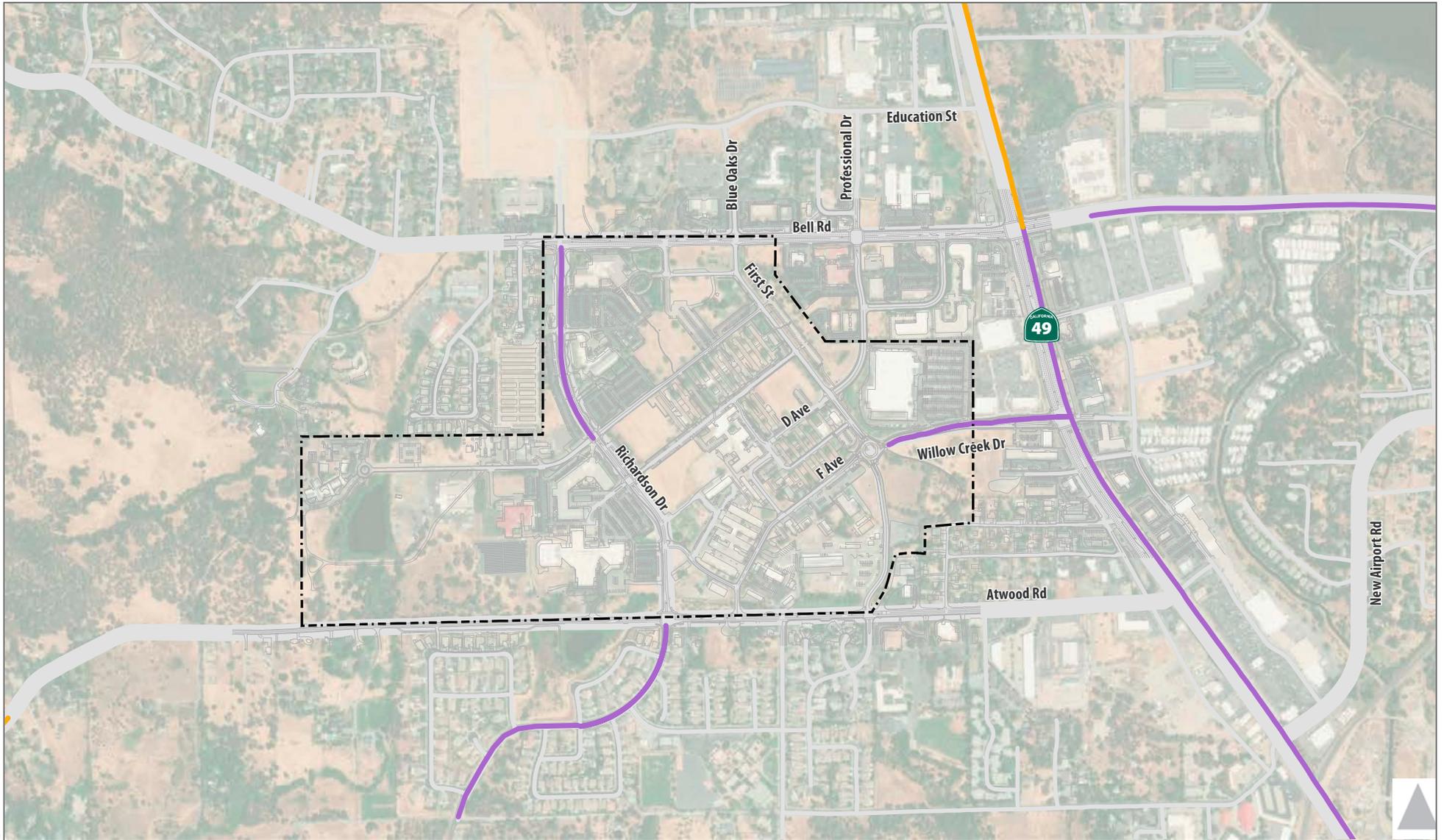


- PCGC Boundary
- Nevada County Transit
- Placer County Transit
- Bus Stop
- Bus Stop - No Current Service

SOURCE: Fehr & Peers 2018

FIGURE 10-3
Existing Transit Network
Placer County Government Center Master Plan Update

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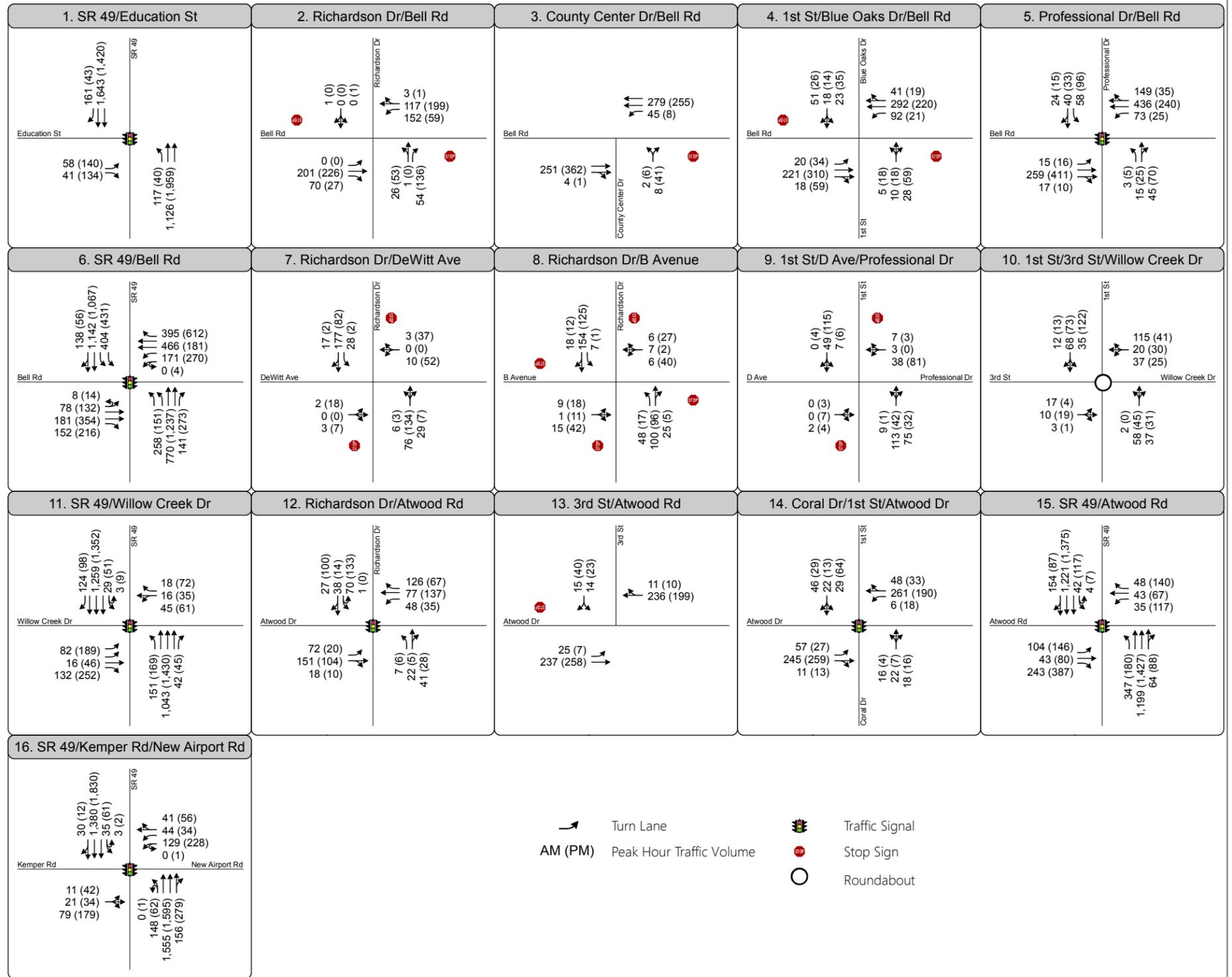
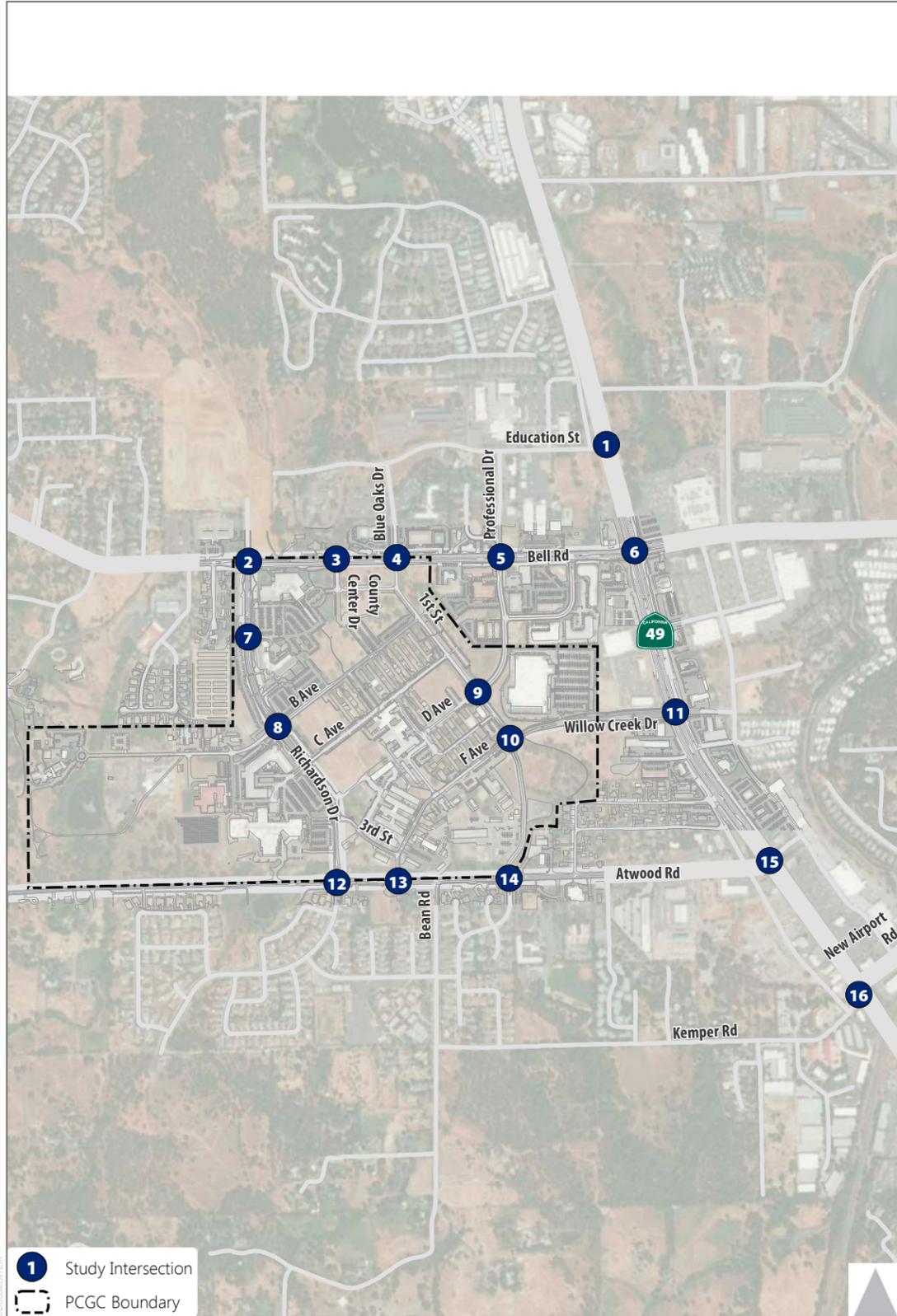


