

**TABLE 3-5**  
**EXISTING AM AND PM PEAK HOUR INTERSECTION ANALYSIS RESULTS**  
 Sunset Industrial Area  
 2015

#	Intersection	Jurisdiction	Target LOS	Control	Peak Hour	Existing	
						Delay	LOS
1	S Dowd Rd & Moore Rd	Placer County	C	TWSC	AM	9.0	A
					PM	9.4	A
2	Fiddymment Rd & Moore Rd	Placer County	C	AWSC	AM	7.6	A
					PM	7.5	A
3	Fiddymment Rd & Athens Ave	Placer County	C	AWSC	AM	9.0	A
					PM	10.7	B
4	Fiddymment Rd & Sunset Blvd West	Placer County	C	TWSC	AM	12.3	B
					PM	19.4	C
5	Fiddymment Rd & Blue Oaks Blvd	City of Roseville	C	Signalized	AM	19.8	B
					PM	16.4	B
6	Nelson Ln & SR 65	Caltrans	C	Signalized	AM	7.1	A
					PM	6.6	A
7	Nelson Ln & Moore Rd	Placer County	C	Signalized	AM	6.2	A
					PM	8.8	A
8	Foothills Blvd North & Athens Ave	Placer County	C	TWSC	AM	11.1	B
					PM	13.9	B
9	Industrial Ave & Athens Ave	Placer County	D	Signalized	AM	15.7	B
					PM	17.0	B
10	Industrial Ave & Placer Corporate Dr	Placer County	D	Signalized	AM	11.4	B
					PM	10.8	B
11	South Loop Rd/Placer Corporate Dr & Sunset Blvd	Placer County	D	TWSC	AM	11.0	B
					PM	30.8	D
12	Industrial Ave & South Loop Rd	Placer County	D	Signalized	AM	10.8	B
					PM	13.6	B
13	Joiner Pkwy & Ferrari Ranch Rd	City of Lincoln	C	Signalized	AM	--	--
					PM	7.9	A
14	Lincoln Blvd & Sterling Pkwy	City of Lincoln	C	Signalized	AM	24.9	C
					PM	14.8	B
15	Joiner Pkwy & Twelve Bridges Dr	City of Lincoln	C	Signalized	AM	30.9	C
					PM	23.2	C
16	Wildcat Blvd & Whitney Ranch Pkwy	City of Rocklin	C	Signalized	AM	20.0	B
					PM	16.8	B
17	Sunset Blvd & Lonetree Blvd/Stanford Ranch Rd	City of Rocklin	C	Signalized	AM	33.2	C
					PM	36.4	D
18	SR 65 SB Ramps & Twelve Bridges Dr	Caltrans	E	Signalized	AM	8.4	A
					PM	6.2	A

**TABLE 3-5  
EXISTING AM AND PM PEAK HOUR INTERSECTION ANALYSIS RESULTS  
Sunset Industrial Area  
2015**

#	Intersection	Jurisdiction	Target LOS	Control	Peak Hour	Existing	
						Delay	LOS
19	SR 65 NB Ramps & Twelve Bridges Dr	Caltrans	E	Signalized	AM	6.1	A
					PM	7.8	A
20	SR 65 SB Ramps & Sunset Blvd	Caltrans	E	Signalized	AM	8.0	A
					PM	8.3	A
21	SR 65 NB Ramps & Sunset Blvd	Caltrans	E	Signalized	AM	8.4	A
					PM	8.3	A
22	Washington Blvd/SR 65 SB Ramps & Blue Oaks Blvd	Caltrans	E	Signalized	AM	27.9	C
					PM	30.7	C
23	SR 65 NB Ramps & Blue Oaks Blvd	Caltrans	E	Signalized	AM	8.7	A
					PM	13.7	B

Notes: LOS based on HCM 2010

**■** bold indicates exceeding standard

AM traffic data were not available for Intersection #13

Source: Kittelson & Associates Inc., 2015.

### Existing Conditions Results for Roadway Segments

This section provides traffic operations results for the study roadway segments.

### Traffic Data for Roadway Segments

Figure 3-4 presents existing average daily traffic volumes for the study roadways.

### Traffic Operations Results for Roadway Segments

Table 3-6 presents the results of the roadway segment LOS threshold analysis for existing conditions based on average daily traffic volumes. All roadway segments were found to operate within LOS thresholds.

**TABLE 3-6  
EXISTING ROADWAY SEGMENT LOS THRESHOLD ANALYSIS RESULTS  
Sunset Industrial Area  
2015**

Study Segment			Jurisdiction	Functional Class	Lanes	Volume	LOS
Roadway	From	To					
Fiddymment Rd	Blue Oaks Blvd	Moore Rd	Placer County	Rural Arterial	2	6,385	A
Sunset Blvd W	Amoruso Way	Fiddymment Rd	Placer County	Rural Arterial	2	3,163	A
Foothills Blvd N/ W Sunset Blvd	Athens Ave	Lonetree Blvd/W Stanford Ranch Rd	Placer County	Thoroughfare	2	3,835	A
Athens Ave	Fiddymment Rd	Industrial Ave	Placer County	Minor Arterial	2	7,300	A
Whitney Ranch Pkwy	Wildcat Blvd	Old Ranch House Rd	Rocklin	Arterial	4	2,506	A
Twelve Bridges Dr	Industrial Ave	E Joiner Pkwy	Lincoln	Major Arterial	4	11,559	A
Industrial Ave/ Lincoln Hwy	Blue Oaks Blvd	E Joiner Pkwy	Placer County	Minor Arterial	2	9,092	A
Blue Oaks Blvd	Woodcreek Oaks Blvd	Foothills Blvd	Roseville	Arterial	6	30,658	A

Source: Placer County General Plan Final EIR, 1994.

