4. Circulation

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4.1 CIRCULATION CONCEPT

The Riolo Vineyard circulation system is designed to offer the community a variety of transportation options. The Specific Plan accounts for all modes of personal transportation, from vehicular and pedestrian, to bicycle and equestrian.

The project proposes a hierarchy of roadways specifically designed to meet the traffic needs of the community. The Plan Area is bounded on three sides by arterial roadways (Walerga Road, Watt Avenue, and PFE Road). Various improvements to these existing roadways will be made as a part of the Riolo Vineyard project. Within the community, primary and secondary residential streets guide traffic into residential villages and provide important connections to parks and open space.

The Riolo Vineyard Specific Plan focuses on establishing a community that offers viable options for alternative transportation and encourages these nontraditional modes of travel. The project promotes bicycle travel via a combination of Class II bike lanes and separated Class I trails. A series of pedestrian pathways and sidewalks links residents to the assorted uses within the Plan Area. An extensive multi-purpose trail offers horseback riding through open space punctuated by oak trees and agricultural lands. Each of the various nonvehicular travel options interconnect to form a comprehensive system.

All public roadways within Riolo Vineyard are designed to meet Placer County standards and are offered for dedication to the County. Maintenance of public roadways will be funded through assessments levied by the applicable benefit district. Specific alignments will be determined during the Final Mapping stages. Specific obligations for financing and construction of improvements shall be identified in the development agreement(s).

The Vehicular Circulation is shown on Figure 4.1.

4.2 CIRCULATION GOALS AND POLICIES

The following goals and policies establish the framework for the Riolo Vineyard Circulation System:

Circulation Goal #1
Create a safe and efficient circulation network for all modes of travel.

Circulation Goal #2
Create visual interest by using green space as the primary focal point for the various routes and modes of travel.

Circulation Policies

1. Plan for an adequate transportation network to meet increased traffic demands through build-out of the Plan Area.
2. Establish internal circulation connections between the different land uses and residential neighborhoods.
3. Establish a network for alternative modes of transportation

that encourages walking, biking and horseback riding, thereby reducing automobile trips and their associated impacts.
4. Design roadways to take visual advantage of parks, landscaping and open space.
5. Single-load residential streets that are adjacent to parks or open space, where the plan allows.
6. Emphasize the form and function of roadways by utilizing curvilinear streets that regulate speeds, discourage cut through traffic, and interrupt static blocks of housing.

4.3 ROADWAY CLASSIFICATIONS

Arterials

Watt Avenue is a north-south arterial that extends from Baseline Road in Placer County south through Sacramento County. Watt Avenue connects West Placer County with Interstate 80 in Sacramento County, and extends across the American River to provide access to US 50. The Riolo Vineyard project design accommodates the ultimate expansion of the Watt Avenue right-of-way adjacent to the Plan Area to 130 feet. This ultimate condition does not necessarily represent improvement responsibilities. Actual obligations for infrastructure improvements will be determined by a Development Agreement between the County and the individual property owners within the Plan Area, as shown on Table 2.1.

Watt Avenue is shown on Figure 4.2, Section A.

Rural Arterials

PFE Road is an east-west rural arterial that extends from Watt Avenue west to the City of Roseville. The Riolo Vineyard project design accommodates the ultimate expansion of the PFE Road right-of-way adjacent to the Plan Area to 64 feet. This ultimate condition does not necessarily represent improvement responsibilities. Actual obligations for infrastructure improvements will be determined by a Development Agreement between the County and the individual property owners within the Plan Area, as shown on Table 2.1.

PFE Road is shown on Figure 4.2, Section B.

Walerga Road is a north-south rural arterial that extends from Baseline Road south to Roseville Road in Sacramento County. It provides access between western Placer County and the Antelope area of Sacramento County. Walerga Road was recently widened to four lanes north of PFE Road and realigned to connect with Fiddyment Road north of Baseline Road. The Riolo Vineyard project design accommodates the ultimate expansion of the Walerga Road right-of-way adjacent to the Plan Area to 106 feet. This ultimate condition does not necessarily represent improvement responsibilities. Actual obligations for infrastructure improvements will be determined by a Development Agreement between the County and the individual property owners within the Plan Area, as shown on Table 2.1.

Walerga Road is shown on Figure 4.2, Section C.

Primary Residential Streets

All Primary Residential Streets within the Plan Area will have a 52 foot right-of-way width. This section includes parking on both sides of the street, and Class II bike lanes.

This street is shown on Figure 4.2, Section D.

Secondary Residential Streets

Secondary Residential Streets within the Plan Area have a 40 foot right-of-way width. This section allows for parking on both sides of the street.

This street is shown on Figure 4.2, Section E

Entry Streets

Riolo Vineyard has three major entries accompanied by one minor entry. Two major entries, and the one minor entry, are located on PFE Road. The third major entry is on Walerga Road. An additional minor entry from PFE Road into the Frisvold property is anticipated to be full access. Entryways are custom designed and right-of-way widths vary in order to accommodate landscaped medians and other decorative features. This section prohibits parking on both sides of the street.

This street is shown on Figure 4.2, Section F.

4.4 TRAFFIC CALMING

A number of traffic calming features have been incorporated into the the Riolo Vineyard circulation system. These features include curvilinear alignments, raised islands, and traffic circles. Such design techniques alert drivers, force vehicles to travel at slower speeds and restrict certain movements for pedestrian safety.

Some typical traffic calming features are shown on Figures 4.3-4.5.