- Bike Facilities
- Class II - Bike Lane
 - Class III - Bike Route

 PCGC Boundary

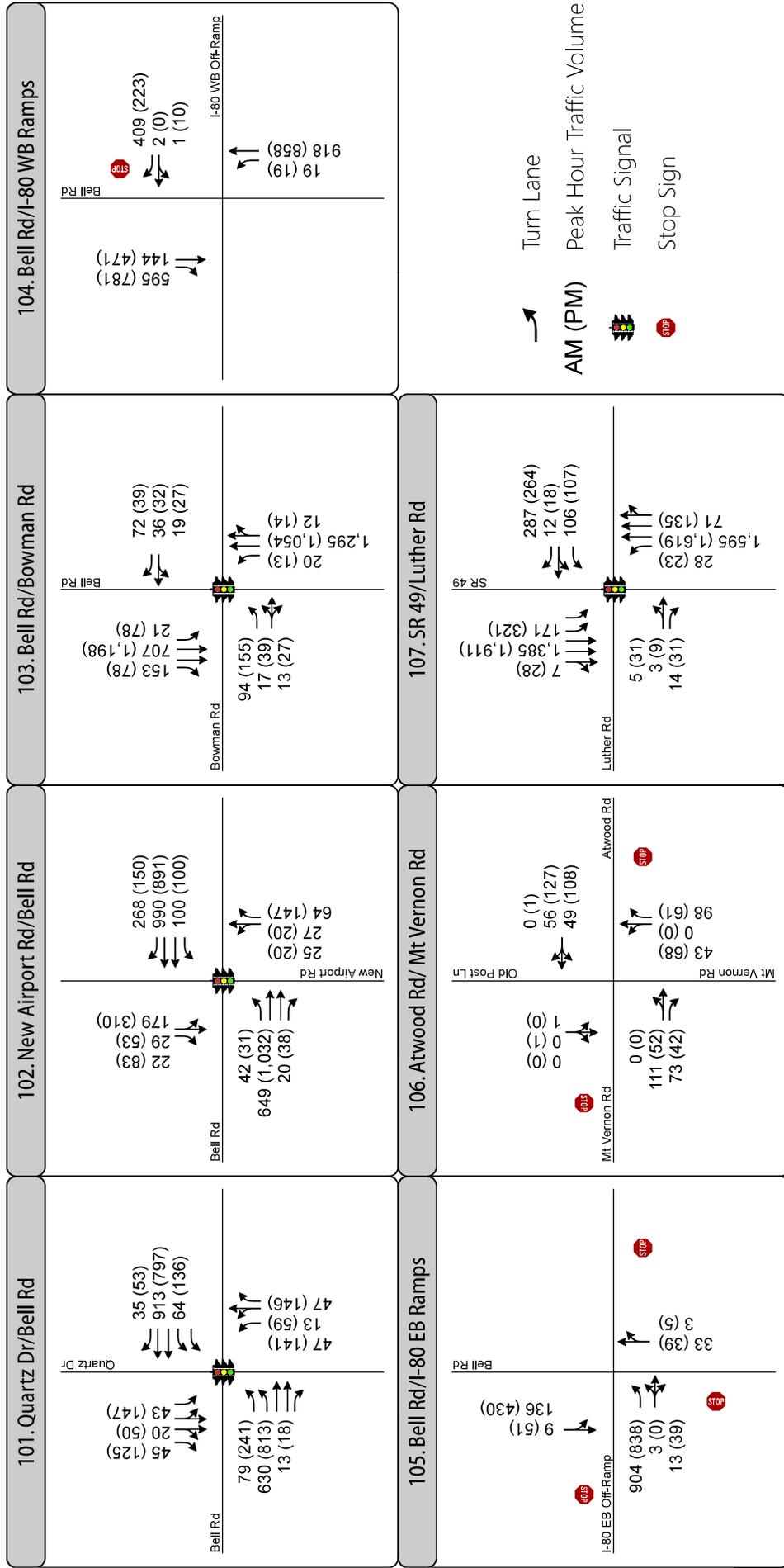
SOURCE: Fehr & Peers 2018

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SOURCE: Fehr & Peers 2018

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Turn Lane
 AM (PM)
 Traffic Signal
 Stop Sign

SOURCE: Fahr & Peers 2018

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FIGURE 10-5b
 Peak Hour Traffic Volumes and Lane Configurations - Existing Conditions
 Fleck County Government Center Master Plan Update

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SOURCE: Fehr & Peers 2018

FIGURE 10-6
 PCGC Master Plan Update Trip Distribution - Existing
 Placer County Government Center Master Plan Update

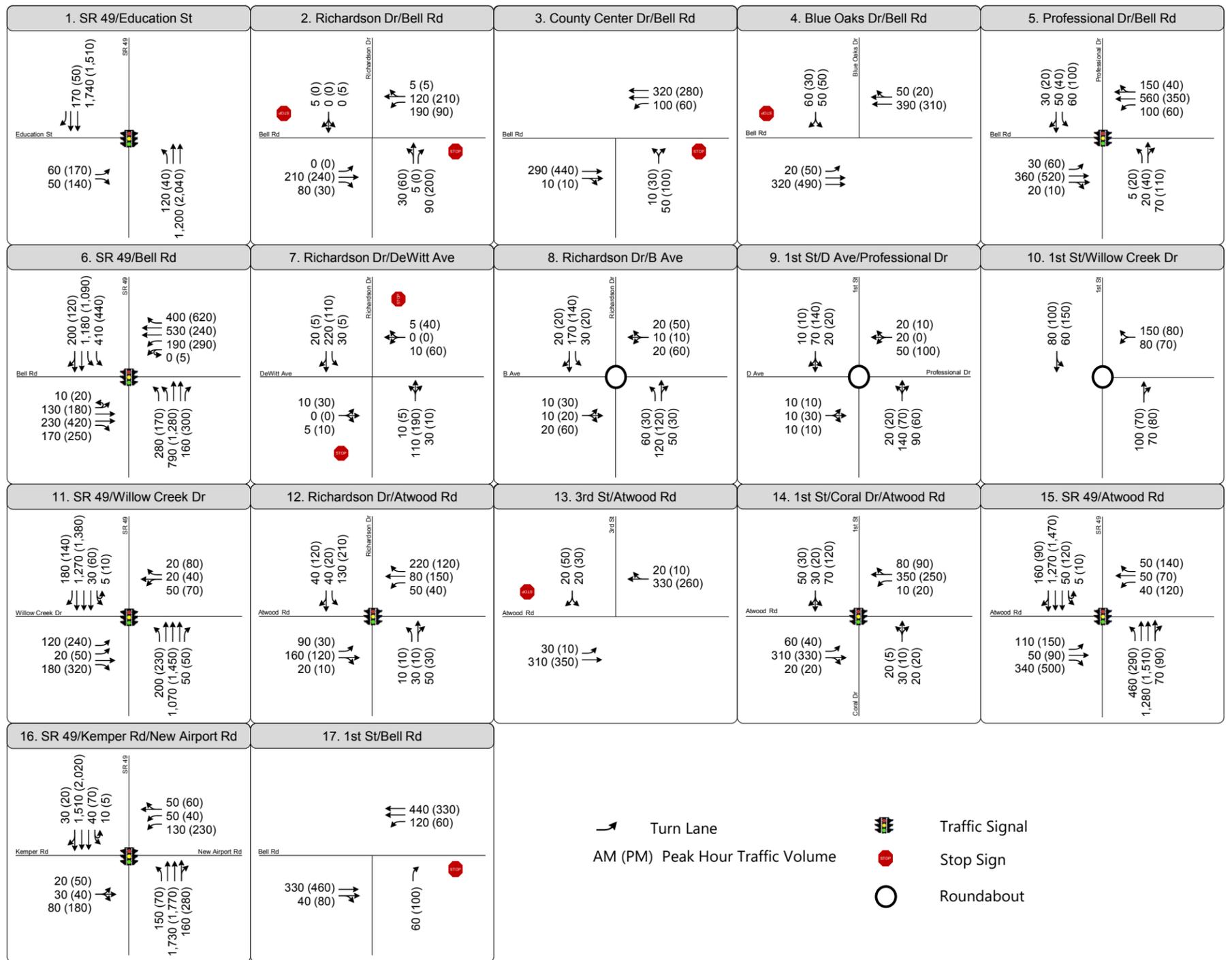
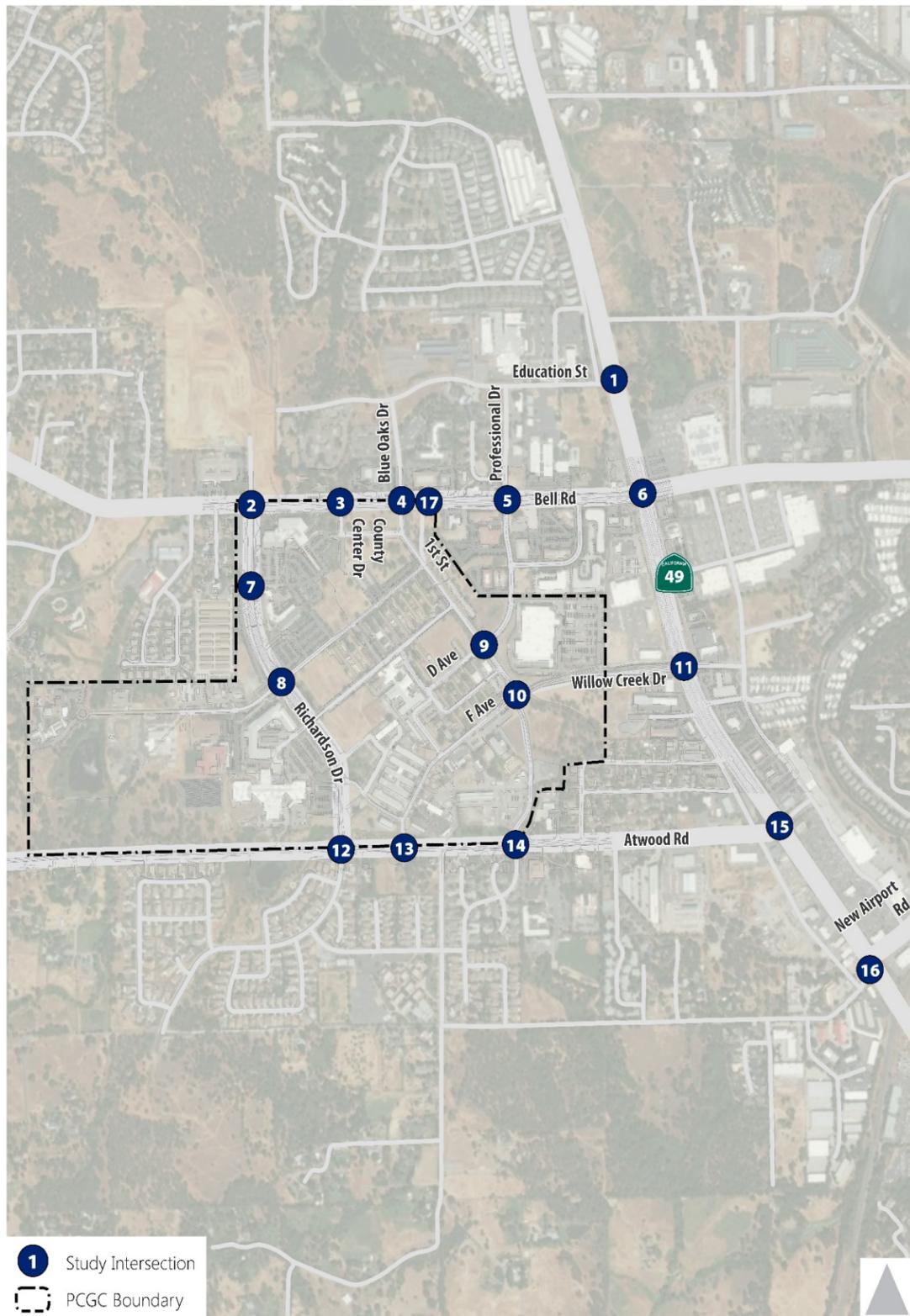
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1 Study Intersection \longleftrightarrow $x\%$ Inbound/Outbound Trip Distribution
 PCGC Boundary