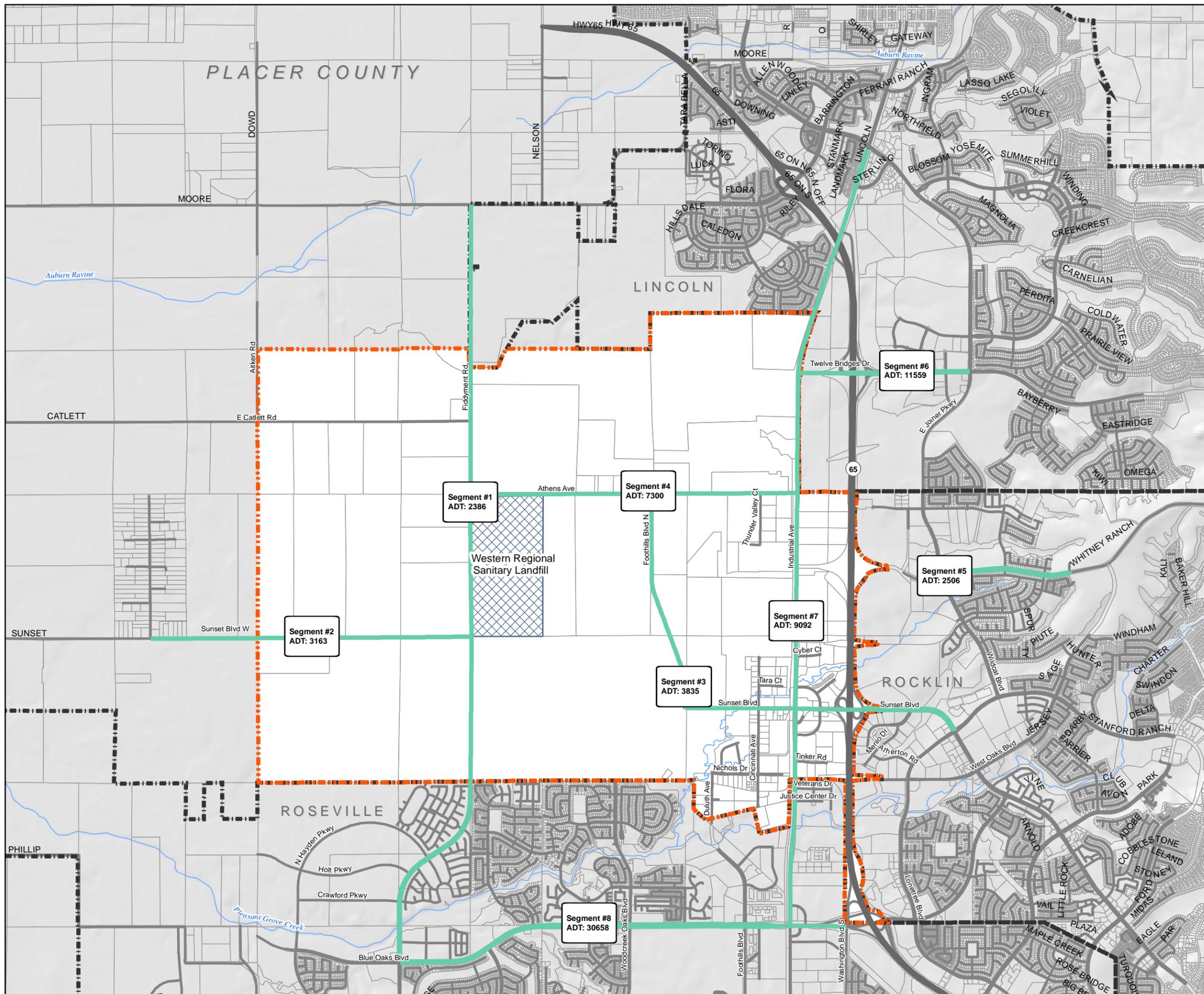
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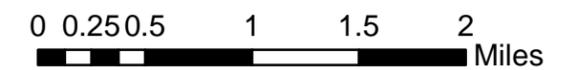
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# Sunset Area Plan | Figure 3-4

## Study Roadway Segment Average Daily Traffic Volume



- Study Roadway Segments
- Planning Area
- City Limits
- Western Regional Sanitary Landfill



Date: 09-14-2015  
 Source: Placer County,  
 Kittelson & Associates, 2015

## **Existing Conditions Results for Freeways**

This section provides traffic operations results for the study freeway segments.

### ***Traffic Data for Freeways***

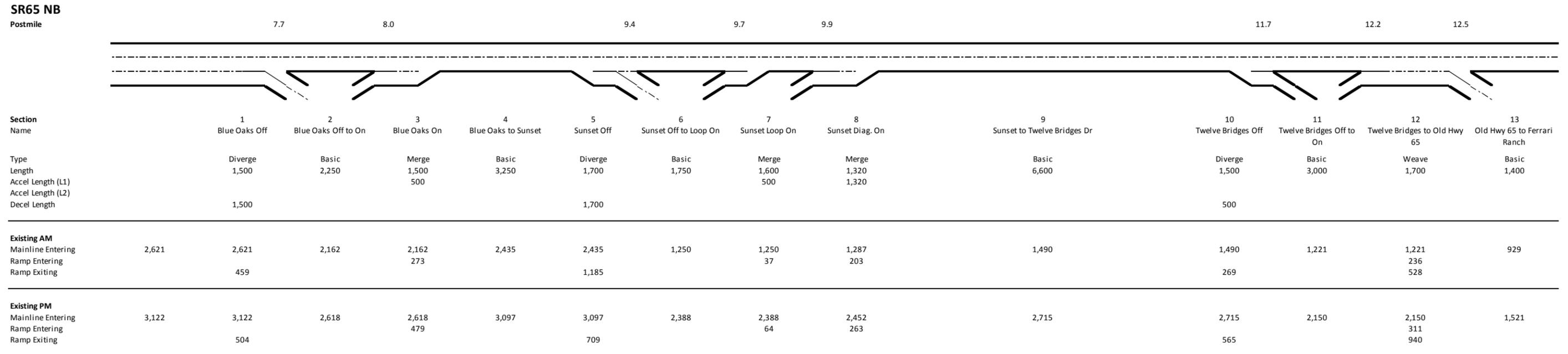
Figure 3-5 and Figure 3-6 present existing traffic volumes for mainline SR 65 and its ramps. In 2013, Caltrans published AADT data and K and D factors from PeMS (April 2014) were used to establish average weekday AM and PM peak hour volumes for both directions under existing conditions for mainline sections of SR 65 south of Blue Oaks Boulevard. Mainline volumes were balanced by adding and subtracting with ramp volumes along the study corridor.

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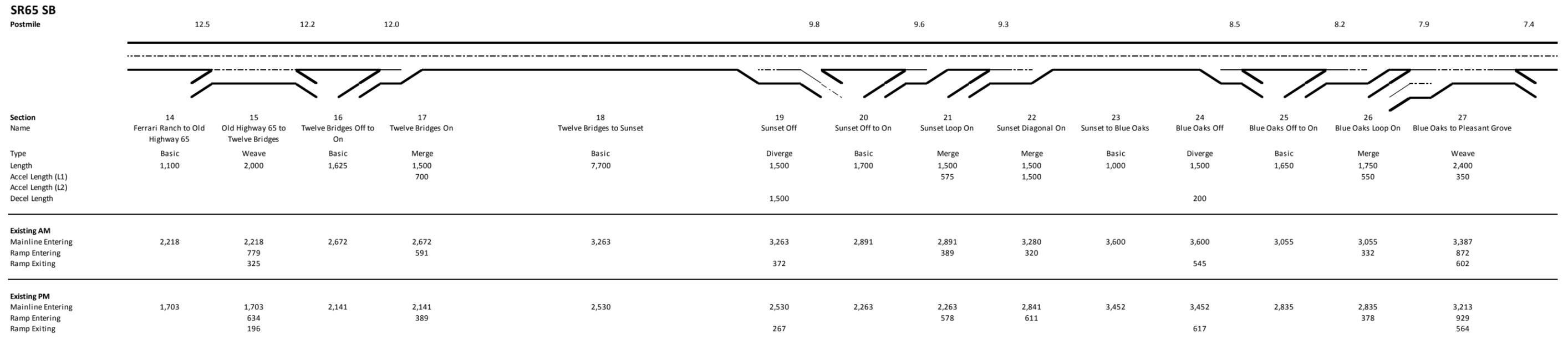
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FIGURE 3-5 EXISTING TRAFFIC VOLUME - SR 65 NORTHBOUND  
SUNSET INDUSTRIAL AREA



Source: Caltrans Published Traffic Data, 2013; State Route 65 Capacity and Operational Improvements Transportation Analysis Report, 2015.