4.5 SIGNALIZATION

Signalization, or modification of signals, is planned by the County at the intersections of PFE Road/Watt Avenue and PFE Road/Walerga Road.

4.6 PEDESTRIAN, MULTI-PURPOSE AND BICYCLE CIRCULATION

The availability of pedestrian, bicycle and multi-purpose trails promotes a desirable and healthy alternative to motor vehicle transportation. The Riolo Vineyard Specific Plan recognizes the vital importance of these alternative modes of travel as both a means of transportation and a recreational amenity.

The Pedestrian, Multi-purpose Trail, and Bicycle Circulation is shown on Figure 4.6.

Class I Trails

The Riolo Vineyard project contributes approximately 2 miles of Class I bike, pedestrian and multi-purpose trail to the regional Dry Creek Greenway Trail system. Upon completion of this regional system, Sacramento and Placer County residents will enjoy over 70 miles of hiking, biking, and horseback riding facilities. The Dry Creek trail meanders along the northern edge of the Plan Area beneath the canopy of the

Dry Creek riparian corridor, connecting Watt Avenue with Walerga Road. This trail system consists of a combination 12 foot wide bike/ pedestrian/ utility access road and a four foot wide multi-purpose trail.

The Class I Trail/ Utility Access Road is shown on Figure 4.2, Section G.

Additional Class I bike/ pedestrian trails are located along the project sides of Walerga Road, PFE Road and Watt Avenue. This trail is eight feet wide along Walerga and PFE Roads and widens to ten feet along Watt Avenue. The Class I system connects to the Dry Creek trail and completes a 4.5 mile loop around the community.

The trail along Watt Avenue has been changed to 10' to be consistent with the Approved Riolo Vineyard Specific Plan. In the case that the multi-purpose trail cannot connect to Watt Avenue through the Singh property (APN: 23-200-019), the multi-purpose trail will make the connection to Watt Avenue by circumventing the Singh property to the south. Under this alternate circumstance of connection, from the location where the Class I trail connects to Watt Avenue at the southernmost tip of the Singh property, the 10' class I trail will be changed to a 12' class I trail, and continue to the Watt Avenue bridge (to the north) as to complete the connection of the Class I Dry Creek Trail. The trail along Watt Avenue, to the south of this connection point, will remain a 10' Class I trail.

The developer shall design the trails on Watt Avenue to be consistent with the design of the Watt Avenue bridge.

*Not shown in the figures: The properties directly adjacent to Riolo Vineyards, on the West side of Watt Avenue, have a Class I trail with a multi-purpose (equestrian) trail continuing north and south beyond the project boundaries.

Class II Bike Lanes

Class II bike lanes are provided along Watt Avenue, PFE Road, and Walerga Road. These lanes are also connected internally by a Class II bike lane within the Primary Residential Street (Section D). At build out, the Riolo Vineyard Specific Plan will create a looping Class II system that extends over four miles long.

The Class II Bike Lanes are shown on Figure 4.2, Sections A-D.

Pedestrian Circulation

An elaborate circulation system is presented for pedestrian use, providing important linkages to parks, commercial centers, open space, schools, and churches. Three types of pathways are available depending upon the nature and intensity of the use. These walkways permeate the site and allow access to every potential destination within the community.

4.7 PUBLIC TRANSPORTATION

The Specific Plan encourages public transportation by incorporating covered bus stops with turnouts. Two such bus stops are located on PFE Road. One sits west of the main entrance to the Medium Density Residential village and the other sits west of the Walerga/PFE intersection at the Commercial site. The third bus stop sits north of the PFE/Watt intersection, at the Commercial site. Bus stops may be used for fixed route service within the Plan Area or area wide commuter service.