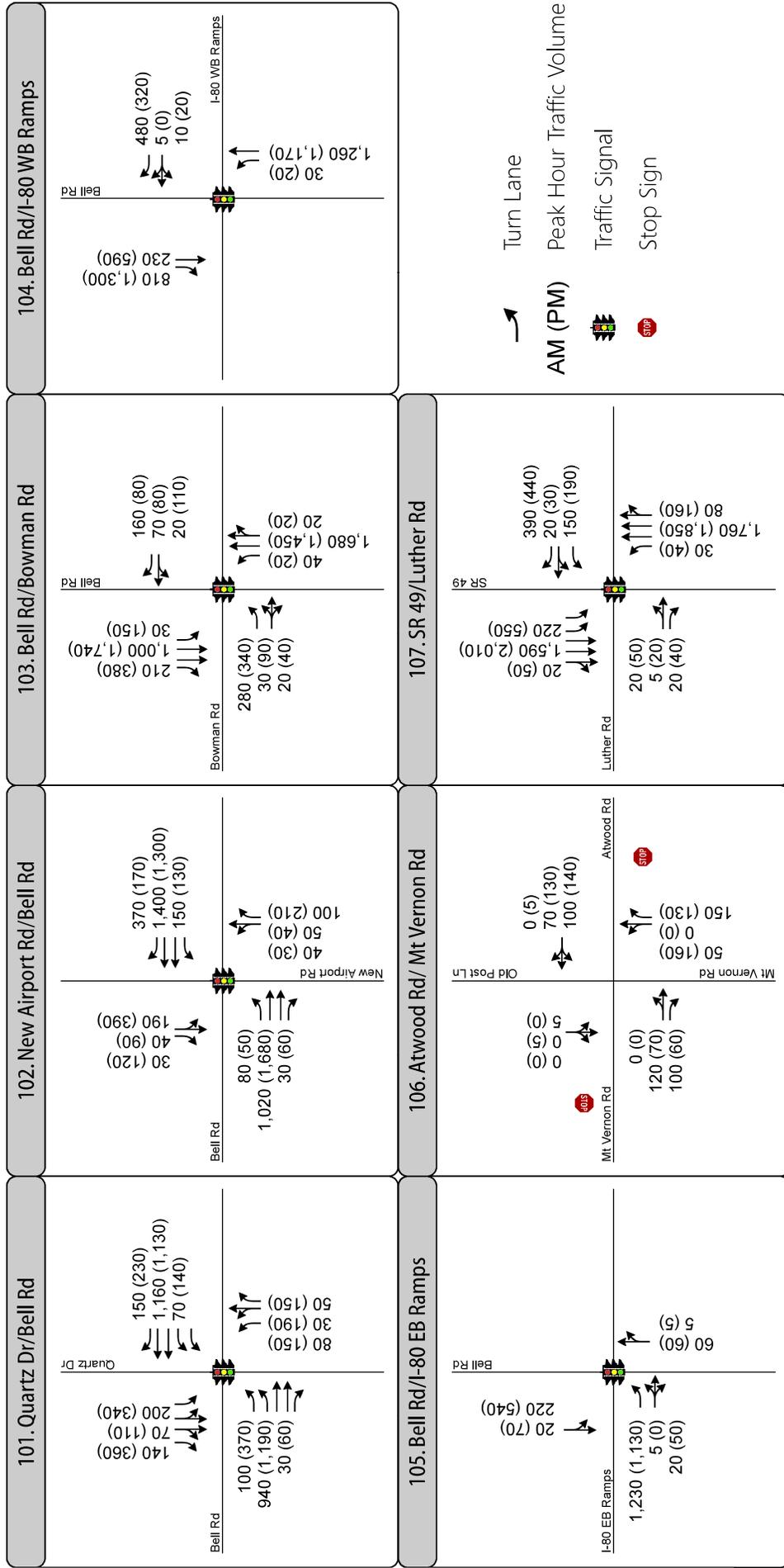
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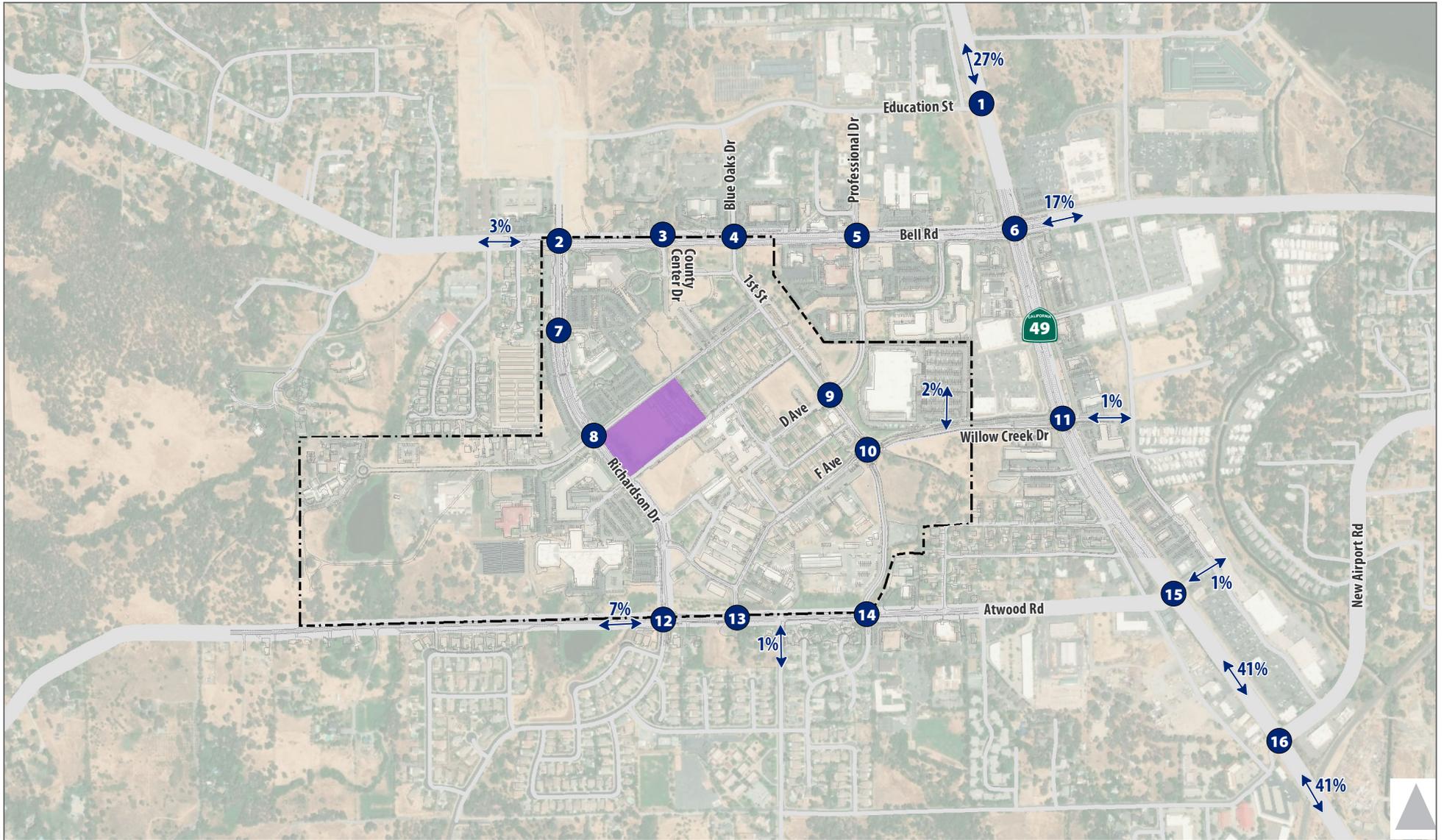


SOURCE: Fahr & Peers 2018

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FIGURE 10-8b Peak Hour Traffic Volumes and Lane Configurations - Existing Plus PCGC Master Plan Update
Fleets County Government Center Master Plan Update

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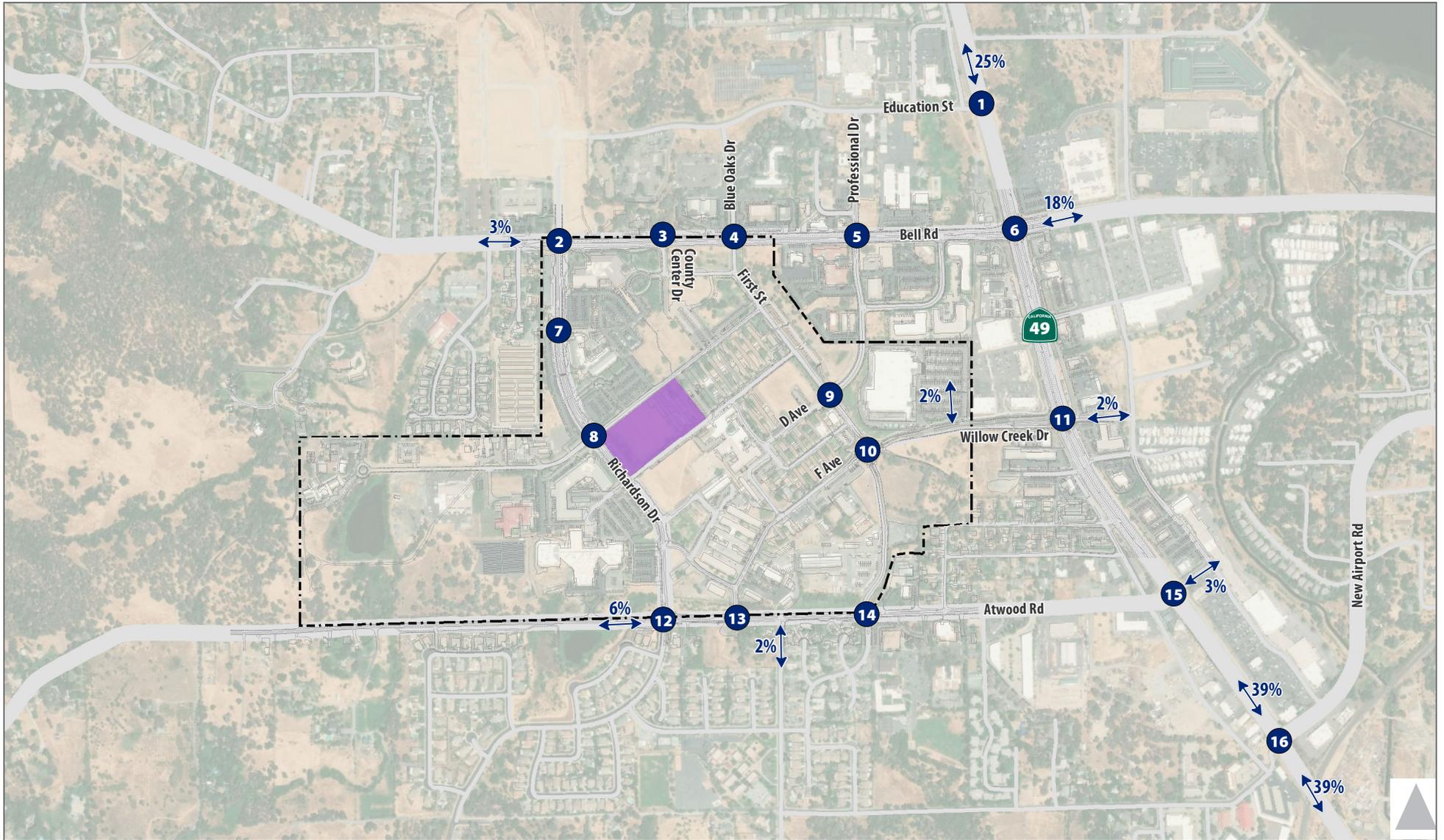


- 1** Study Intersection
- x%** Inbound/Outbound Trip Distribution
- Health & Human Services Building Project Site
- PCGC Boundary

SOURCE: Fehr & Peers 2018

FIGURE 10-9
 Health and Human Services Building Trip Distribution - AM Peak Hour
 Placer County Government Center Master Plan Update