FIGURE 3-6 EXISTING TRAFFIC VOLUME - SR 65 SOUTHBOUND  
SUNSET INDUSTRIAL AREA



Source: Caltrans Published Traffic Data, 2013; State Route 65 Capacity and Operational Improvements Transportation Analysis Report, 2015.

FIGURE 3-5 AND 3-6  
BACK OF FIGURES

**Traffic Operation Results for Freeways**

Table 3-7 and Table 3-8 present the results of the freeway level of service analysis for existing conditions in the northbound and southbound direction respectively.

All freeway segments were found to operate within LOS thresholds for both AM and PM peak hours. The freeway analysis worksheets are provided in Appendix C.

**TABLE 3-7  
EXISTING NORTHBOUND SR 65 FREEWAY ANALYSIS RESULTS**

Sunset Industrial Area  
2013

#	Segment	Type	AM Peak			PM Peak		
			Average Speed (mph)	Density <sup>1</sup> (pc/mi/ln)	LOS <sup>2</sup>	Average Speed (mph)	Density <sup>1</sup> (pc/mi/ln)	LOS <sup>2</sup>
1	Blue Oaks Blvd. Off-Ramp	Diverge	56.7	N/A <sup>3</sup>	A	56.6	N/A	A
2	Blue Oaks Blvd. Off-Ramp to On-Ramp	Basic	68.7	22.4	C	67.2	25.2	C
3	Blue Oaks Blvd. On-Ramp	Merge	59.8	25.7	C	58.3	29.5	D
4	Blue Oaks Blvd. to Sunset Blvd.	Basic	66.7	25.9	C	62.5	32.0	D
5	Sunset Blvd. Off-Ramp	Diverge	54.7	N/A	A	56.0	4.0	A
6	Sunset Blvd. Off-Ramp to Loop On-Ramp	Basic	70.0	12.7	B	68.6	22.5	C
7	Sunset Blvd. Loop On-Ramp	Merge	61.4	14.8	B	60.2	24.1	C
8	Sunset Blvd. Diag. On-Ramp	Merge	62.9	11.4	B	61.2	21.1	C
9	Sunset Blvd. to Twelve Bridges Dr.	Basic	70.0	15.1	B	66.4	26.4	D
10	Twelve Bridges Dr. Off-Ramp	Diverge	57.3	15.8	B	56.4	26.4	C
11	Twelve Bridges Dr. Off-Ramp to On-Ramp	Basic	70.0	12.4	B	69.6	20.0	C
12	Twelve Bridges Dr. to Old Highway 65	Weave	62.5	9.2	A	58.8	15.7	B
13	Old Highway 65 to Ferrari Ranch	Basic	70.0	9.4	A	70.0	14.1	B

<sup>1</sup>Density expressed in passenger cars per mile per lane

<sup>2</sup>Level of service is based on density as described in HCM 2010

<sup>3</sup>Ramp volume below HCM density calculation threshold: LOS A.

Source: Kittelson & Associates, Inc., 2015.

**TABLE 3-8  
EXISTING SOUTHBOUND SR 65 FREEWAY ANALYSIS RESULTS**  
Sunset Industrial Area  
2013

#	Segment	Type	AM Peak			PM Peak		
			Average Speed (mph)	Density <sup>1</sup> (pc/mi/ln)	LOS <sup>2</sup>	Average Speed (mph)	Density <sup>1</sup> (pc/mi/ln)	LOS <sup>2</sup>
14	Ferrari Ranch to Old Highway 65	Basic	69.3	20.7	C	70.0	16.3	B
15	Old Highway 65 to Twelve Bridges Dr.	Weave	58.4	19.4	B	60.7	14.9	B
16	Twelve Bridges Dr. Off-Ramp to On-Ramp	Basic	66.7	25.9	C	69.4	20.7	C
17	Twelve Bridges Dr. On-Ramp	Merge	57.9	29.7	D	60.3	24.0	C
18	Twelve Bridges Dr. to Sunset Blvd.	Basic	60.3	35.0	E	67.2	25.2	C
19	Sunset Blvd. Off-Ramp	Diverge	57.0	9.3	A	57.3	2.9	A
20	Sunset Blvd Off-Ramp to Loop On-Ramp	Basic	64.7	28.9	D	68.8	22.0	C
21	Sunset Blvd Loop On-Ramp	Merge	57.6	30.8	D	59.1	27.5	C
22	Sunset Blvd. Diag. On-Ramp	Merge	57.4	27.9	C	57.8	27.2	C
23	Sunset Blvd. to Blue Oaks Blvd.	Basic	55.1	42.3	E	55.6	41.6	E
24	Blue Oaks Blvd. Off-Ramp	Diverge	56.5	37.8	E	56.3	37.5	E
25	Blue Oaks Blvd. Off-Ramp to Loop On-Ramp	Basic	63.0	31.4	D	64.3	29.5	D
26	Blue Oaks Blvd. Loop On-Ramp	Merge	56.9	31.9	D	57.4	31.2	D
27	Blue Oaks Blvd. to Pleasant Grove Blvd.	Weave	54.2	29.6	D	54.2	29.6	D

<sup>1</sup>Density expressed in passenger cars per mile per lane

<sup>2</sup>Level of service is based on density as described in HCM 2010

Source: Kittelson & Associates, Inc., 2015.

**Existing Freeway Deficiency**

Based on the LOS analysis for each freeway segment type above, none of the study segments was found to operate at LOS exceed LOS thresholds.

## **Collision History**

This section provides collision analysis results for the study intersections, roadways, and freeway segments.