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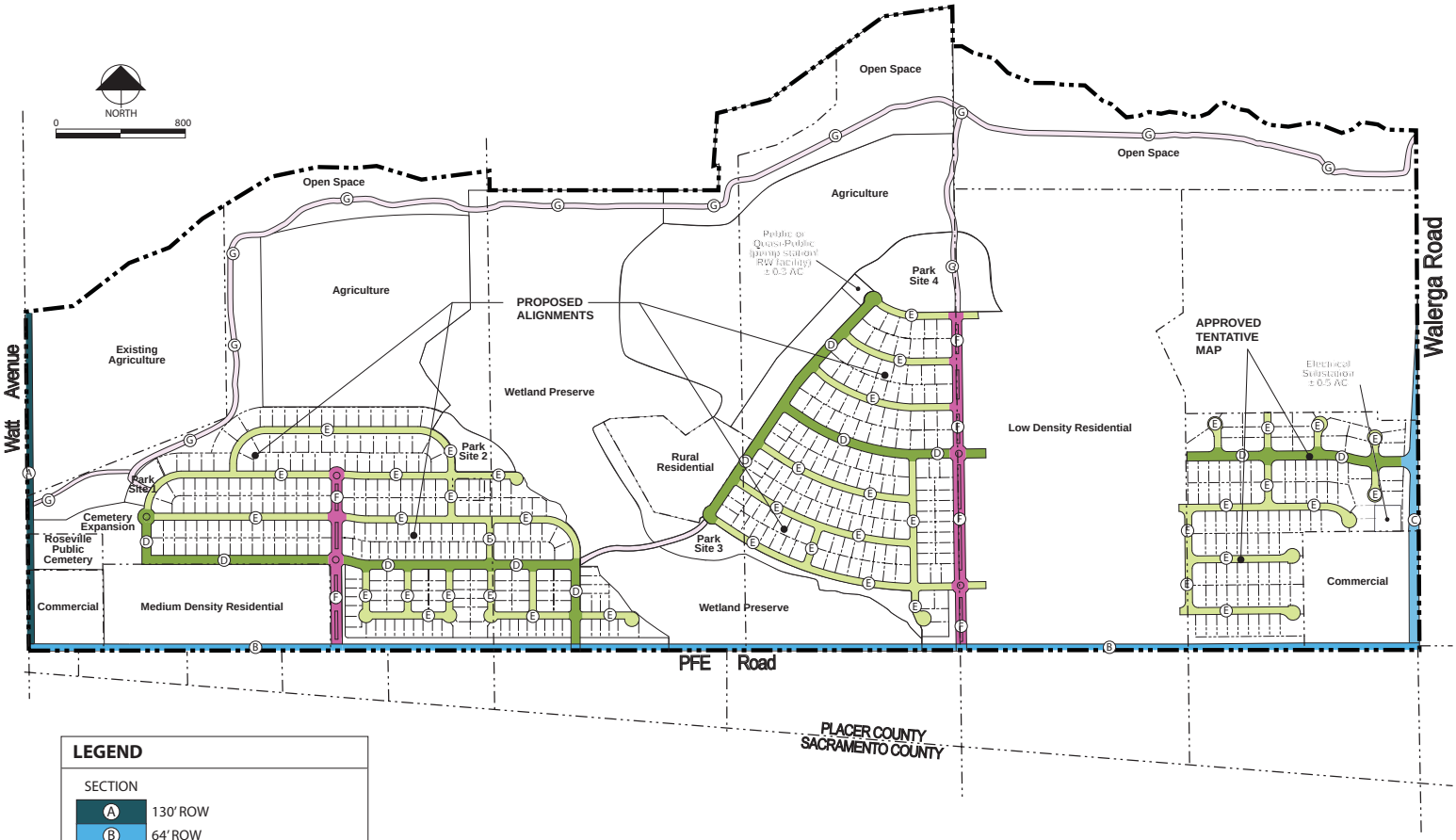
FIGURE 4.1 VEHICULAR CIRCULATION



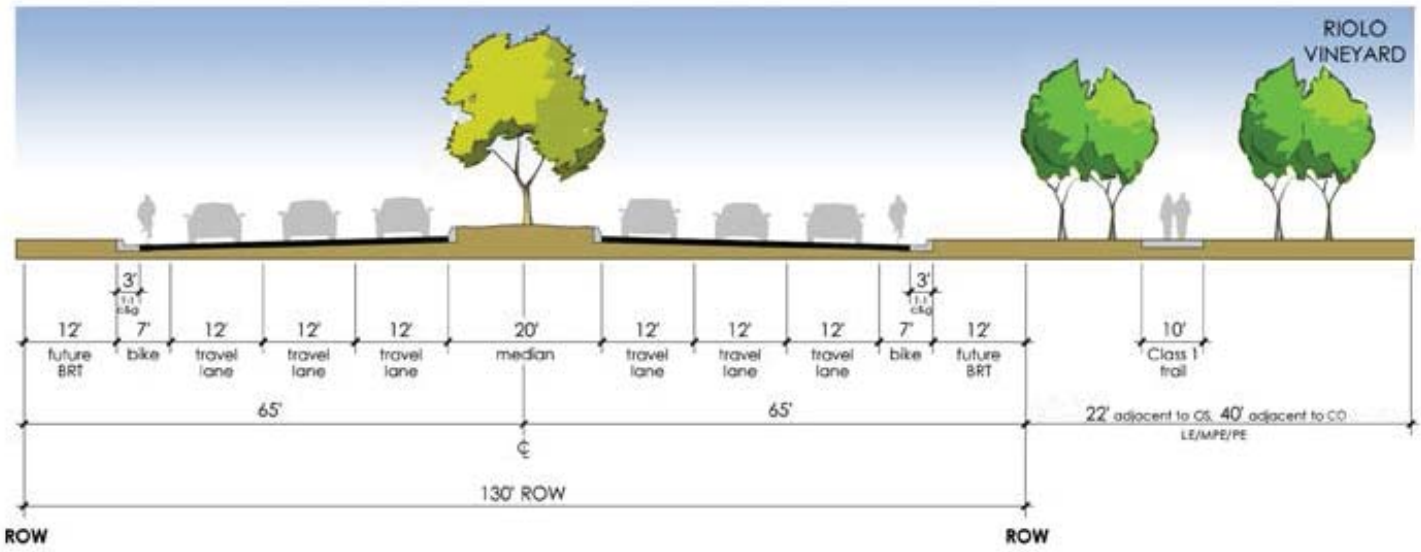
LEGEND

SECTION

A	130′ ROW
B	64′ ROW
C	106′ ROW
D	52′ ROW
E	40′ ROW
F	ROW varies
G	12′ Utility Access

Note:
Vehicular circulation patterns are conceptual.
Both horizontal and vertical alignments are subject to further revisions.
Street sections not shown apply to future site planning conditions.