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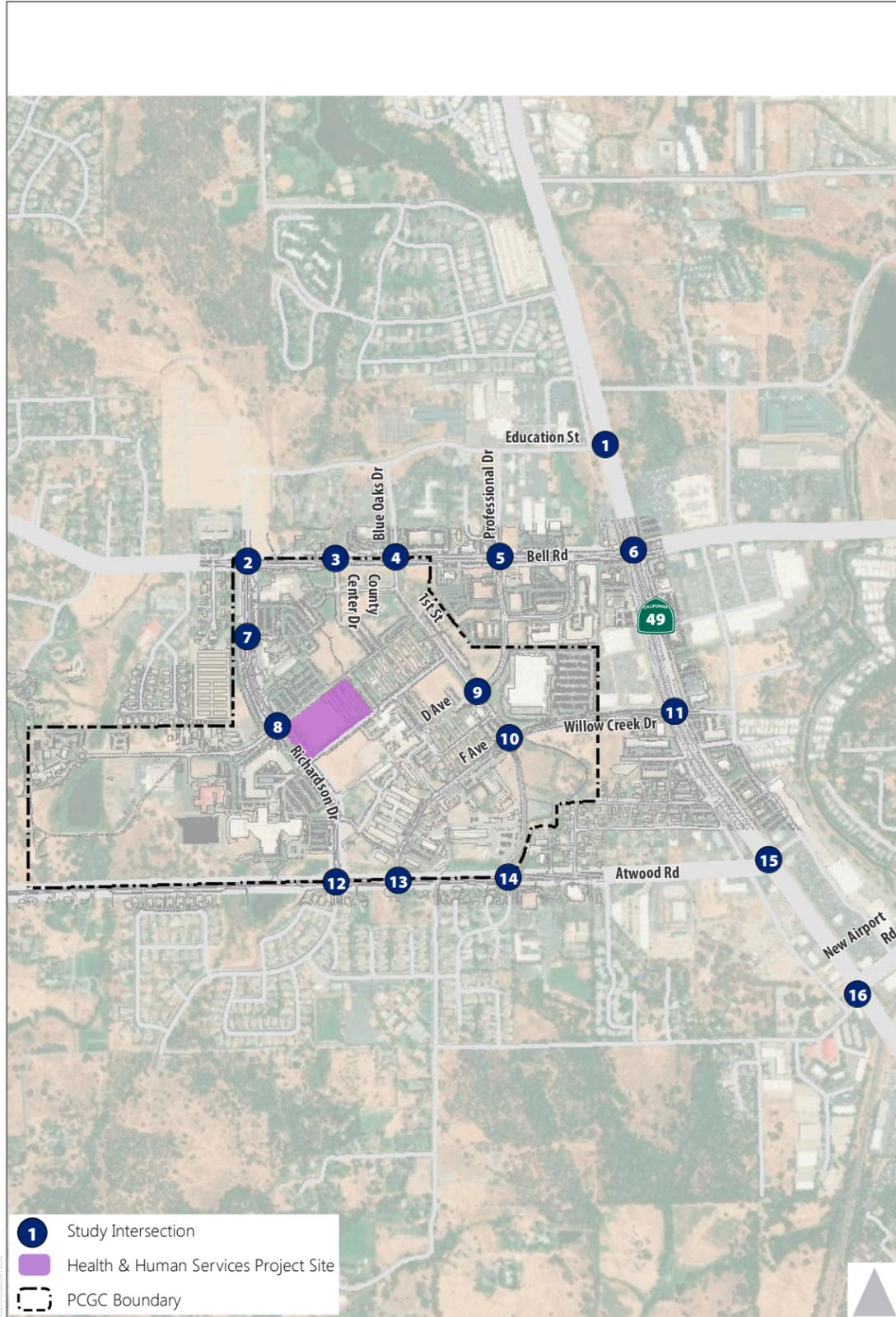


- 1 Study Intersection
- Health & Human Services Building Project Site
- PCGC Boundary
- $x\%$ Inbound/Outbound Trip Distribution

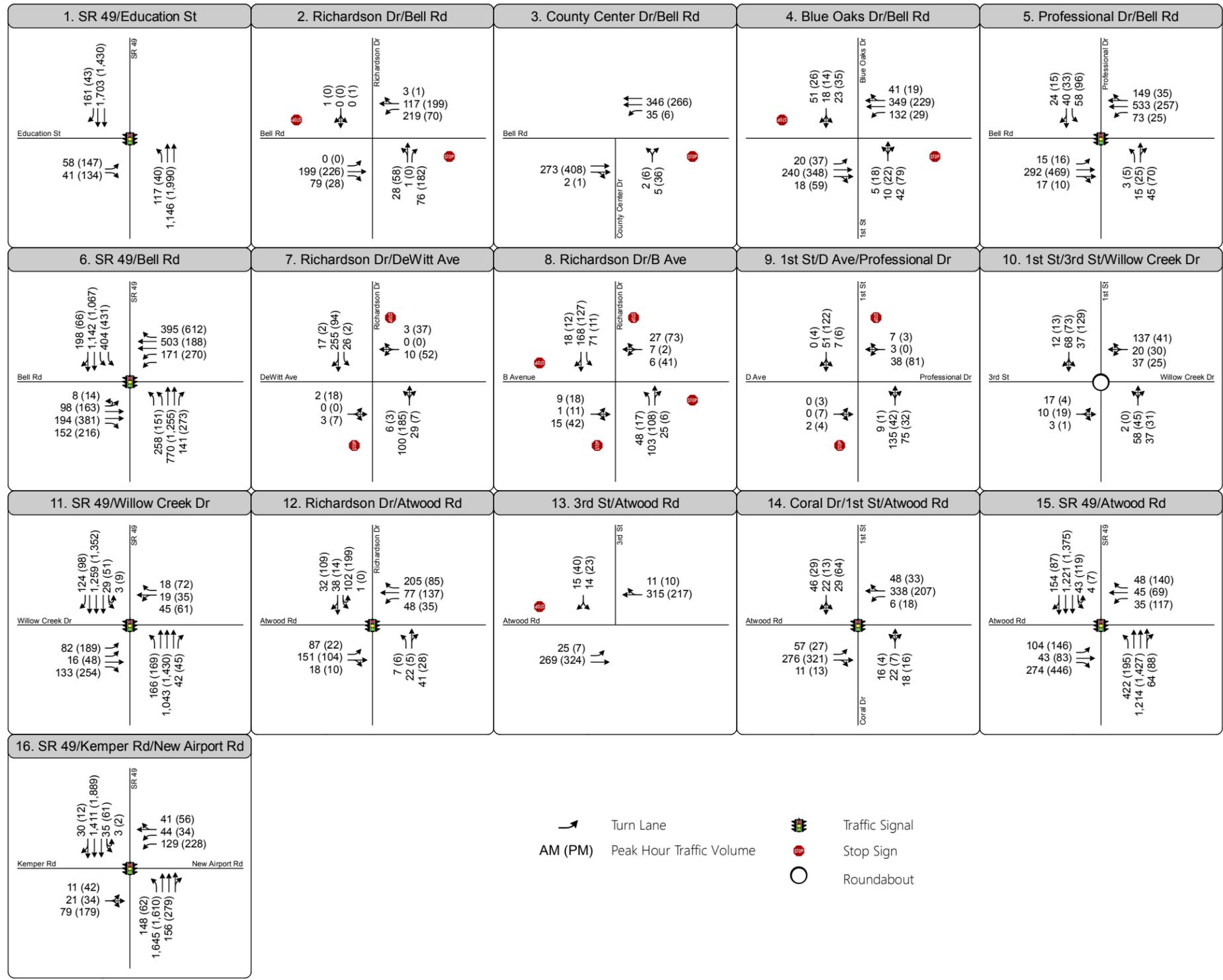
SOURCE: Fehr & Peers 2018

FIGURE 10-10
 Health and Human Services Building Trip Distribution - PM Peak Hour
 Placer County Government Center Master Plan Update

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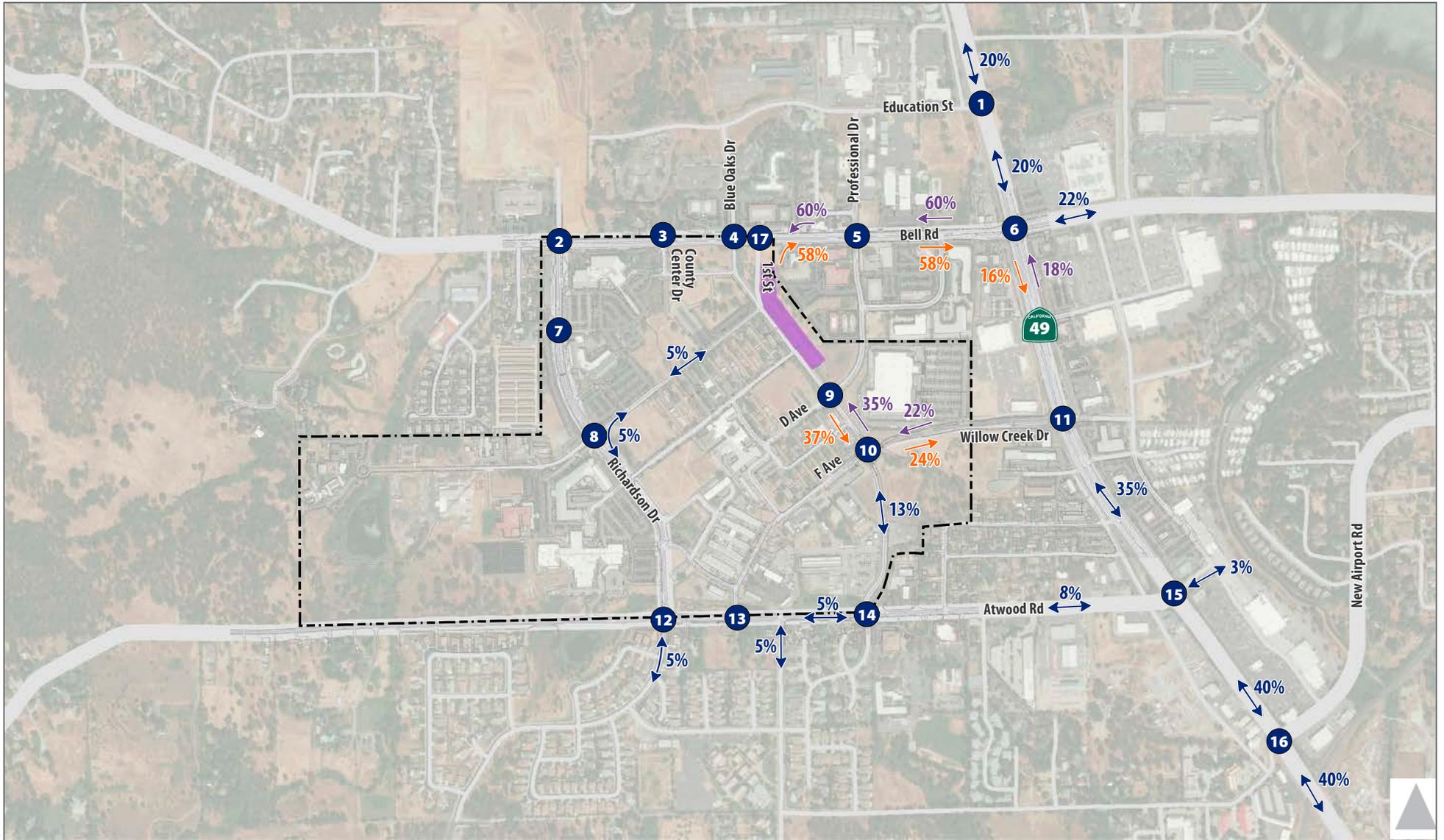


