



COMMUNITY DEVELOPMENT RESOURCE AGENCY
PLANNING SERVICES DIVISION
County of Placer

HEARING DATE: November 8, 2018
ITEM NO.: 1
TIME: 10:05 A.M.

TO: Placer County Planning Commission

FROM: Development Review Committee

DATE: October 29, 2018

**SUBJECT: MEADOW VISTA COMMUNITY PLAN AMENDMENT
AMENDMENTS TO THE CIRCULATION ELEMENT TO ADDRESS BICYCLE AND
PEDESTRIAN SAFETY ON PLACER HILLS ROAD (PLN18-00423)
AND AMENDMENTS TO INCORPORATE THE 2018 ADOPTED PLACER COUNTY
REGIONAL BIKEWAY PLAN (PLN18-00411)
GENERAL RULE AND STATUTORY EXEMPTION
SUPERVISORIAL DISTRICT 5 (MONTGOMERY)**

COMMUNITY PLAN: Meadow Vista Community Plan

STAFF: Nikki Streegan, Planning Services Division and Stephanie Holloway, Department of Public Works and Facilities (DPWF)

LOCATION: Meadow Vista

PROPOSAL: The Planning Services Division and Department of Public Works and Facilities request the Planning Commission consider a recommendation to the Board of Supervisors to amend the Meadow Vista Community Plan Circulation Element to address bicycle and pedestrian safety facilities along Placer Hills Road. The proposal includes text changes to create flexibility in future streetscape design improvements for the town center of Meadow Vista. Additionally, the Planning Commission is being asked to consider amendments to the Meadow Vista Community Plan Circulation and Trail Elements to incorporate references to the 2018 Adopted Placer County Regional Bikeway Plan (PCRBP).

CEQA COMPLIANCE: The community amendments described in this report are exempt under CEQA Guidelines Section 15061(b)(3) (General Rule Exemption) and Section 15262 (Feasibility and Planning Study).

PUBLIC NOTICES AND REFERRAL FOR COMMENTS: A legal notice for this Planning Commission hearing was published in the Sacramento Bee, Auburn Journal, and the Sierra Sun. The Meadow Vista Municipal Advisory Council and some stakeholders have also received notice of this public hearing. In addition, notice has been provided to Community Development Resource Agency staff and the Departments of Public Works and Facility Services, Environmental Health, and the Air Pollution Control District.

BACKGROUND

Placer Hills Road Bicycle and Pedestrian Safety Improvements

The Department of Public Works and Facilities (DPWF) was approached by the community of Meadow Vista in 2016 concerning pedestrian safety on Placer Hills Road in the town center. DPWF further explored the issue and conducted listening sessions and workshops with the community. The

community voiced that the ultimate right-of-way identified in the Meadow Vista Community Plan (MVCP) Circulation Element was too large for the rural character intended for Meadow Vista. The MVCP sets forth goals and policies to guide development in the town center. The document was initially envisioned to anticipate development through the horizon year 2010, and updates are requested to meet current community needs. While many of the policies in the current plan are relevant to rural community development, the ultimate vision for Placer Hills Road contradicts the community's desire for a rural town center with adequate and safe facilities for pedestrians and cyclists. As such, staff initiated an effort to explore amendments to the MVCP that would provide the flexibility for an alternative design. The proposed amendments related to the streetscape design along Placer Hills Road in the town center of Meadow Vista are a result of that effort.

2018 Placer County Regional Bikeway Plan

While undergoing the effort to explore the amendments noted above, staff was also undertaking an effort to review the County's community plans to ensure consistency with the recently adopted Placer County 2018 Regional Bikeway Plan. During that review, it was determined that additional amendments related to the 2018 Regional Bikeway Plan were needed for the MVCP.

In June 2017, Placer County staff and the Placer County Transportation Planning Agency (PCTPA) initiated an update to the 2002 Placer County Regional Bikeway Plan. This effort was supported by a Caltrans Regional Planning Assistance grant program.