FIGURE 4.2 STREET SECTIONS



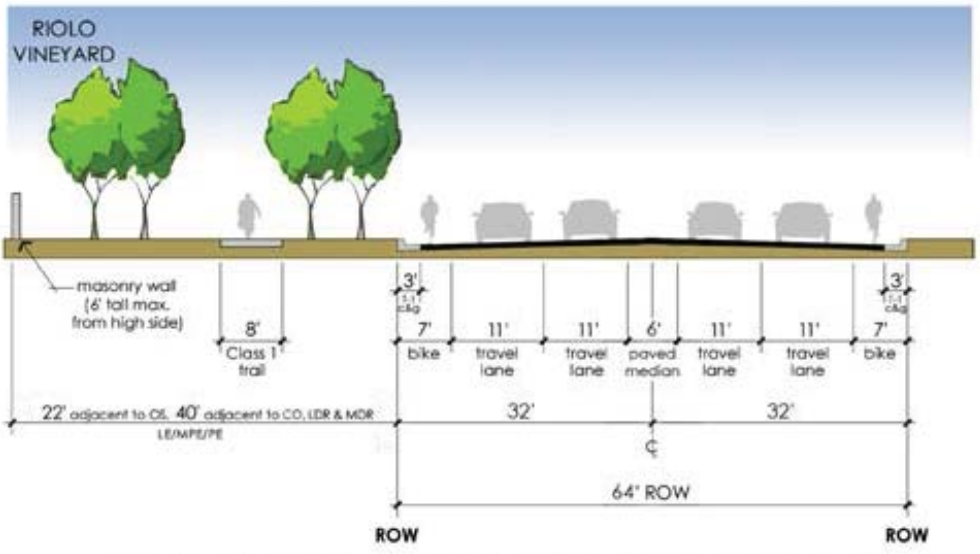
* Improvements shown above are ultimate conditions and do not necessarily represent implementation or construction responsibilities.
** Reductions to the specified widths of landscape corridors may occur in order to accommodate turn lanes, bus stops, and acceleration and deceleration lanes.

SECTION A

Ultimate Watt Avenue

n.t.s.

FIGURE 4.2 STREET SECTIONS



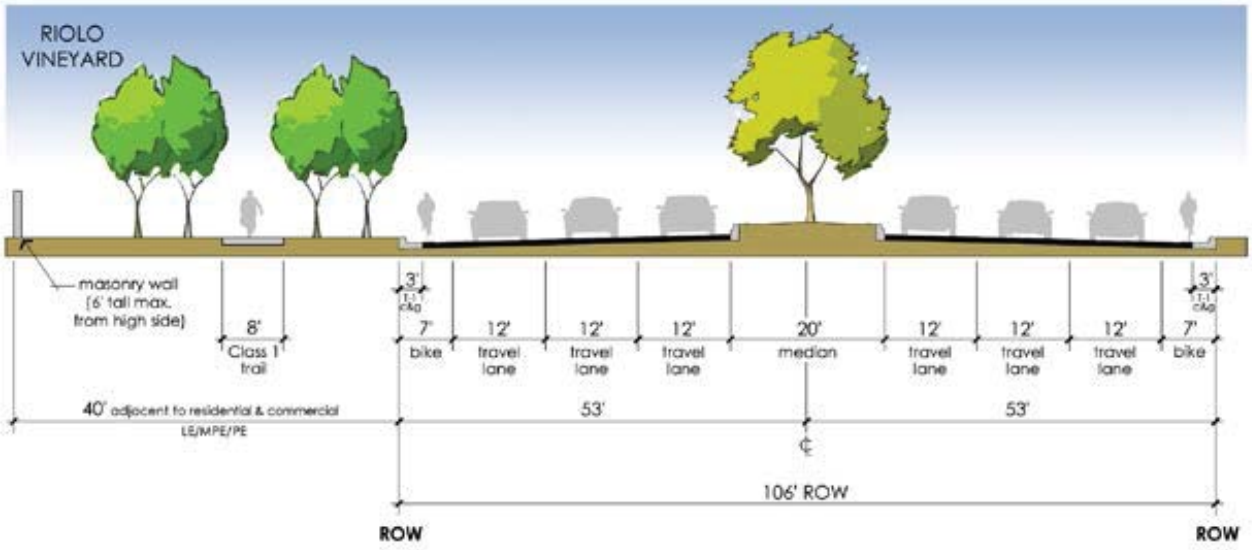
* Improvements shown above are ultimate conditions and do not necessarily represent implementation or construction responsibilities.
** Reductions to the specified widths of landscape corridors may occur in order to accommodate turn lanes, bus stops, and acceleration and deceleration lanes.

SECTION B

Ultimate PFE Road

n.t.s.

FIGURE 4.2 STREET SECTIONS



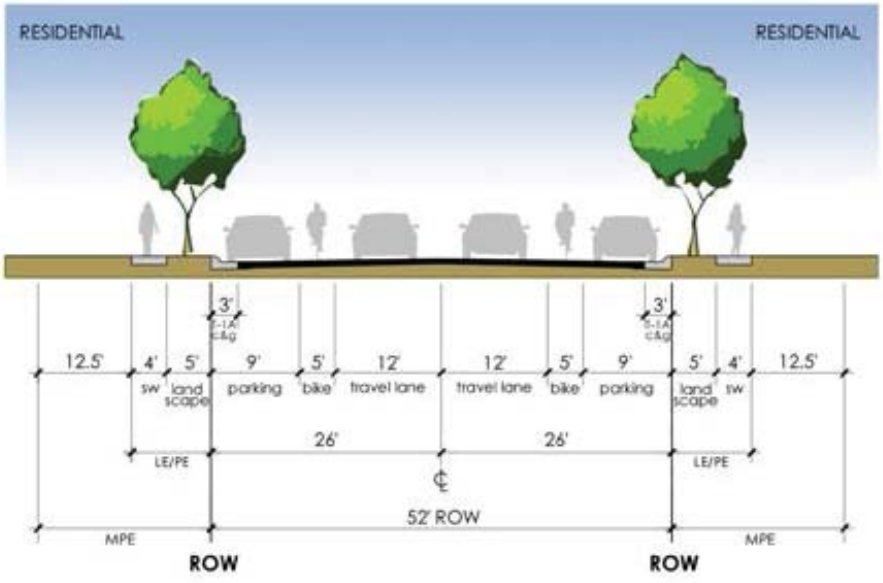
* Improvements shown above are ultimate conditions and do not necessarily represent implementation or construction responsibilities.
** Reductions to the specified widths of landscape corridors may occur in order to accommodate turn lanes, bus stops, and acceleration and deceleration lanes.