### ***Collision History Analysis for Local Facilities***

Figure 3-7 presents a location map where collisions occurred on study facilities based on the most recent three years of Placer County crash data<sup>1</sup> available (April 2010- March 2013) for the unincorporated study areas, and the three most recent years of SWITRS collision data available for the incorporated areas (January 2011 – December 2013). Table 3-9 and Table 3-10 present collisions that occurred at the study intersections respectively by severity and crash type. Table 3-11 and Table 3-12 present collisions that occurred on study roadway segments by severity and crash type respectively. Key findings from this collision data include:

- Twelve of the study intersections experienced a total of 43 crashes (18 injury and 25 property damage only crashes). No fatality crashes were recorded for any of the study intersections.
- The intersection of Sunset Boulevard and South Loop Road/Placer Corporate Drive experienced the highest frequency of crashes for all study intersections with eight crashes during the three-year period.
- Rear end collisions were the most common crash type at study intersections, followed closely by broadside collisions.
- A total of 78 collisions occurred on seven of the study roadway segments with the highest frequency on the Athens Avenue segment (27 crashes).
- Out of the 78 total collisions, two (2.6 percent) were fatal crashes, 37 (47.4 percent) were injury crashes, and 39 (50.0 percent) were property damage only crashes.
- Rear end collisions comprised of 32.1 percent of all crashes on the study roadway segments. Other major crash types included hit object collisions (19.2 percent) and broadside collisions (15.4 percent).

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<sup>1</sup> The source of the Placer County data is SWITRS. The data is internally processed and back-checked by the County for quality control.

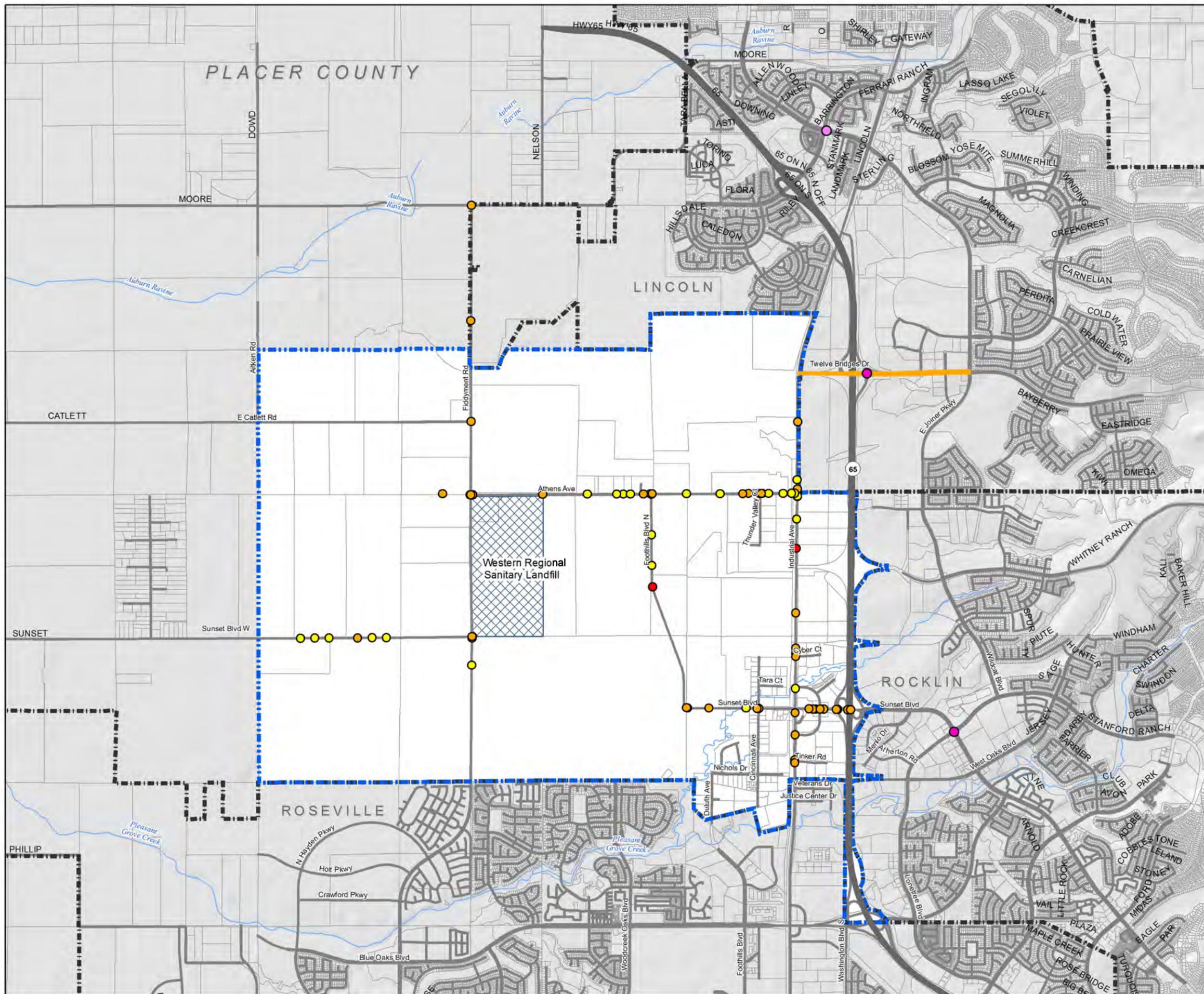
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# Sunset Area Plan | Figure 3-7 Crash History Summary

- Unincorporated Area - Fatality
- Unincorporated Area - Injury
- Unincorporated Area - Property Damage Only
- Incorporated Area - Intersection, 1 Injury
- Incorporated Area - Intersection, 2 Injuries
- Outside Study Area - Segment, 5 Injuries
- Planning Area
- City Limits
- Western Regional Sanitary Landfill



0 0.25 0.5 1 1.5 2 Miles

Date: 05-26-2015

Source: SWITRS, 2011-2013; Placer County, 2015

<b>TABLE 3-9</b> <b>INTERSECTION COLLISION HISTORY BY SEVERITY</b> Sunset Industrial Area 2011-2013				
Intersection	Fatal	Injury	Property Damage Only	Total
Fiddymment Road and Moore Road	-	1	2	3
Fiddymment Road and Athens Avenue	-	3	3	6
Fiddymment Road and Sunset Boulevard West	-	1	4	5
Athens Avenue and Foothills Boulevard North	-	3	3	6
Athens Avenue and Industrial Avenue	-	-	3	3
Industrial Avenue and Placer Corporate Drive	-	-	1	1
Industrial Avenue and South Loop Road	-	1	1	2
Sunset Boulevard and South Loop Road/Placer Corporate Drive	-	4	4	8
Sunset Boulevard and SR-65	-	2	4	6
Joiner Parkway and Ferrari Ranch Road	-	1	-	1
Lone Tree Boulevard and Sunset Boulevard	-	2	-	2
Twelve Bridges Road and SR-65	-	-	1	1
<b>Total</b>	<b>0</b>	<b>18</b>	<b>25</b>	<b>43</b>
<b>Percentage</b>	<b>0%</b>	<b>41.9%</b>	<b>58.1%</b>	<b>100%</b>

Source: SWITRS, 2011-2013.