- 1** Study Intersection
- Health & Human Services Project Site
- PCGC Boundary



SOURCE: Fehr & Peers 2018

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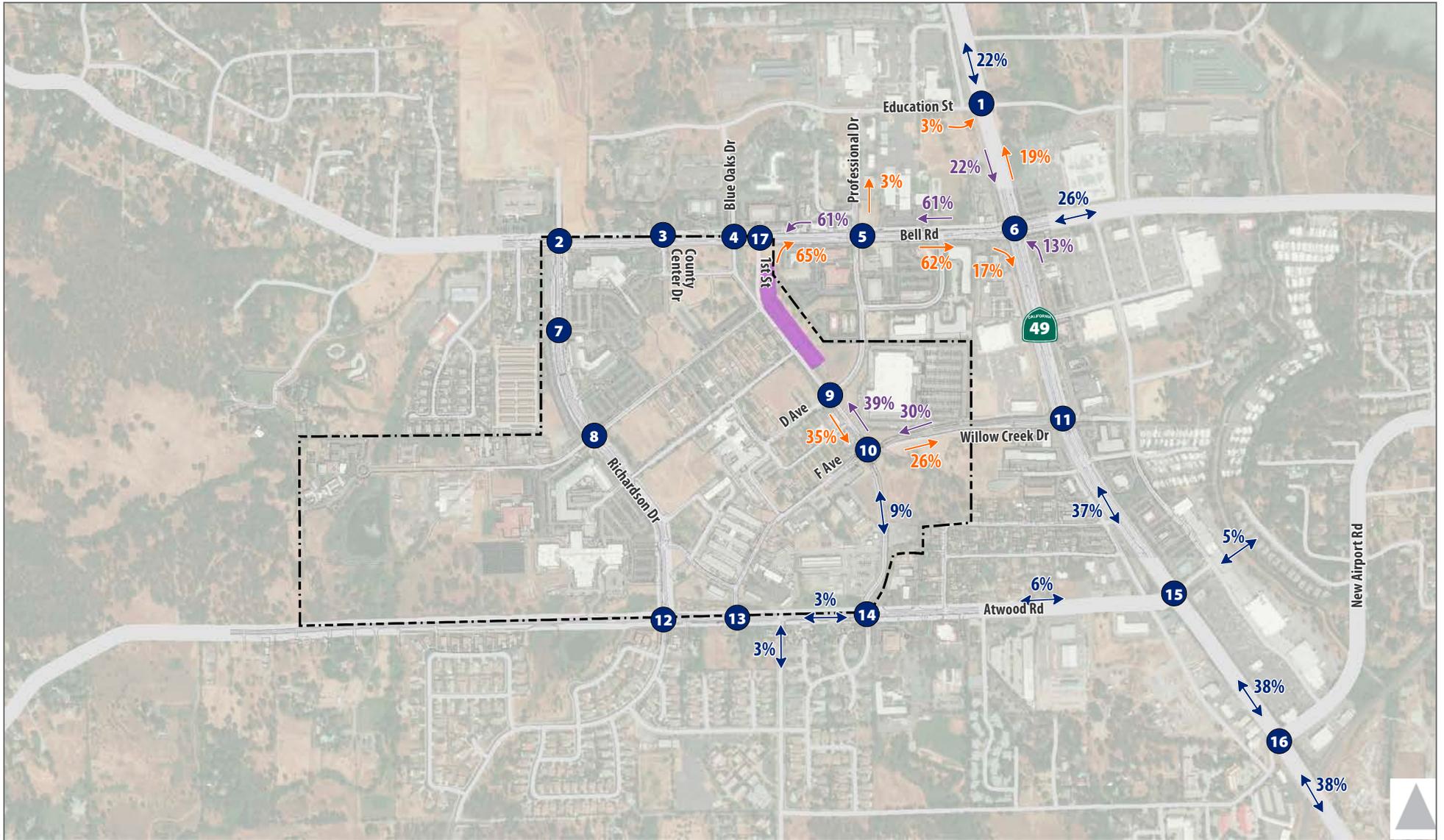


- 1** Study Intersection
- PCGC Boundary**
- Multifamily Residential Project Site**
- x%** Inbound/Outbound Trip Distribution
- x%** Inbound Trip Distribution
- x%** Outbound Trip Distribution

SOURCE: Fehr & Peers 2018

FIGURE 10-12
Multifamily Residential Trip Distribution - AM Peak Hour
 Placer County Government Center Master Plan Update

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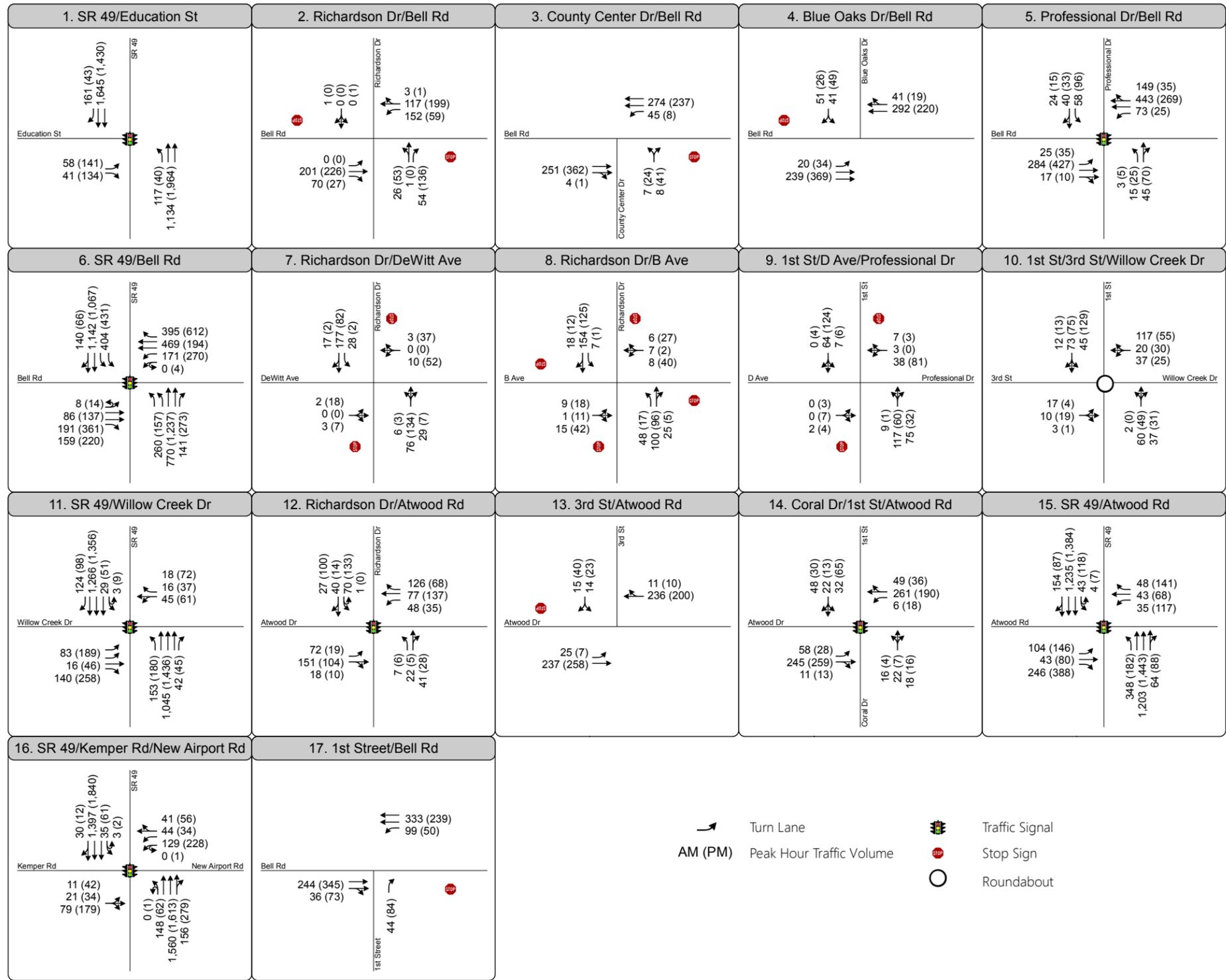
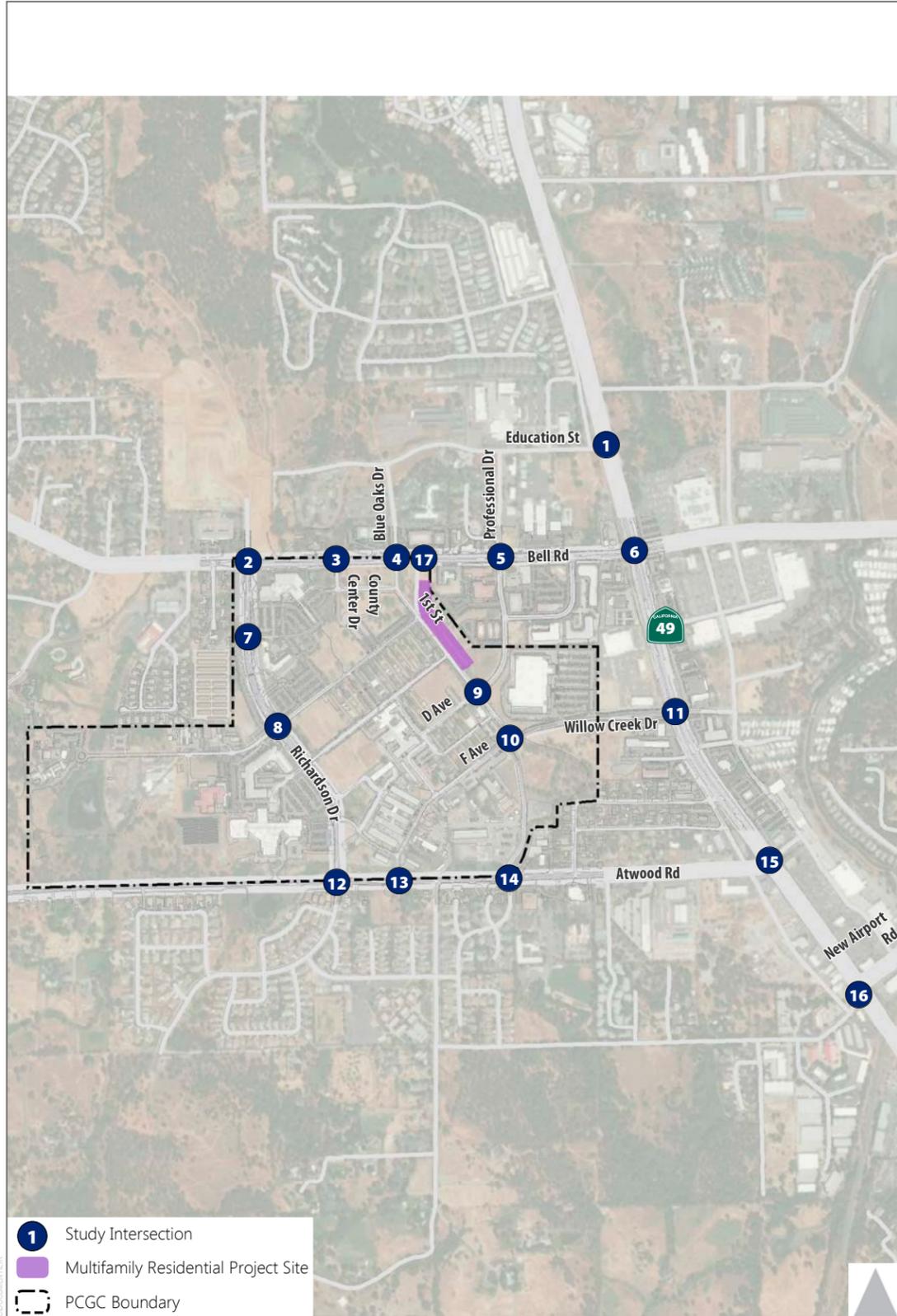


- 1 Study Intersection
- PCGC Boundary
- Multifamily Residential Project Site
- ↔ $x\%$ Inbound/Outbound Trip Distribution
- ↔ $x\%$ Inbound Trip Distribution
- ↔ $x\%$ Outbound Trip Distribution