SECTION C

Ultimate Walerga Road

n.t.s.

FIGURE 4.2 STREET SECTIONS

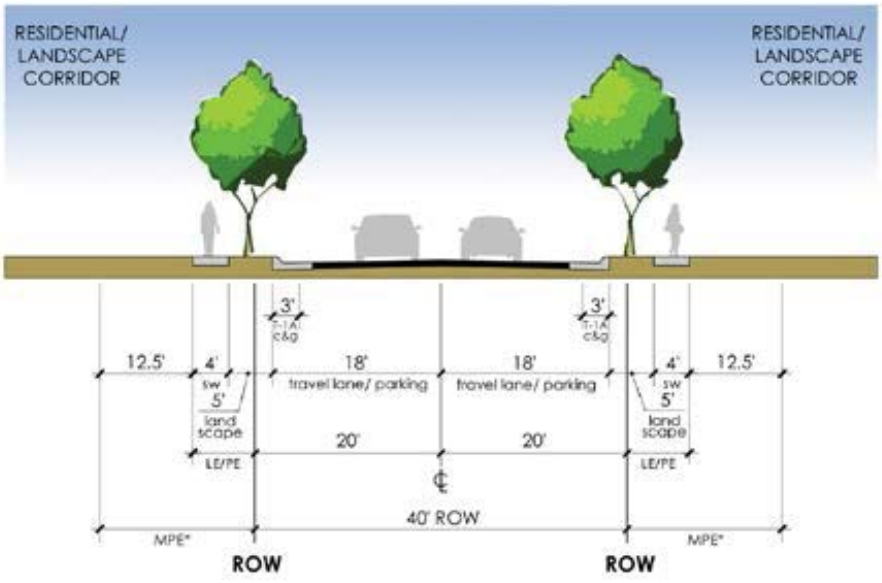


SECTION D

Primary Residential Street

n.t.s.

FIGURE 4.2 STREET SECTIONS



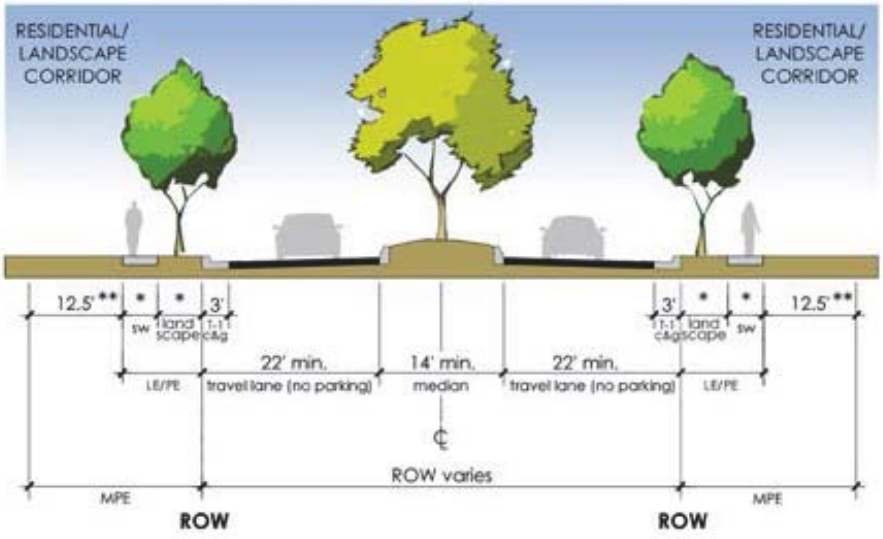
*MPE reduced to 5' from back of walk within medium density residential neighborhood.

SECTION E

Secondary Residential Street

n.t.s.

FIGURE 4.2 STREET SECTIONS



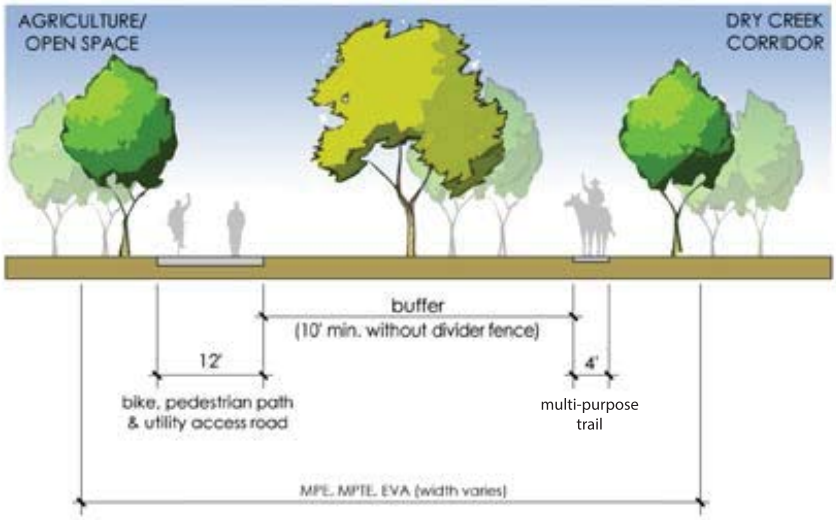
* Sidewalk and landscape widths vary (minimum sidewalk 4', minimum landscape 5').
** MPE reduced to 5' from back of walk within alley-loaded medium density residential neighborhood.