Placer County originally adopted the Regional Bikeway Plan in 2002, consistent with the State California Bicycle Transportation Act. The Regional Bikeway Plan identifies the bikeway improvements proposed in the unincorporated areas of Placer County and integrates the planning efforts of the six incorporated cities to create a coordinated regional bikeway system.

On June 27, 2018, the PCTPA accepted the Draft Final Placer County Regional Bikeway Plan as complete pending any recommended changes for purposes of the Caltrans Regional Planning Assistance grant program. Following the June 27, 2018 PCTPA action, PCTPA staff made final refinements to the Draft Final Regional Bikeway Plan and submitted the Final Regional Bikeway Plan to Caltrans for acceptance. Caltrans accepted the final document as complete on June 30, 2018 and on October 9, 2018 the Placer County Board of Supervisors adopted the 2018 Regional Bikeway Plan. Accordingly, staff has identified various amendments to the County's community plan documents to ensure consistency with the newly adopted Regional Bikeway Plan. The proposed MVCP amendments related to the 2018 Regional Bikeway Plan are reflective of that effort.

PROJECT DESCRIPTION

Placer Hills Road Bicycle and Pedestrian Safety Improvements

As noted above, the proposed amendments to the MVCP are a result of input received from the community of Meadow Vista regarding pedestrian and bicycle safety in the town center of Meadow Vista. The proposed amendments pertaining to Placer Hills Road bicycle and safety improvements are intended to accommodate the vision of the community for Placer Hills Road. While many of the existing policies in the plan are relevant to rural community development, the ultimate vision currently shown in the plan for Placer Hills Road contradicts the community's desire for a rural town center with adequate and safe facilities for pedestrians and cyclists. The document calls for a two-way-left-turn-lane (TWLTL) to be constructed from Meadow Vista Road to Combie Road. The MVCP states that this center lane is needed due to projected traffic volumes and will reduce delays associated with left-turn movements. In addition to the TWLTL, the proposed cross section includes a six-foot walking path, a three-foot curb and gutter, a four-foot on-street bike lane, and a 12-foot travel lane on each side of the center turn lane. DPWF held a workshop with the Meadow Vista community on February 2, 2017 and a follow-up meeting on November 1, 2017. Community feedback from the February 2, 2017 workshop is included in Attachment A. Staff concluded that the ideas generated from the workshop do not align with road widening, but rather with retaining a smaller right-of-way that includes traffic calming measures and complete streets design. Working further with a subcommittee established by the Meadow Vista Municipal Advisory Committee, DPWF and the Planning Services Division identified concepts such as pedestrian refuges, curb bulb-outs, and rectangular rapid flash beacons that, in addition to sidewalks

and bike lanes, would align better with the current desires of the community. The subcommittee has expressed an interest in working with the County on a project for the town center of Meadow Vista that could incorporate some of these design concepts and implement their community's vision.

2018 Placer County Regional Bikeway Plan

The proposed MVCP amendments will incorporate the 2018 Placer County Regional Bikeway Plan. The intent of the proposed amendments is to ensure consistency with the 2018 Regional Bikeway Plan. The community plan amendments are minor in nature and include refinements aimed at accurately referencing and reflecting the 2018 Regional Bikeway Plan and its adopted bikeway network for Meadow Vista.

Improving connections for bicyclists provides additional choices to people traveling, provides new links to key destinations and communities, and can help support active lifestyles through increased recreation. The 2018 Regional Bikeway Plan develops a regional system of bikeways that connects the six incorporated cities and numerous unincorporated community areas (e.g., Sheridan, Foresthill, Granite Bay) and focuses on establishing public support for improving bikeways throughout the county by developing a connected network based on the current best practices and enhanced scenic bikeways to foster economic development. The vision for the 2018 Regional Bikeway Plan, and the proposed amendments to the MVCP supports the County's General Plan Policy 3.D.1 and is focused on promoting safe, convenient and enjoyable bicycling through objectives to enhance safety, mobility and preservation of the system.