SOURCE: Fehr & Peers 2018

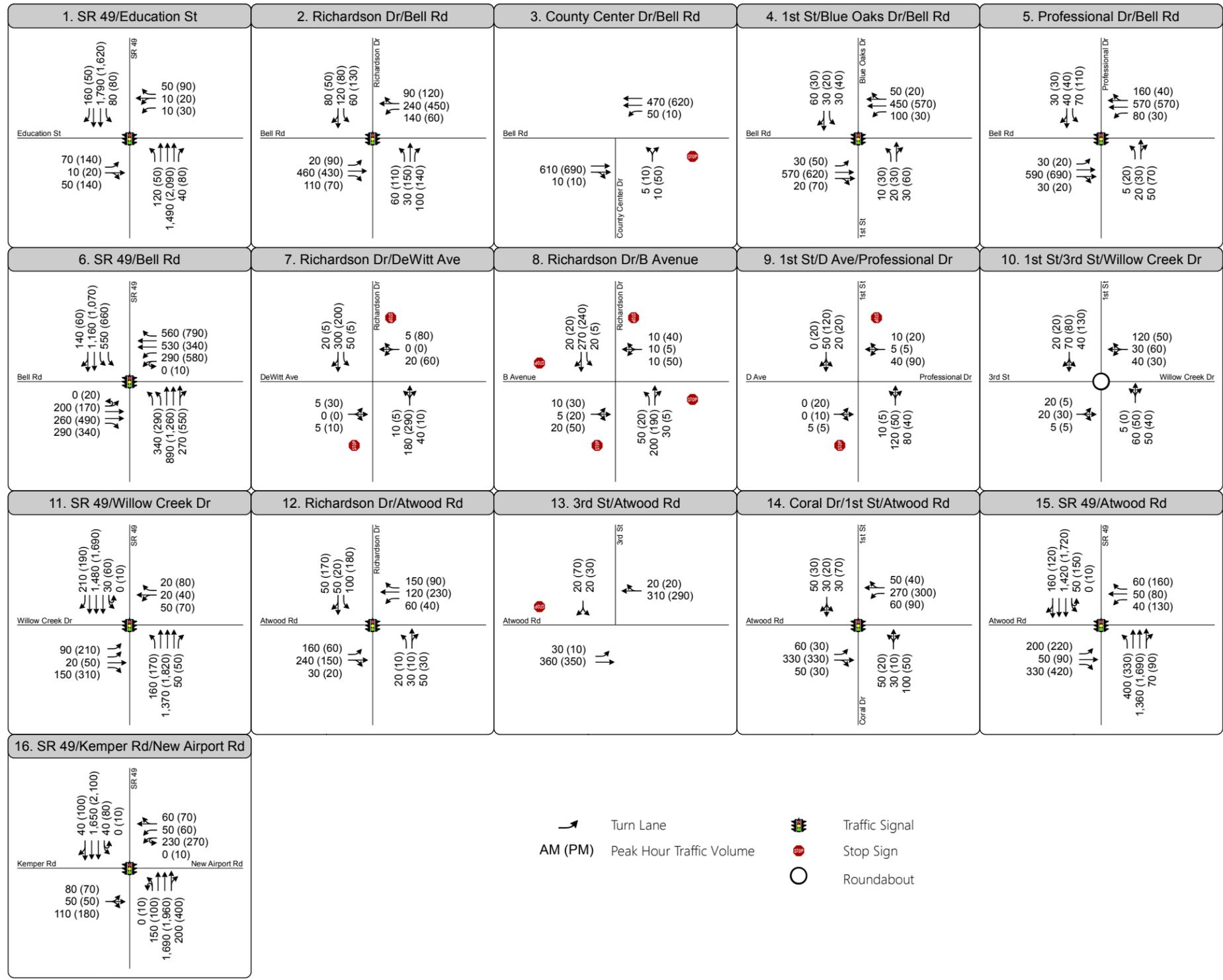
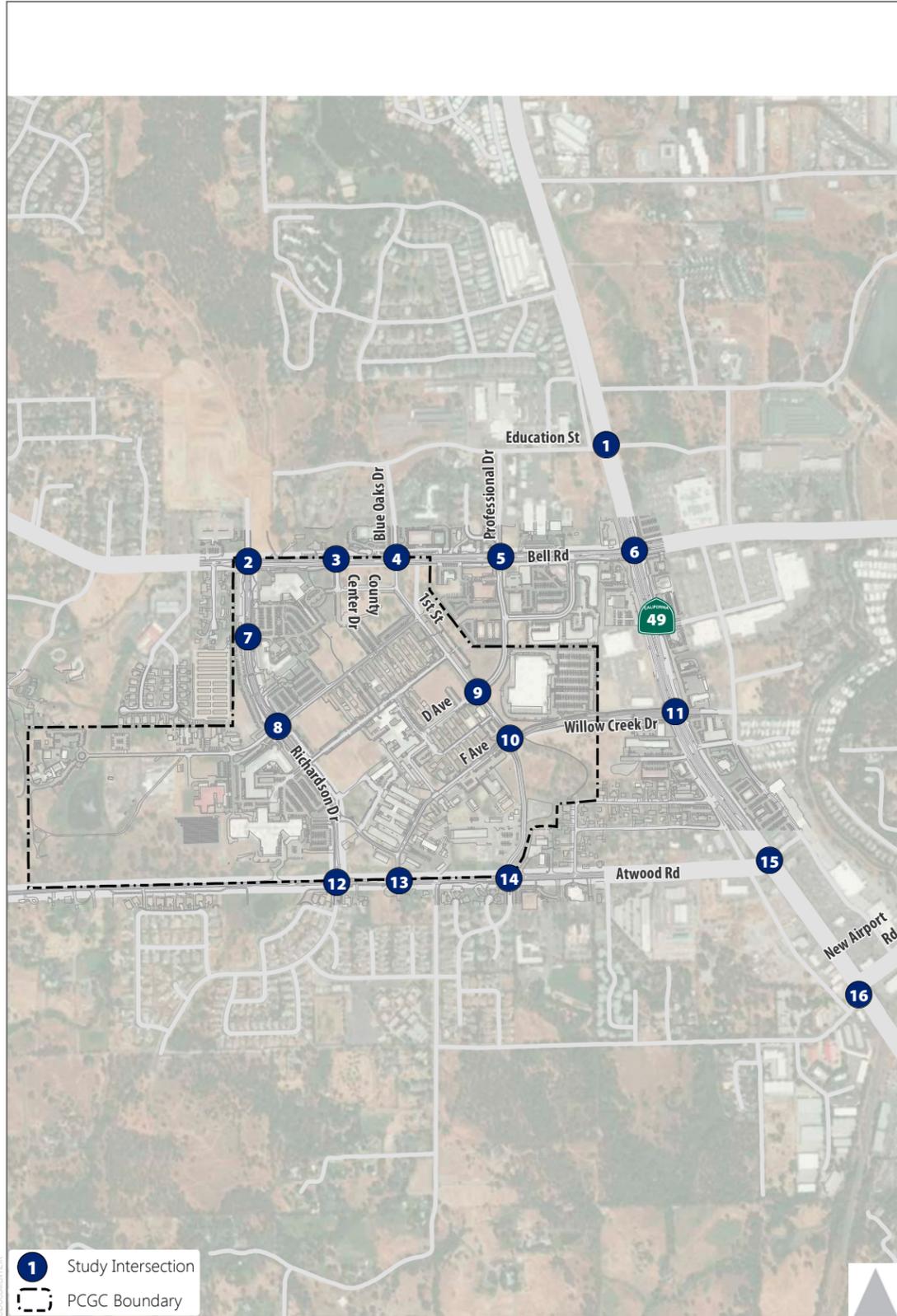
FIGURE 10-13
Multifamily Residential Trip Distribution - PM Peak Hour
 Placer County Government Center Master Plan Update

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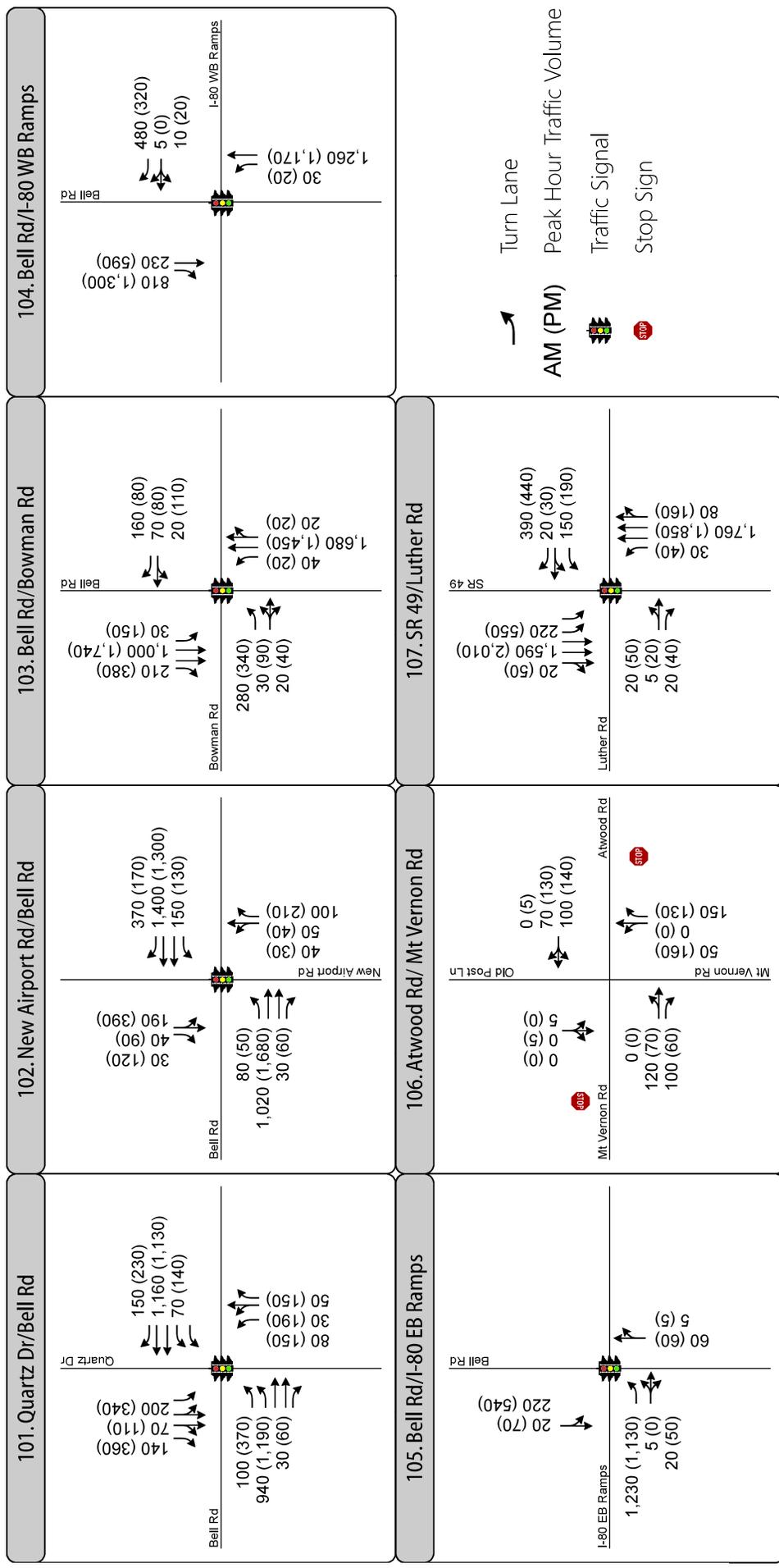
SOURCE: Fehr & Peers 2018