SECTION F

Entry Street

n.t.s.

FIGURE 4.2 STREET SECTIONS



SECTION G

Class 1 Trail/ Utility Access Road

n.t.s.

FIGURE 4.3 CONCEPTUAL TRAFFIC CIRCLE "A" DETAIL

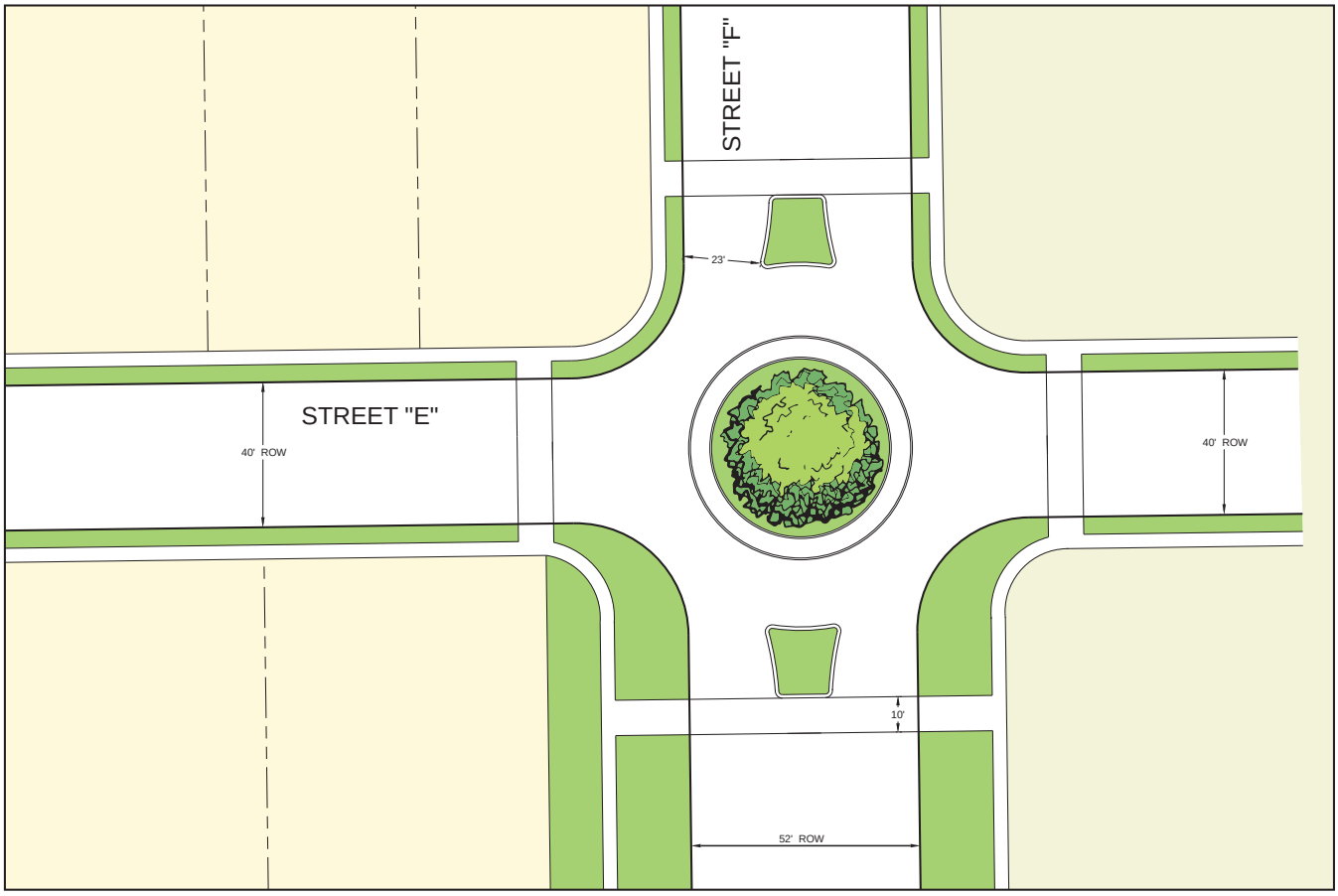


FIGURE 4.4 CONCEPTUAL TRAFFIC CIRCLE "B" DETAIL

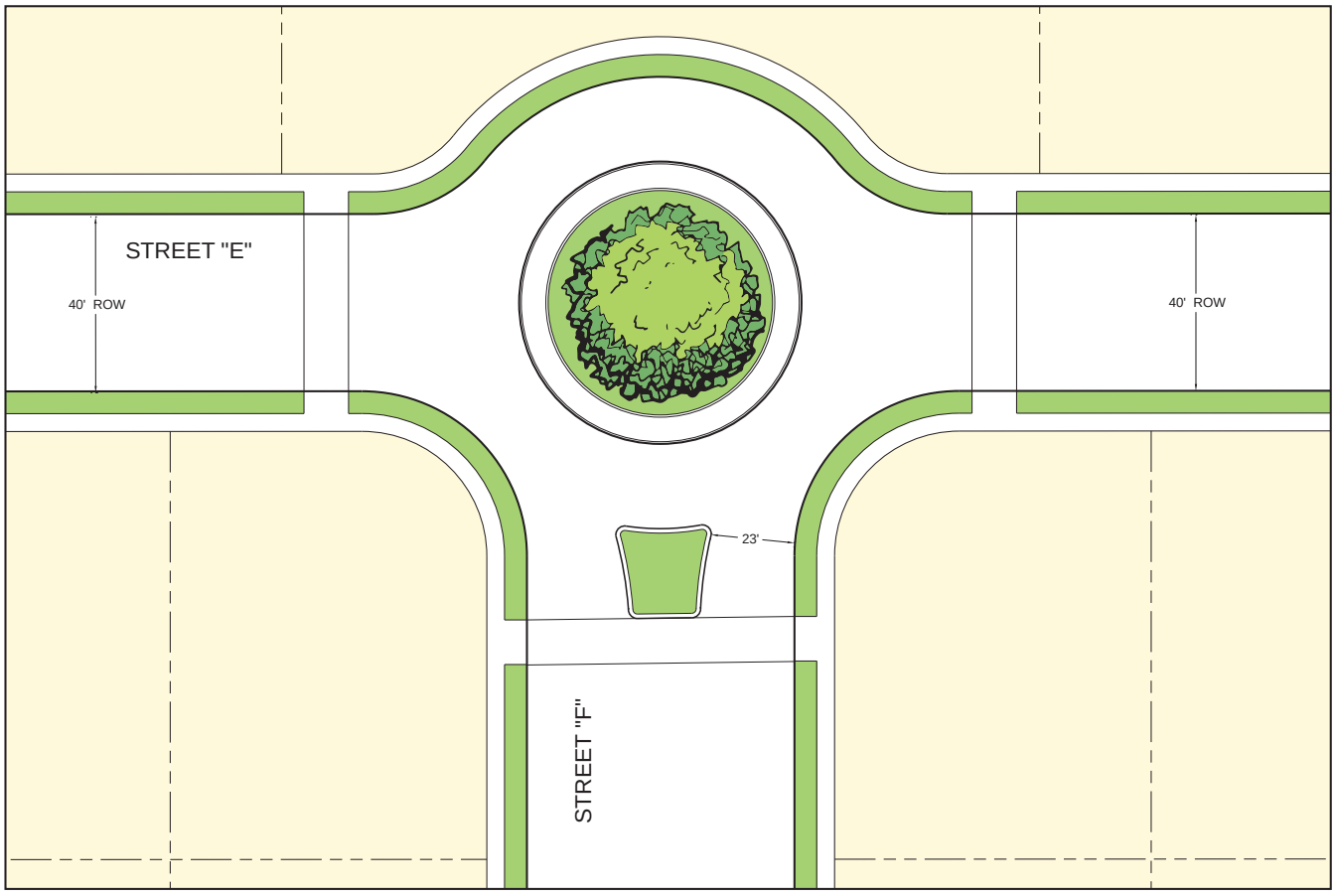
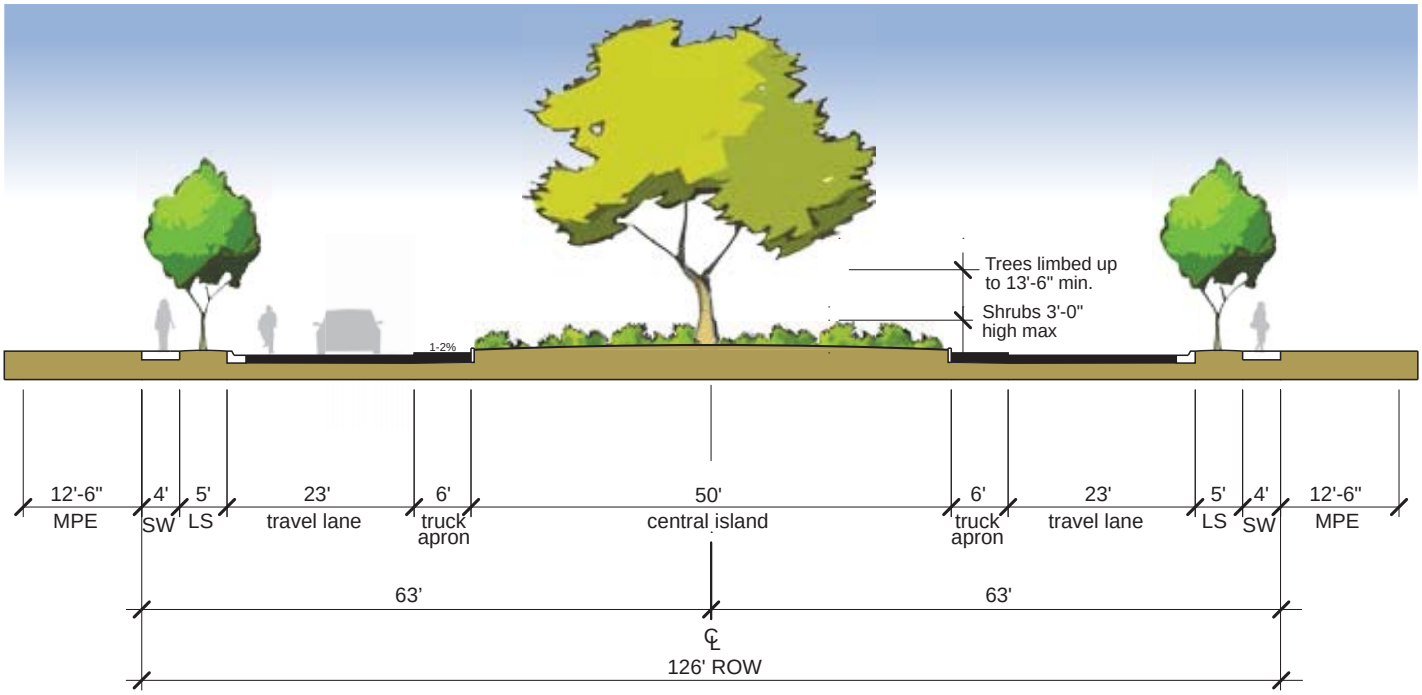