**TABLE 3-10**  
**INTERSECTION COLLISION HISTORY BY CRASH TYPE**  
 Sunset Industrial Area  
 2011-2013

Intersection	Head-On	Sideswipe	Rear End	Broadside	Other	Total
Fiddymment Road and Moore Road	-	-	-	-	3	3
Fiddymment Road and Athens Avenue	-	-	3	-	3	6
Fiddymment Road and Sunset Boulevard West	-	1	2	-	2	5
Athens Avenue and Foothills Boulevard North	-	1	2	3	-	6
Athens Avenue and Industrial Avenue	-	-	3	-	-	3
Industrial Avenue and Placer Corporate Drive	-	-	1	-	-	1
Industrial Avenue and South Loop Road	-	-	1	1	-	2
Sunset Boulevard and South Loop Road/Placer Corporate Drive	-	-	3	5	-	8
Sunset Boulevard and SR-65	2	-	1	3	-	6
Joiner Parkway and Ferrari Ranch Road	-	-	-	1	-	1
Lone Tree Boulevard and Sunset Boulevard	-	-	-	1	-	1
Twelve Bridges Road and SR-65	-	-	-	1	-	1
<b>Total</b>	<b>2</b>	<b>2</b>	<b>16</b>	<b>15</b>	<b>8</b>	<b>43</b>
<b>Percentage</b>	<b>4.7%</b>	<b>4.7%</b>	<b>37.2%</b>	<b>34.8%</b>	<b>18.6%</b>	<b>100%</b>

Source: SWITRS, 2011-2013.

**TABLE 3-11  
ROADWAY SEGMENT COLLISION HISTORY BY SEVERITY**

Sunset Industrial Area  
2011-2013

Roadway Segment	Fatality	Injury	Property Damage Only	Total
Athens Avenue	-	9	18	27
Blue Oaks Boulevard	-	-	2	2
Fiddymment Road	-	2	1	3
Industrial Avenue/Lincoln Boulevard	1	10	5	16
Foothills Boulevard North/Sunset Boulevard West	1	10	4	15
Twelve Bridges Drive	-	5	1	6
Sunset Boulevard West	-	1	8	9
<b>Total</b>	<b>2</b>	<b>37</b>	<b>39</b>	<b>78</b>
<b>Percentage</b>	<b>2.6%</b>	<b>47.4%</b>	<b>50.0%</b>	<b>100%</b>

Source: SWITRS, 2011-2013.

**TABLE 3-12  
ROADWAY SEGMENT COLLISION HISTORY BY CRASH TYPE**

Sunset Industrial Area  
2011-2013

Roadway Segment	Head-On	Sideswipe	Rear End	Broadside	Hit Object	Overturned	Other	Total
Athens Avenue	-	4	13	4	5	1	-	27
Blue Oaks Boulevard	-	-	2	-	-	-	-	2
Fiddymment	-	-	1	-	2	-	-	3
Industrial Avenue/Old Highway 65	3	1	5	2	2	1	2	16
Foothills Boulevard North/Sunset Boulevard	-	3	3	4	2	3	-	15
Twelve Bridges Drive	1	1	1	2	-	-	1	6
Sunset Boulevard West	-	1	-	-	4	3	1	9
<b>Total</b>	<b>4</b>	<b>10</b>	<b>25</b>	<b>12</b>	<b>15</b>	<b>8</b>	<b>4</b>	<b>78</b>
<b>Percentage</b>	<b>5.1%</b>	<b>12.8%</b>	<b>32.1%</b>	<b>15.4%</b>	<b>19.2%</b>	<b>10.3%</b>	<b>5.1%</b>	<b>100%</b>

Source: SWITRS, 2011-2013.

### ***Collision History Analysis for Freeways***

Collision analysis for SR 65 was based on TASAS data (Table B) obtained from Caltrans District 3. The data was for April 1, 2010, through March 31, 2013, and includes collisions that occurred between post mile 7.1 and 13.015 in the northbound direction and post mile 7.1 and 13.999 in the southbound direction.

As shown in Table 3-13, before opening of the new Lincoln Bypass, the fatal collision rate was higher than the average for similar facilities for the southbound direction of the mainline (0.019 fatalities per MVM versus 0.007 fatalities per MVM) and was lower than the average for the northbound direction (zero fatality per MVM versus 0.007 fatalities per MVM). Fatal + injury rates and total rates were lower than the average for similar facilities for both travel directions.

After the Lincoln Bypass opened, crash rates of all severity types were lower than the average for similar facilities for both travel directions.

In addition, collision history by severity and type were also summarized in Table 3-14. Key findings from this analysis include:

- Three fatalities occurred in the southbound direction between post mile 7.1 and 11.22 during the period between 04/2010 and 10/2012.
- About 58.3-61.9 percent of total crashes involved multiple vehicles.
- About 22.5-23.8 percent of total crashes occurred during raining conditions and 31.7-38.1 percent of total crashes occurred at night time.

**TABLE 3-13  
FREEWAY COLLISION RATES  
Sunset Industrial Area  
2010-2013**

Route	Start Mile Post	End Mile Post	ADT of Main Cross Street (1000)	Total MVM (in millions)	Fatal Rate	Fatal + Injury Rate	Total Rate	Average Fatal Rate	Average Fatal + Injury Rate	Average Total Rate
April 1, 2010 - October 4, 2012										
SR 65 NB Mainline	7.1	13.015	27.2	160.16	0	0.15	0.38	0.007	0.23	0.66
SR 65 SB Mainline	13.015	7.1	27.2	160.16	0.019	0.15	0.37	0.007	0.23	0.66
October 5, 2012 - March 31, 2013										
SR 65 NB Mainline	7.1	13.999	29.3	35.92	0	0.08	0.22	0.006	0.21	0.59
SR 65 SB Mainline	13.999	7.1	29.3	35.92	0	0.08	0.36	0.006	0.21	0.59

Note: Lincoln Bypass effective date is October 5, 2012.

Source: TASAS, Caltrans District 3, 2010-2013.

**TABLE 3-14  
FREEWAY COLLISIONS BY SEVERITY AND TYPE  
Sunset Industrial Area  
2010-2013**

Route	Start Mile Post	End Mile Post	Total	Fatal	Injury	Fatal + Injury	Multi Vehicle	Wet	Dark	Persons Killed	Persons Injured
April 1, 2010 - October 4, 2012											
SR 65 NB Mainline	7.1	13.015	61	0	24	24	30	14	21	0	35
SR 65 SB Mainline	13.015	7.1	59	3	21	24	40	13	17	3	38
Total			120	3	45	48	70	27	38	3	73
Percentage				2.5%	37.5%	40.0%	58.3%	22.5%	31.7%	2.5%	60.8%
October 5, 2012 - March 31, 2013											
SR 65 NB Mainline	7.1	13.999	8	0	3	3	5	1	3	0	3
SR 65 SB Mainline	13.999	7.1	13	0	3	3	8	4	5	0	3
Total			21	0	6	6	13	5	8	0	6
Percentage				0.0%	28.6%	28.6%	61.9%	23.8%	38.1%	0.0%	28.6%

Note: Lincoln Bypass effective date is October 5, 2012.