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SOURCE: Fehr & Peers 2018

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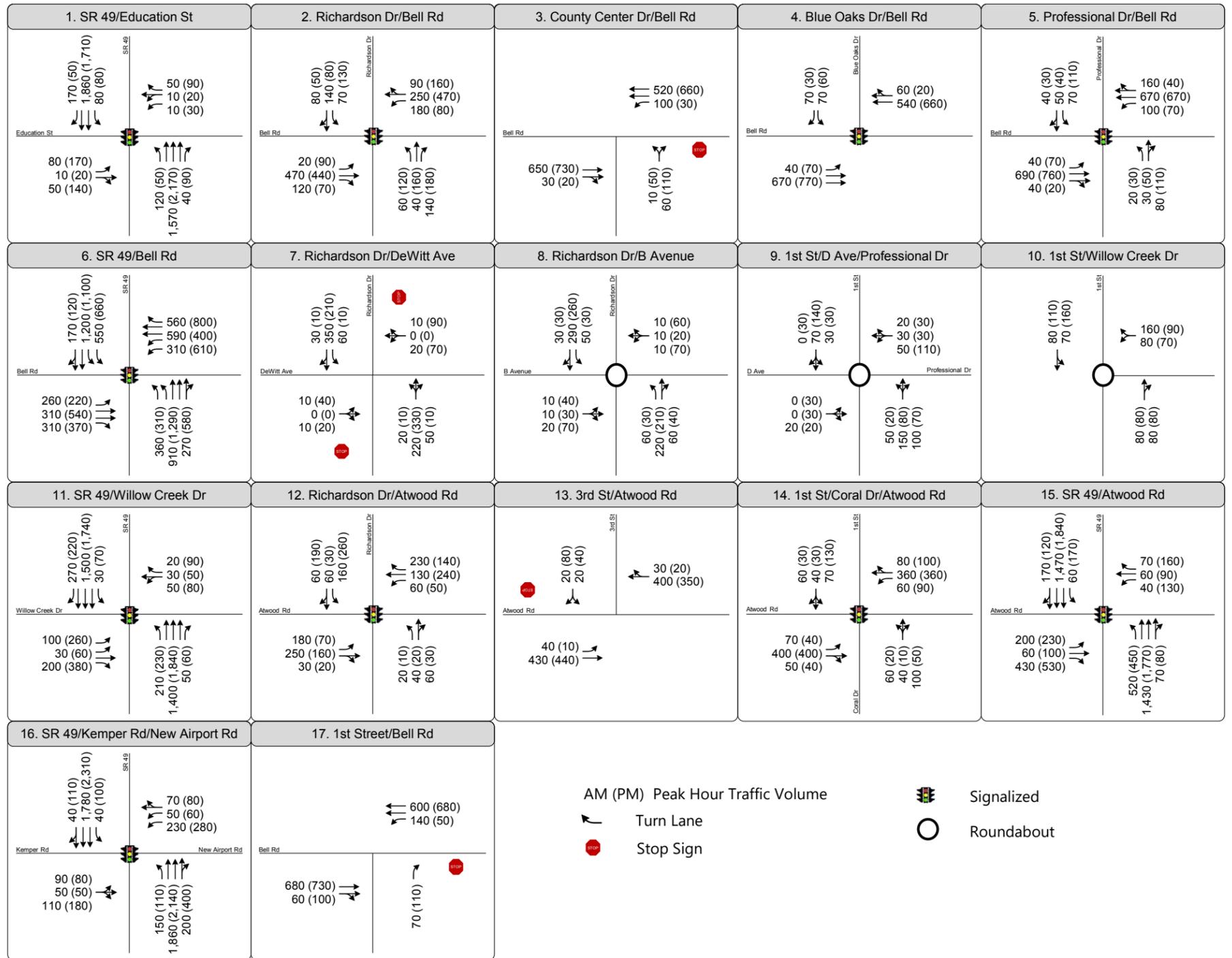
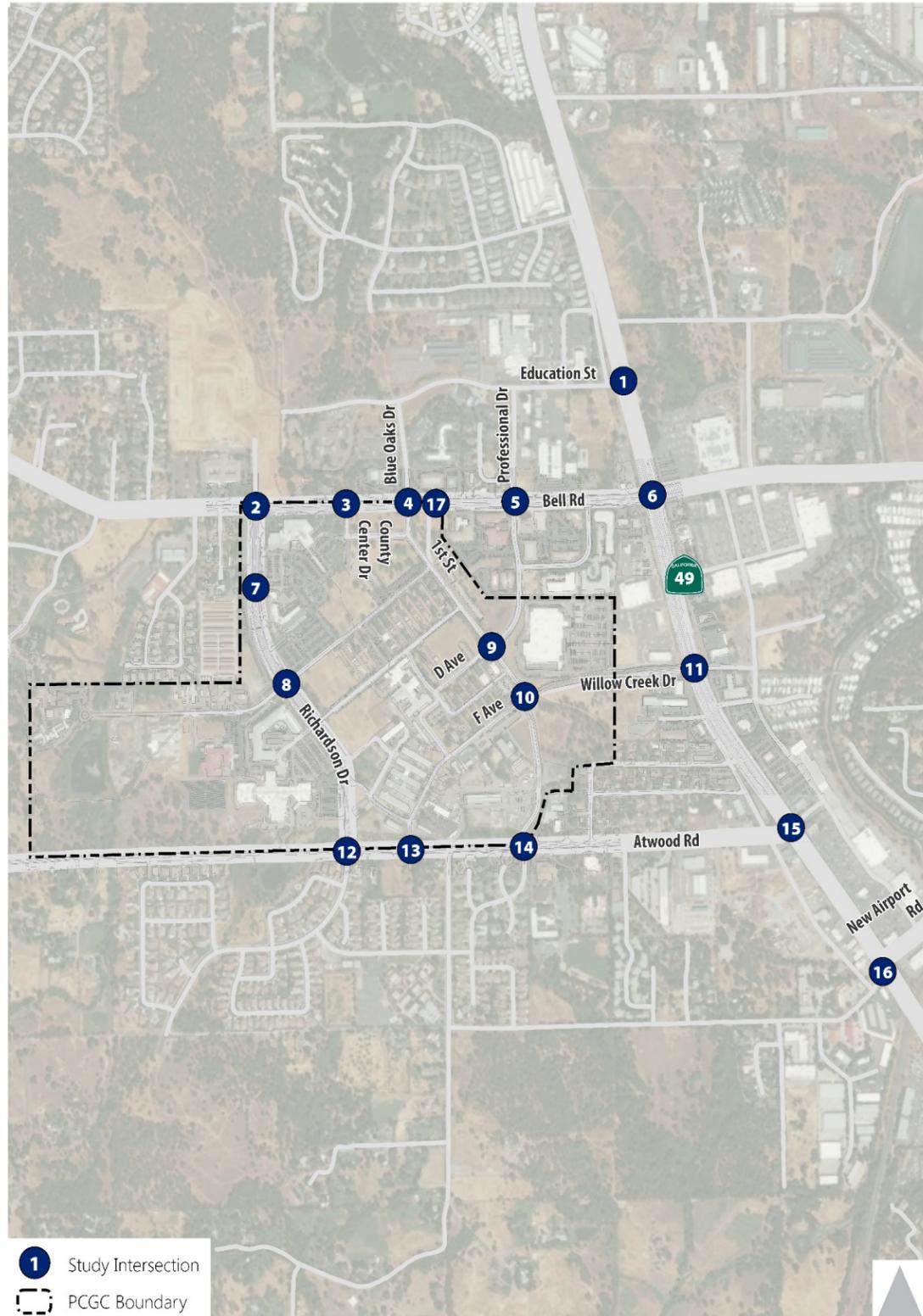


Turn Lane
 AM (PM)
 Traffic Signal
 Stop Sign

FIGURE 10-15b Peak Hour Traffic Volumes and Lane Configurations - Cumulative No Project Conditions
 Floor County Government Center Master Plan Update
 SOURCE: Fahr & Peers 2018

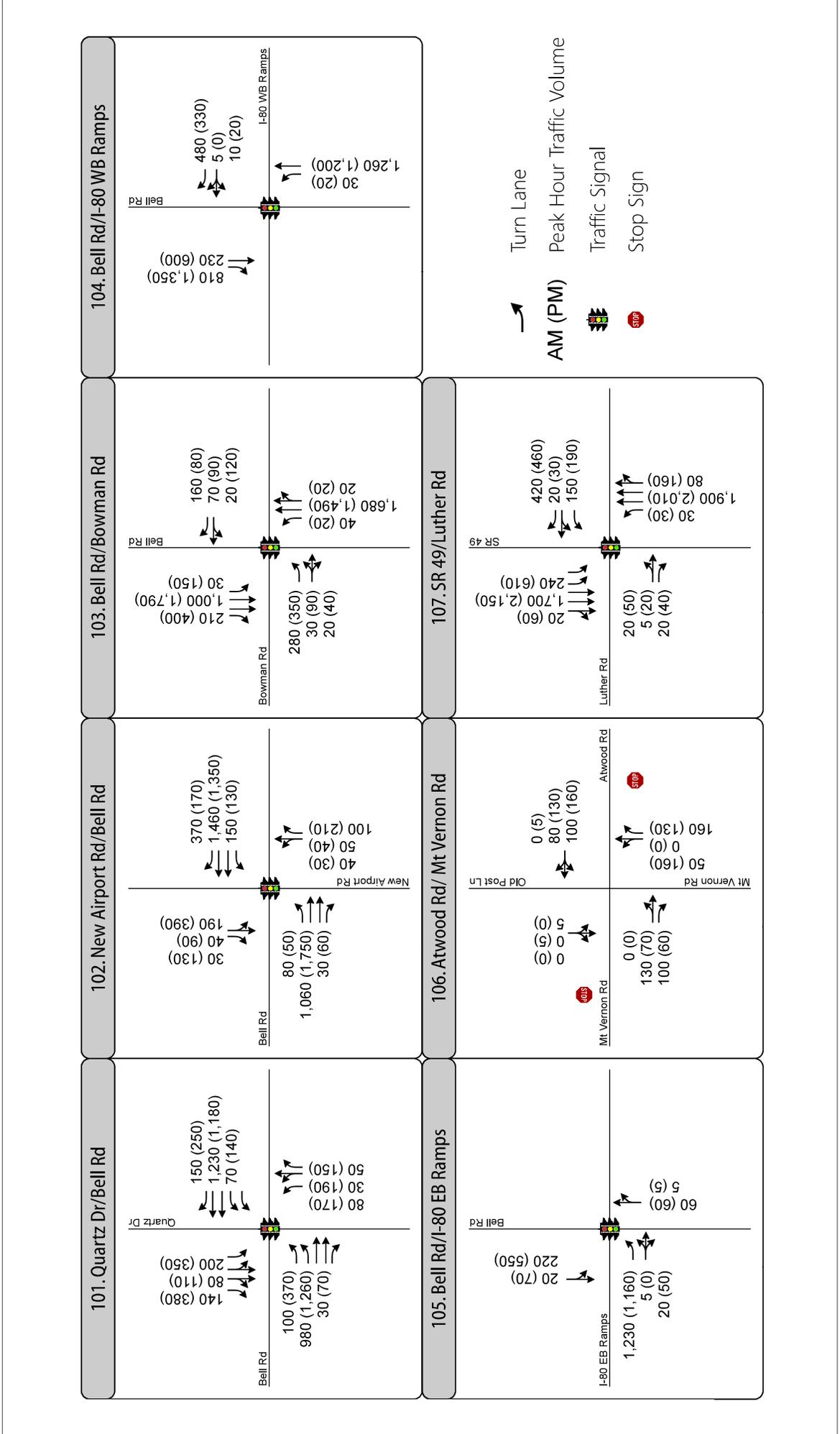


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SOURCE: Fehr & Peers 2018

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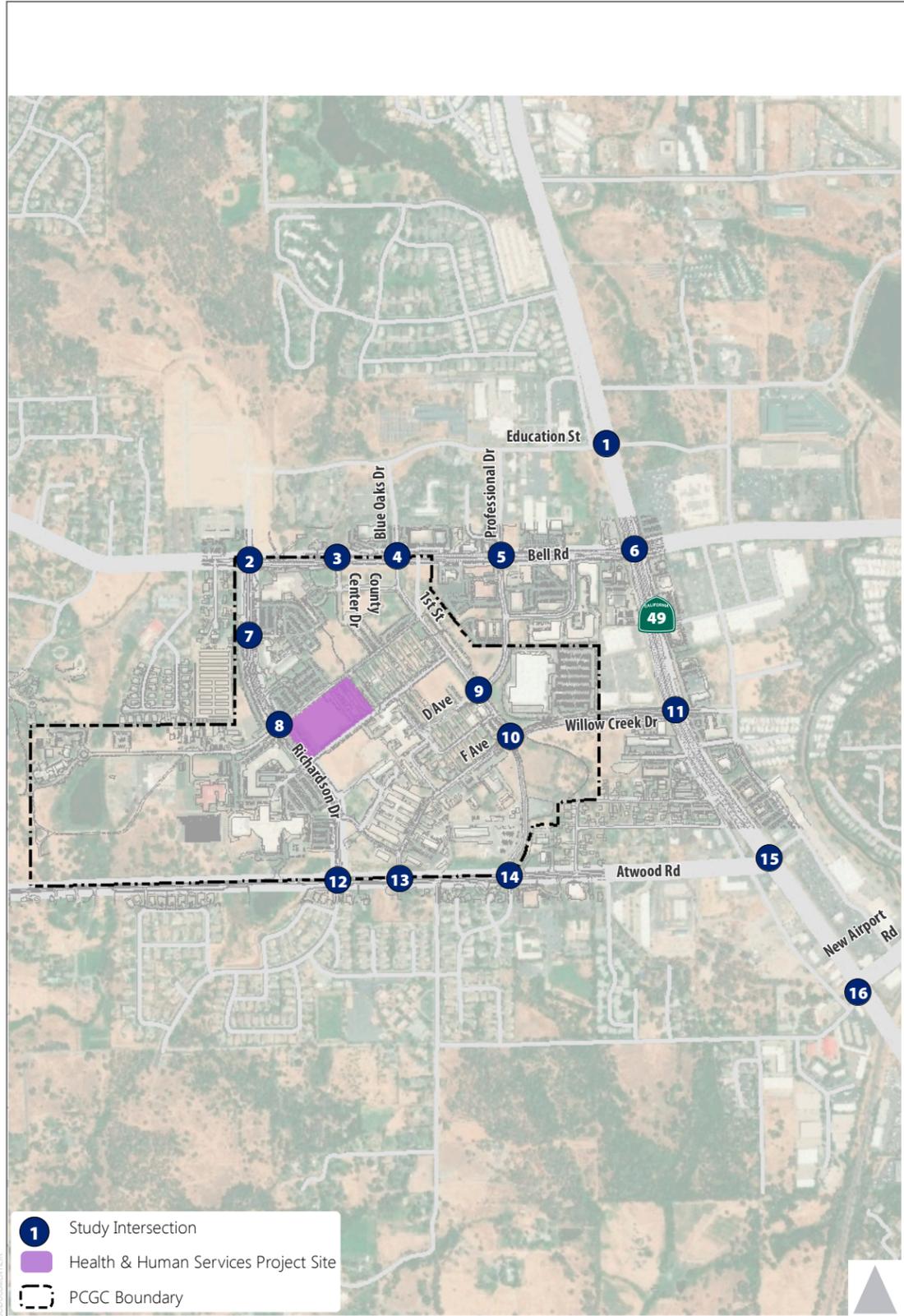
SOURCE: Fahr & Peers 2018