FIGURE 4.5 CONCEPTUAL TRAFFIC CIRCLE SECTION



Traffic Circle (typ.)

n.t.s

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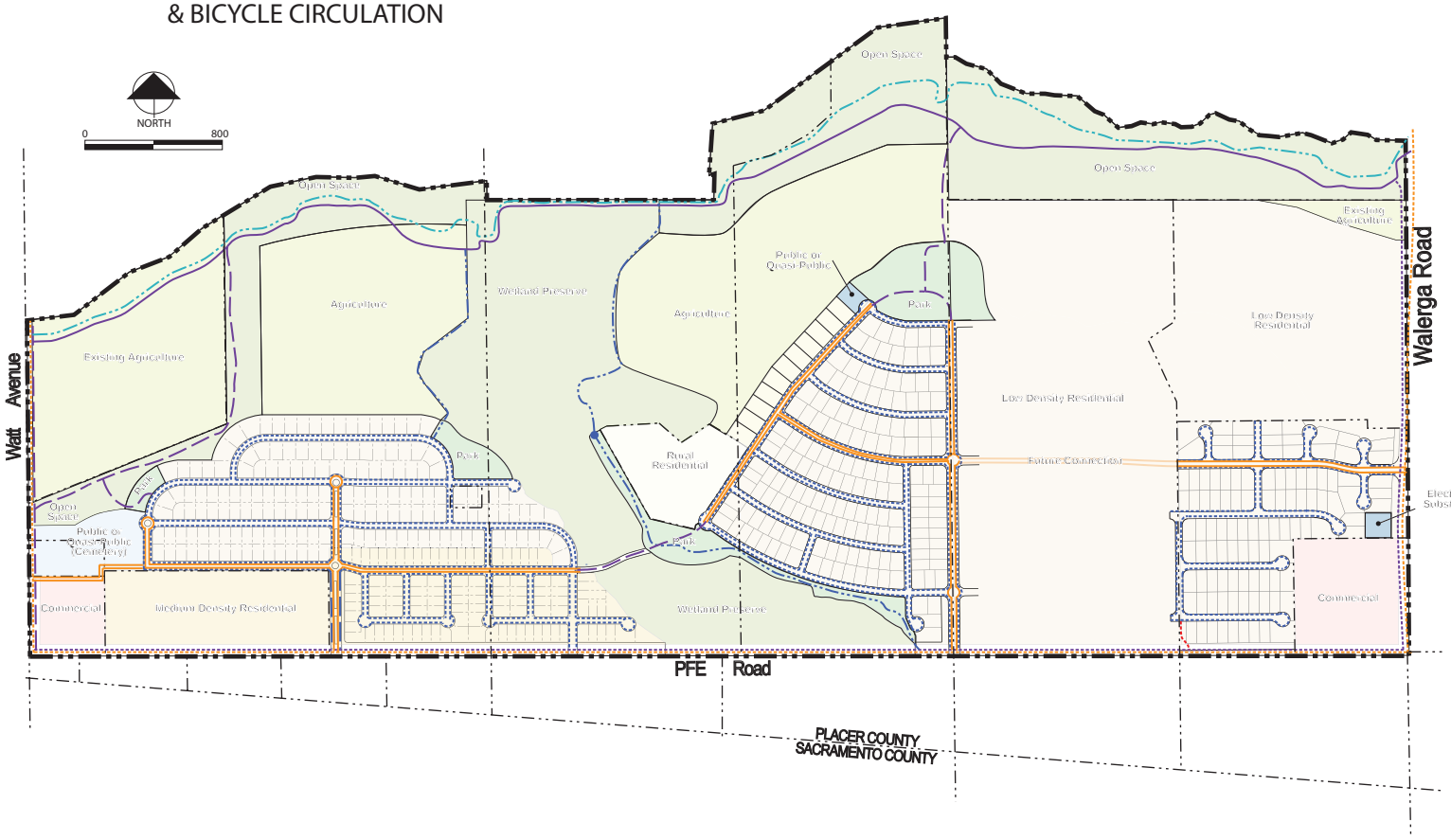
FIGURE 4.6 PEDESTRIAN, MULTI-PURPOSE & BICYCLE CIRCULATION



LEGEND		APPROXIMATE LENGTH			APPROXIMATE LENGTH
	12' Class I Trail	9,500 ft.		5' Pedestrian Path	5,500 ft.
	10' Class I Trail	6,400 ft.		5' Class II Bike Lane	24,000 ft.
	8' Class I Trail	10,600 ft.		4' Class II Bike Lane	12,500 ft.
	6' Separated Sidewalk	900 ft.		4' Multi-Purpose Trail	9,000 ft.
	4' Separated Sidewalk	56,000 ft.		EVA / Pedestrian Path (temp)	175 ft.

Note: Calculations are based on trails shown.
Pedestrian circulation patterns are conceptual.
Individual alignments and lengths are subject to further revision.

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