Source: TASAS, Caltrans District 3, 2010-2013.

# Regulatory Setting

This section identifies the laws, regulations, policies, and programs related to the physical **environment that pertain to the project's effects** on transportation and circulation on the highways and local roadways within Placer County and the SIA.

## Federal

### ***Moving Ahead for Progress in the 21<sup>st</sup> Century Act***

The Moving Ahead for Progress in the 21st Century Act (MAP-21) was signed into law on July 6, 2012. Funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005. MAP-21 represents a milestone for the U.S. economy – it provides needed funds and, more importantly, it transforms the policy and programmatic framework for investments to guide the growth and **development of the country's vital transportation infrastructure**. MAP-21 creates a streamlined, performance-based, and multimodal program to address the many challenges facing the U.S. transportation system. These challenges include improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery. MAP-21 builds on and refines many of the highway, transit, bike, and pedestrian programs and policies established in 1991.

### ***Surface Transportation Assistance Act***

The 1982 Surface Transportation Assistance Act (STAA) designates certain routes to allow large trucks to operate on the interstate and certain primary routes; collectively, these are called the National Network. These routes, referred to as STAA routes, call for providing turning radii that can accommodate movements by large, articulated trucks.

## State

Caltrans is responsible for planning, designing, constructing, and maintaining all State-owned and operated roadways in Placer County. Federal highway standards are implemented in California by Caltrans. Any improvements or modifications to the State highway system within Placer County must be approved by Caltrans. Placer County and other local agencies have no ability to unilaterally make improvements to the State highway system.

### ***The California Complete Streets Act of 2008***

The California Complete Streets Act of 2008 requires cities and counties to include complete streets policies as part of their general plans so that roadways are designed to safely accommodate all users, including bicyclists, pedestrians, transit riders, children, the elderly, and

persons with disabilities, as well as motorists. It complements an existing policy, which directs **Caltrans to “fully consider the needs of non-motorized travelers** (including pedestrians, bicyclists, and persons with disabilities) in all programming, planning, maintenance, construction, operations, **and project development activities and products.”** As of January 2011, any substantive revision of the circulation element in the general plan of a California local government will include complete streets provisions.

### ***Caltrans Guide for the Preparation of Traffic Impact Studies***

The Caltrans Traffic Impact Studies guide was last developed in December 2002. The guide has governed the analysis of traffic impacts of a development on state highway facilities. Federal, State, and local agency development projects and land use changes that are shown to impact a State highway facility are required to identify the level of traffic impact and measure to mitigate it. Assessment of traffic impacts are based on the amount of traffic (peak hour trips) the project generates on the State highway facility and the need to maintain the target intersection and roadway LOS standards.

### ***California Manual on Uniform Traffic Control Devices***

Caltrans adopted the 2012 California Manual on Uniform Traffic Control Devices (California MUTCD) to provide uniform standards and specifications for all official traffic control devices in California. This action was taken pursuant to the provisions of California Vehicle Code Section 21400 and the recommendation of the California Traffic Control Devices Committee (CTCDC). The CTCDC has requested and received a letter to confirm substantial conformance from the Federal Highway Administration (FHWA) for the 2012 California MUTCD.

### ***California Vehicle Code***

The California Vehicle Code was most recently updated in January 2015. The code contains State statutes governing vehicle ownership, registration, and operation.

### ***Assembly Bill 1600***

Assembly Bill (AB) 1600 (the “**Mitigation Fee Act**”) was enacted in 1987. Along with its subsequent amendments contained in California Government Code §§66000-66025, AB 1600 establishes requirements on local agencies for the imposition and administration of fee programs. The act requires local agencies to document the following five findings when adopting a fee: 1) purpose of fee revenues, 2) use of fee revenues, 3) benefit relationship, 4) burden of relationship, and 5) proportionality. Local agencies administer traffic impact fee programs to address impacts to local roadways caused by new development.

### **Senate Bill 743**

Senate Bill (SB) 743 promotes the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. Alternative measurement of transportation impact may include vehicle miles traveled, vehicle miles traveled per capita, and automobile trips generated. Final guidance on the implementation of SB 743 is forthcoming from the State's Office of Planning and Research.

### **Standard Plans & Specifications**

Most recently updated in 2006, Caltrans maintains a standard set of policies, procedures, and design standards that govern infrastructure construction, management, and maintenance for State facilities. A variance must be obtained before deviations impacting State facilities are permitted.

### **Local**

Placer County is part of the Sacramento Area Council of Governments (SACOG), which must maintain and update a Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) at least every four years.

### ***The Placer County Regional Transportation Plan and Sacramento Area Council of Governments Metropolitan Transportation Plan/Sustainable Communities Strategy***

The Placer County Transportation Planning Agency (PCTPA) developed and adopted the Regional Transportation Plan (RTP). As the forum for making decisions about the regional transportation system in Placer County, the PCTPA develops and adopts various plans and strategies that serve to not only make the best use of State and Federal transportation funds, but **also to fulfill the requirements of the agency's State designation as the Regional Transportation Planning Agency (RTPA) for Placer County.** Regional Transportation Plan documents the policy direction, actions, and funding recommendations that are intended to meet the short- and long-range transportation needs of Placer County. The PCTPA is part of a larger metropolitan planning jurisdiction (El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba Counties), which is coordinated by SACOG. **The PCTPA's two most recent RTPs are incorporated into SACOG's** regional planning processes through the 2012 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS).

### ***Placer County Air Pollution Control District***

The Placer County Air Pollution Control District (PCAPCD) establishes and implements regulations to achieve air quality standards in Placer County. The PCAPCD also works with the PCTPA to fund and implement various programs promoting alternative transportation, such as

the annual Spare-the-Air campaign. The PCAPCD works in concert with the other air pollution control districts in the Sacramento region including the Sacramento Metropolitan Air Quality Management District, El Dorado Air quality Management District, Yolo-Solano Air Quality Management District, and Feather River Air Quality Management District.

### ***Placer County General Plan***

Placer County has developed a countywide general plan that sets out policies on land use and development of the county. Development projects which are shown to create either a project specific impact and/or cumulative plus project traffic impact, require identification of mitigation of impacted local roadways. Assessment of traffic impacts are based on maintaining the intersection and roadway level of service standards **defined in the County's General Plan**.