DISCUSSION OF ISSUES

Placer Hills Road Bicycle and Pedestrian Safety Improvements

As noted previously, concepts such as pedestrian refuges, curb bulb-outs, and rectangular rapid flash beacons, in addition to sidewalks and bike lanes, would focus on calming traffic rather than accelerating it through the town center. Often referred to as a *complete street* design, a future streetscape facility could integrate people and place in the planning and design so that pedestrians, bicyclists, motorists, and transit riders could coexist safely. Complete street designs are made according to each community's unique needs and ultimately provide safe access for all users. Moreover, complete streets have benefits such as improved safety and public health, better integration with the overall transportation system, and are a building block to create an aesthetic town center. A future complete streets project for the town center of Meadow Vista may also provide an economic development opportunity by recognizing its importance as the central place for the Meadow Vista community and its visitors to shop, socialize, and recreate. As an added benefit, several funding sources within the State of California are geared toward walkable and bikeable communities, reduction of car trips and their associated greenhouse gas emissions, and healthy choices for children to access school. DPWF and the Planning Services Division would pursue such funding in order to develop the ultimate vision of the community, and may leverage existing funds in the County's Capital Improvement Program to pay for and/or provide match funding for design and construction of a future streetscape facility.

A complete streets project for the town center of Meadow Vista would have a near-term and long-term goal. The near-term goal is to amend the text of the community plan Circulation Element to allow the flexibility to propose a different cross section than what is shown in Figure 4.2 on page 52 (Attachment C). This proposed amendment would provide the regulatory framework to implement a complete streets design for the town center of Meadow Vista.

To support these proposed MVCP amendments, DPWF has conducted a traffic analysis to study traffic circulation patterns within the town center of Meadow Vista. The traffic analysis states the TWLTL is not warranted based on current traffic volumes. The traffic analysis demonstrates that the traffic growth projections estimated in the MVCP were not realized through the 2010 horizon year of the plan and the intersections along Placer Hills Road operate acceptably during all peak hours under existing 2018 conditions. As such, the proposed amendments to the MVCP offers more streetscape design options for the community. It is important to note that the proposed amendments do not prevent the construction of left turn lanes at individual intersections, if needed. Rather, they simply provide

additional flexibility to the community to ensure their vision can be implemented. The traffic analysis conducted to support the proposed amendments is included as Attachment B.

The long-term goal is to work with the community to design a roadway that performs safely, achieves an acceptable level of service, and also serves multiple modes of transportation. This goal includes working collaboratively with the community and DPWF to design and prioritize new improvements along Placer Hills Road in the town center, as well as identify funding sources to implement such improvements. The design and prioritization process is expected to begin in early 2019. County staff will engage the community in a variety of ways and plans to host public meetings focused on collaborative conceptual design, host events to temporarily install and test designs with the community, and engage the public in a meaningful way so that the facility ultimately serves their needs and fulfills their vision.

2018 Placer County Regional Bikeway Plan

The bikeway network contained within the 2018 Regional Bikeway Plan represents a collection of approximately 441 miles of bikeways. The network includes locations and facility types for new bikeway facilities. These improvements have been identified to promote bicycling activity and use across the Placer County region. The planned network was developed based on a review of existing conditions as well as needs and demands for bikeways across the varying contexts of the region. To implement the planned network, the Regional Bikeway Plan identifies planning level cost estimates, project priorities, and supportive programs and practices. In Meadow Vista, the bike lanes on Placer Hills Road from Crother Road to Interstate 80 are identified as a priority project.

As described above, the Placer County Regional Bikeway Plan modifies the County's bikeway network. As a result, in order to ensure consistency with the County's General Plan and community plans, staff conducted a review of the bikeway network exhibits, programs, and policies outlined in the plans to identify areas where amendments may be needed.