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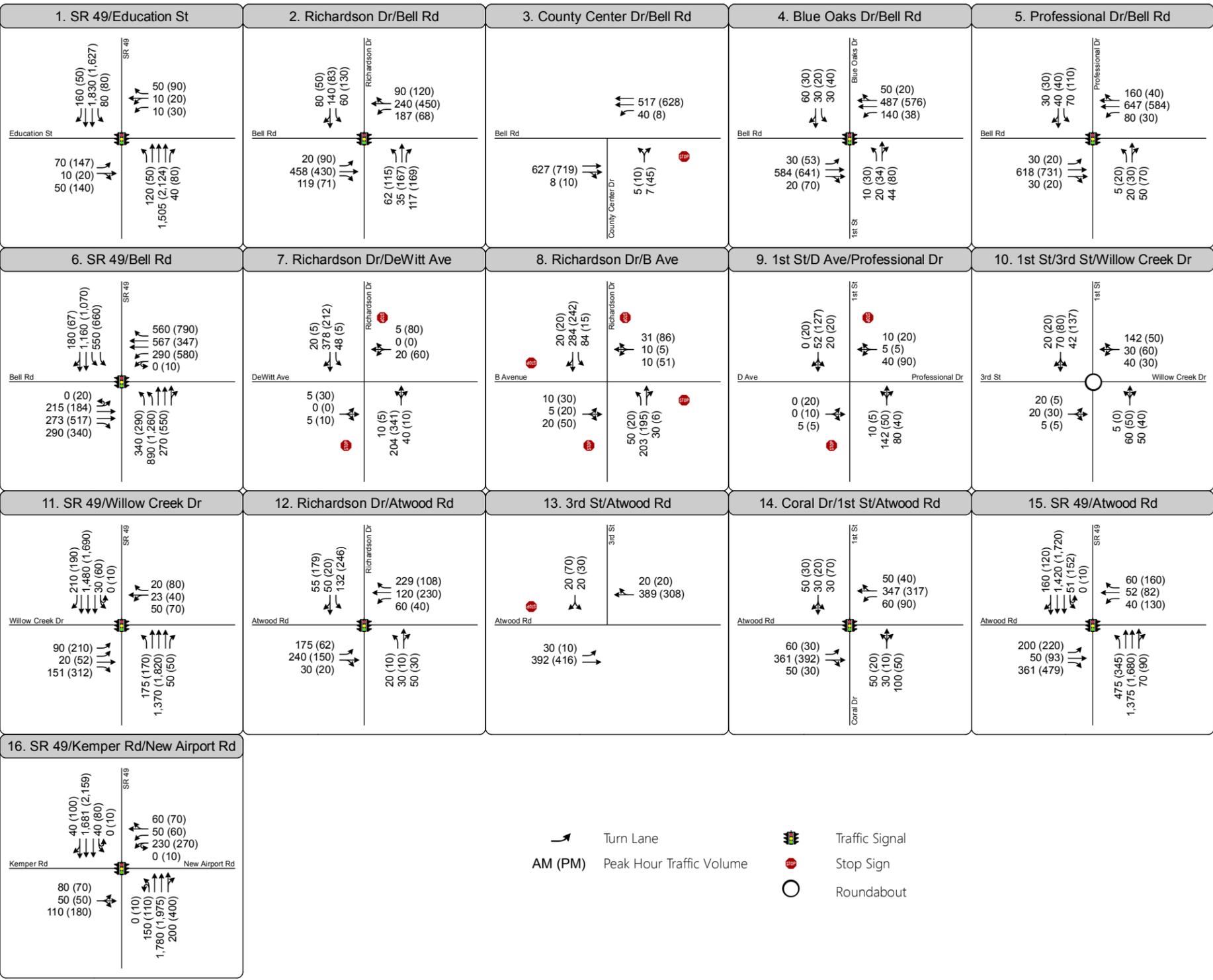
FIGURE 10-16b
Peak Hour Traffic Volumes and Lane Configurations - Existing Plus PCGC Master Plan Update
Fleiser County Government Center Master Plan Update

Turn Lane
AM (PM)
Traffic Signal
Stop Sign

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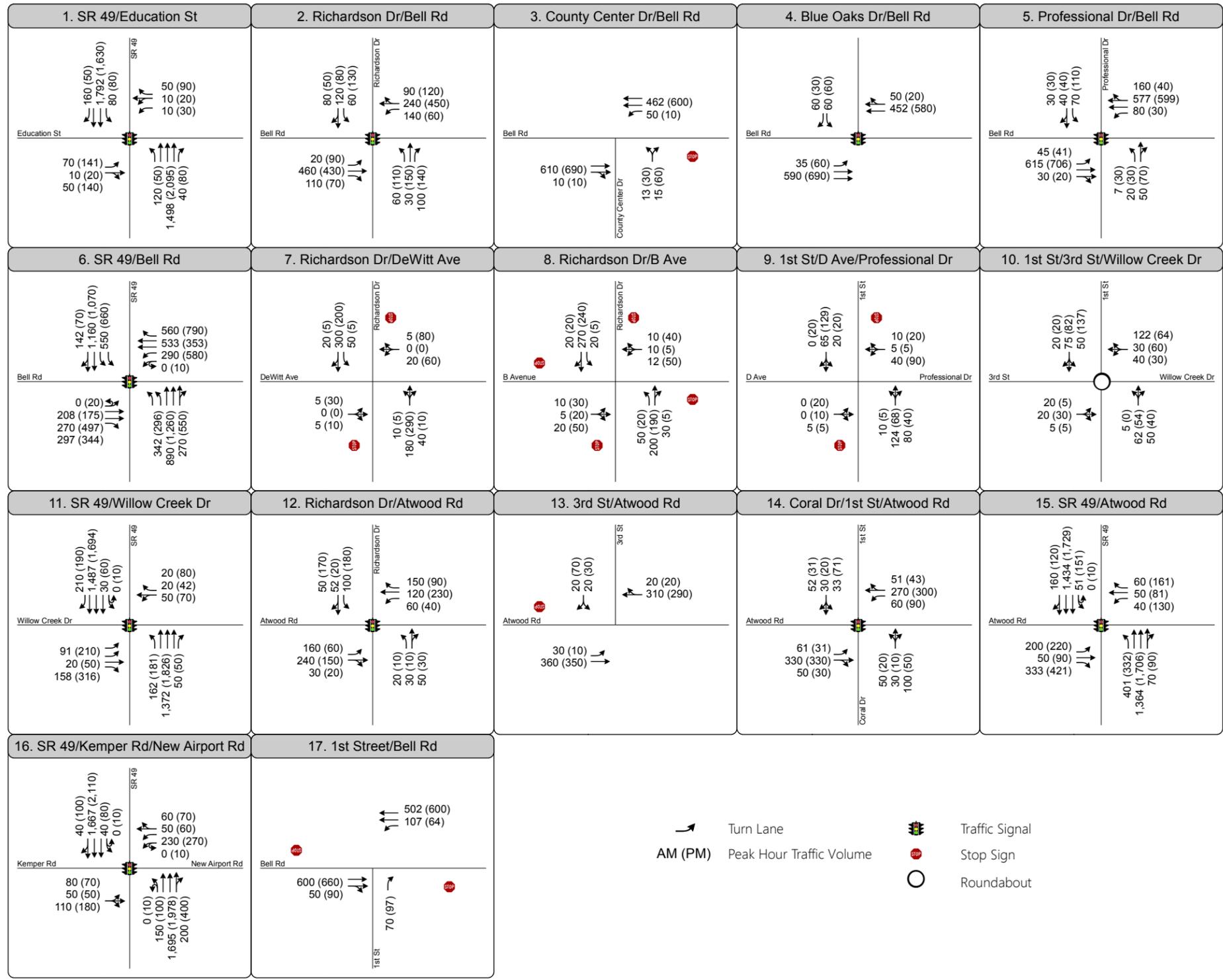
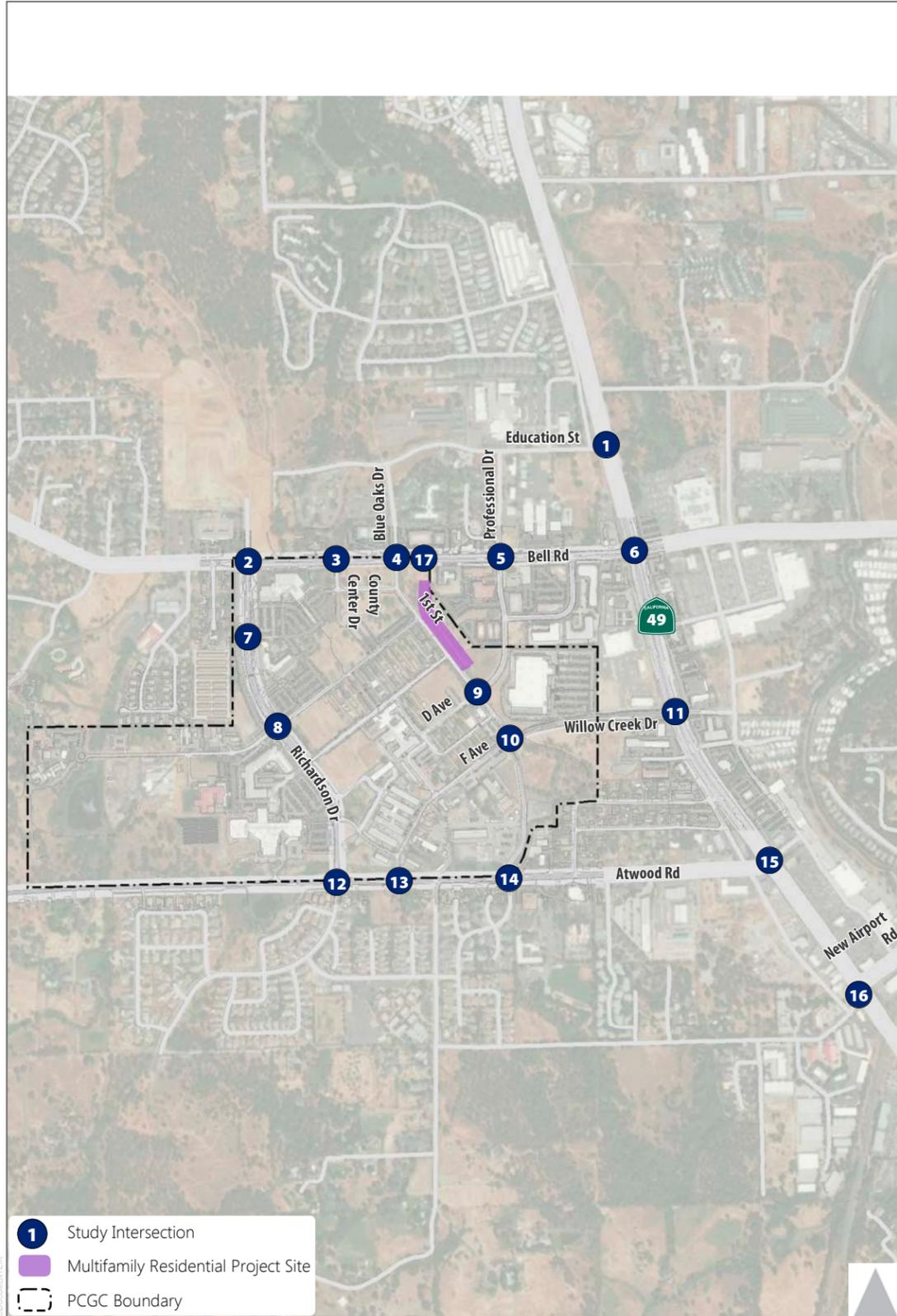


- 1 Study Intersection
- Health & Human Services Project Site
- PCGC Boundary



SOURCE: Fehr & Peers 2018

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SOURCE: Fehr & Peers 2018

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