## SECTION 3.3 TRANSIT SERVICES

### Existing Conditions

Placer County Transit (PCT) provides bus services throughout the county and surrounding areas. The services provided by PCT are as follows:

- **Fixed Route Bus Service** is provided in Western Placer County including Alta, Colfax, Auburn, Loomis, Rocklin, Lincoln, Roseville, and the surrounding unincorporated area. This service is available Monday through Saturday. There is no service on Sunday.
- **Dial-A-Ride** paratransit (curb-to-curb) service is provided throughout western Placer County to residents of all ages. This service is available Monday through Saturday. There is no service on Sunday.
- **Placer Commuter Express** service for commuters is provided from western Placer County to downtown Sacramento. This service is available Monday through Friday. There is no service on the weekends.
- **Health Express** is a no- to low-cost transportation service providing rides for Placer County residents to and from medically-related appointments.
- **Tahoe Area Regional Transit** services are available for residents of eastern Placer County to travel to Northshore of Lake Tahoe, Incline Village, and Truckee. This service is available seven days per week including Christmas Day and all holidays.
- **Van Pool Program** is available to Placer County residents. The program is managed by PCT and offers commuters an opportunity to ride with others on their commute trips.

PCT provides local and intercity public transportation with fixed-route and demand response service. The County is also served by interregional private transit providers. One fixed-route bus line serves the SIA providing service to Lincoln, Rocklin, and Sierra College. The Lincoln/Sierra College Route operates Monday through Saturday from approximately 6 a.m. to 8 p.m. The service operates on one-hour headways.

In addition to the Placer County transit services, the City of Roseville operates Dial-A-Ride paratransit services within its jurisdiction. The City of Lincoln has two fixed-route bus services (Route 204 and 205) within the city limits that are operated by Placer County. The City of Roseville operates 12 fixed-route bus services (Routes A, B, C, D, E, F, G, I, L, M, R, and S) and commuter express service between the city of Roseville and downtown Sacramento. These fixed-route bus services connect to regional transfer points and the Civic Center Amtrak station.

Within the vicinity of the SIA, three fixed-route bus lines are operated by the City of Roseville, providing a connection to greater Placer County and the Sacramento region. These routes include:

- **Route M** provides east-west transit service south of the SIA between the Galleria and Vintage Square in the city of Roseville. Service operations are between approximately 6 a.m. and 10 p.m. Monday through Friday, and 8 a.m. to 5 p.m. on Saturday. Route M operates with headways of one hour.
- **Route R** provides north-south transit service south of the SIA between PRIDE industries and Louis/Orlando Transfer point, connecting to Sacramento Regional Transit and Placer County Transit south of I-80. Service operates Monday through Friday during the a.m. and p.m. peak hours. Headways on Route R are approximately 45 minutes.
- **Route S** provides transit service between the southeastern corner of the SIA and the Galleria. Service is only provided during the a.m., midday, and p.m. peak hours Monday through Friday, with two buses leaving in the a.m. and p.m. peak hours and three during the midday peak hours.

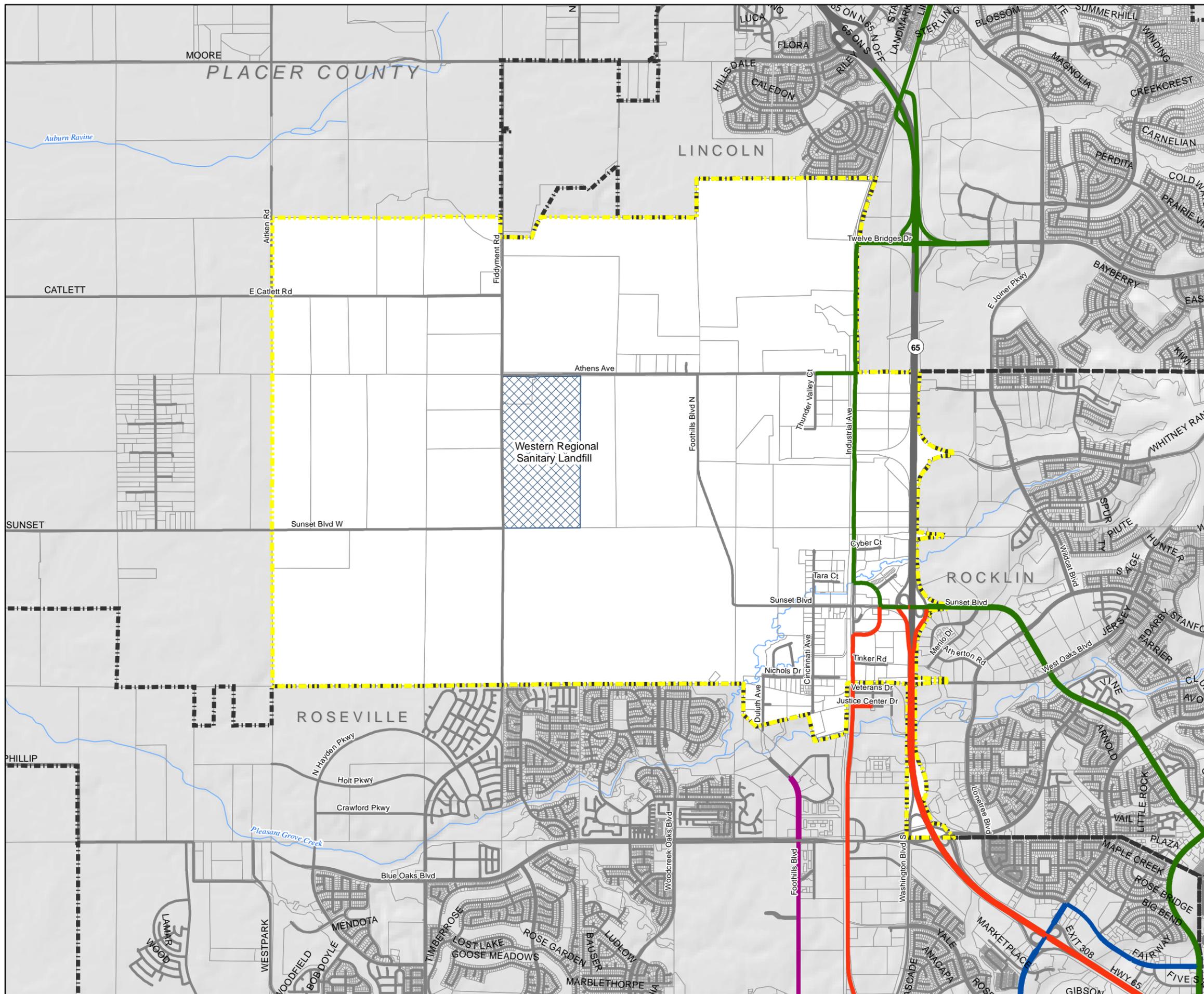
Figure 3-8 shows the existing transit service within SIA.

## SIA PLAN UPDATE

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# Existing Transit Service



### Placer County Transit Routes

Lincoln / Sierra College

### Roseville Transit Routes

M

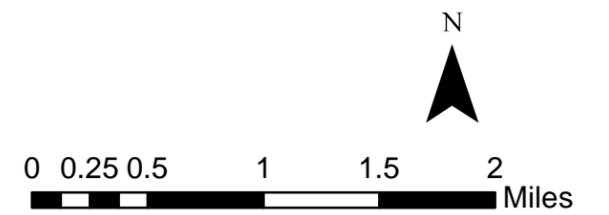
R

S

Planning Area

City Limits

Western Regional Sanitary Landfill



Date: 05-26-2015

Source: Placer County, Roseville Transit, 2015

## Regulatory Setting

Public transportation facilities are planned, funded, installed, operated, and maintained under an integrated regulatory framework. Federal, State, and local dollars contribute to capital and operational costs, and those dollars are made available contingent upon certain requirements.

### Federal

#### ***Federal Transit Administration Master Agreement***

The Federal Transit Administration (FTA) Master Agreement contains the standard terms and conditions governing the administration of a project that FTA has financed with Federal assistance. Funds are awarded through an underlying agreement with the recipient including any FTA Grant Agreement, FTA Cooperative Agreement, FTA Transportation Infrastructure Loan, FTA Transportation Infrastructure Loan Guarantee, or FTA Transportation Infrastructure Line of Credit.

#### ***Title VI of the Civil Rights Act of 1964***

Title VI, 42 U.S.C. § 2000d et seq. was enacted as part of the landmark Civil Rights Act of 1964. It prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving Federal financial assistance.

### State

#### ***California Transportation Development Act***

The California Transportation Development Act (TDA) provides a dedicated State funding source for use by local jurisdictions to improve existing public transportation and encourage regional public transportation coordination. Transit agency performance audits are performed on a triennial basis to ensure that transit agencies are meeting minimum service performance standards (e.g., passengers per revenue mile and hour, annual passengers served, etc.). Financial audits are conducted annually. Use of TDA monies is also tied to identifying and allocating funds to unmet transit needs, a process that requires local transportation planning agencies to identify and assess unmet transit needs on an annual basis. Unmet transit needs are defined in the RTP as transit service to those residents who use or would use public transportation regularly, if available, to meet their life expectations, such as trips for medical and dental services, shopping, employment, personal business, education, social services, and recreation. TDA funds can be allocated to non-transit uses if there are no unmet transit needs within the jurisdiction that are reasonable to meet with the use of TDA funds. Reasonableness is

determined by community interest, equity, potential ridership, cost effectiveness, operational feasibility, and funding.

### ***California Complete Streets Act of 2008***

The California Complete Streets Act of 2008 requires cities and counties to include complete streets policies as part of their general plans so that roadways are designed to safely accommodate all users, including bicyclists, pedestrians, transit riders, children, the elderly, and persons with disabilities, as well as motorists. It will complement an existing policy, which **directs Caltrans to “fully consider** the needs of non-motorized travelers (including pedestrians, bicyclists, and persons with disabilities) in all programming, planning, maintenance, construction, operations, **and project development activities and products.” As of January 2011**, any substantive revision of the circulation element in the general plan of a California local government will include complete streets provisions.

### ***Senate Bill 743***

Senate Bill (SB) 743 promotes the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. Alternative measurement of transportation impact may include vehicle miles traveled, vehicle miles traveled per capita, and automobile trips generated.

## **Local**

### ***The Placer County Regional Transportation Plan and Sacramento Area Council of Governments Metropolitan Transportation Plan/Sustainable Communities Strategy***

The Placer County Transportation Planning Agency (PCTPA) developed and adopted the Regional Transportation Plan (RTP). As the forum for making decisions about the regional transportation system in Placer County, the PCTPA develops and adopts various plans and strategies that serve to not only make the best use of State and Federal transportation funds, but also to fulfill the requirements of the agency’s **State designation as the Regional Transportation Planning Agency (RTPA)** for Placer County. Regional Transportation Plan documents the policy direction, actions, and funding recommendations that are intended to meet the short- and long-range transportation needs of Placer County. The PCTPA is part of a larger metropolitan planning jurisdiction (El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba Counties), which is **coordinated by SACOG. The PCTPA’s two most recent RTPs are incorporated into SACOG’s** regional planning processes through the 2012 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS).

### ***Placer County General Plan***

The County's General Plan provides goals, policies, and implementation programs for transit and alternative mode of transportation (Goal 3.B) to promote a safe and efficient mass transit system, improve the environment, and provide non-automotive means of transportation in Placer County.

### ***Placer County Short Range Transit Plan***

The County's Short Range Transit Plan (SRTP) evaluates Placer County Transit's performance, and identifies strategies for enhancing transit service within the county. The SRTP provides guidelines for transit service development for Placer County Transit and the communities it serves.

# SECTION 3.4 NON-MOTORIZED FACILITIES

## Existing Conditions

Bikeway planning and design in California rely on the guidelines and design standards established by Caltrans. The Caltrans standards provide for three distinct types of bikeway facilities as described below:

- **Class I Bike Path** provides a completely separated right-of-way for the exclusive use of bicycles and pedestrians with minimal crossflows by motorists. These bike paths require a minimum five feet of separation from paved roadways.
- **Class II Bike Lane** provides a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles, with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motor vehicles permitted.
- **Class III Bike Route** provides for shared use with pedestrians and/or motor vehicles within the same right-of-way and is designated with signs only to indicate “Bike Route.” Class III Bike Routes are appropriate where adequate right-of-way may not be available to accommodate Class II Bike Lanes.

As a Regional Transportation Planning Agency (RTPA) for Placer County, the PCTPA developed and adopted the Bikeways Master Plan for all jurisdictions in Placer County. The PCPTA monitors bicycle planning efforts throughout the Placer region and also coordinates with SACOG, Caltrans, and other local jurisdictions on bicycle issues.

Within the vicinity of the SIA, there is approximately 2.5 miles of Class I Bike Paths, 14 miles of Class II Bike Lanes, and 7 miles of Class III Bike Routes. Only Class III Bike Route facilities currently exist within the SIA.

In addition, existing bike lanes and roadways that have speed limits of 35 mph or less can be used by neighborhood electric vehicles (NEVs). The Cities of Lincoln and Rocklin are planning to expand the use of NEVs within their communities. The PCTPS is also planning to develop a countywide NEV implementation plan.

Figure 3-9 shows the existing bike facilities throughout SIA study area.

### Existing Bicycle & Pedestrian Facilities

- Class I Bike Path
- Class II Bike Lane
- Class III Bike Route
- Sidewalk
- Planning Area
- City Limits
- Western Regional Sanitary Landfill