Following that review, it was determined that minor text and map amendments to the MVCP are necessary to accurately reflect the bikeway network and vision contained in the 2018 Regional Bikeway Plan. Accordingly, staff is proposing amendments to the MVCP that incorporate references to the 2018 Regional Bikeway Plan, clarify bikeway design criteria, add text regarding the purpose of bikeway facilities, revise the implementation section to accurately identify bikeway locations, and insert a new map diagram (*Planned Bikeway Facilities – Meadow Vista / Central Placer County*) into the Trails Element to augment the Community Plan's trail map.

PUBLIC OUTREACH

As part of the public outreach strategy for the Placer Hills Road Bicycle and Pedestrian Safety Improvements, DPWF held two meetings with the Meadow Vista MAC on February 2, 2017 and November 1, 2017 to discuss facilities to improve safety. DPWF determined that the Capital Improvement Program could not fully fund all of the desired safety improvements and began a discussion with the Planning Services Division for a broader effort. A subcommittee of members from the MAC and public has been established to discuss concepts and steps to move forward. Staff presented the near-term steps at the Meadow Vista MAC meeting on November 7, 2018 and will provide a report on that meeting during the November 8, 2018 Planning Commission presentation. For the long-term steps discussed above, staff will continue to engage the community in early 2019 to develop the community's proposed streetscape facility design.

In addition, as part of a public outreach strategy for the 2018 Regional Bikeway Plan, the project team engaged the public through a variety of ways to receive input on the plan. The public engagement process began in June 2017 by reaching out to the community through a virtual community workshop and social media effort. Input on the plan was also received through eleven presentations to Municipal Advisory Councils across the County, including the Meadow Vista MAC, during April and May 2018. A Regional Bikeway Advisory Committee (BAC) comprised of interested residents and local cycling club members familiar with the various geographic areas of the county were also convened to review the

existing conditions, recommended network, and draft plan. Staff also presented updates to the Placer County Transportation Planning Agency Technical Advisory Committee (TAC) and met with individual jurisdictions to discuss bikeway coordination efforts and jurisdictional boundaries. Stakeholder and community input played a key role in helping Placer County and PCTPA identify, recommend, and prioritize improvements contained in the 2018 Regional Bikeway Plan.

RECOMMENDATION

Staff recommends that the Planning Commission forward the following recommendations to the Board of Supervisors based on this findings contained in this report:

1. Find the proposed amendments to the Meadow Vista Community Plan Circulation Element that addresses bicycle and pedestrian safety facilities along Placer Hills Road and incorporates the 2018 Placer County Regional Bikeway Plan to be exempt under CEQA Guidelines Sections 15061(b)(3) (The General Rule) and 15262 (Feasibility and Planning Study);
2. Adopt a resolution amending the Meadow Vista Community Plan, to enable flexibility in designing future streetscape facility improvements to Placer Hills Road in the town center of Meadow Vista, and to ensure consistency with the 2018 Placer County Regional Bikeway Plan.

FINDINGS

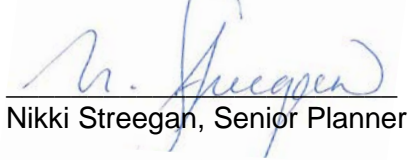
CEQA

1. Under the existing certified EIR for the adopted 1996 Meadow Vista Community Plan, the vision for Placer Hills Road shows an ultimate right-of-way that is not warranted based on existing 2018 conditions and peak hour traffic counts. Based on the 2018 traffic analysis contained within this report, the growth and traffic projections estimated in the MVCP were not realized through the horizon year of the plan. As such, since the larger streetscape cross-section for Placer Hills Road in the town center of Meadow Vista was already analyzed and adopted as part of the 1996 Meadow Vista Community Plan, implementation of a smaller streetscape cross section would have less of an environmental impact and would fall under the General Rule exemption. As such, the requested amendment to the Meadow Vista Community Plan Circulation Element pertaining to the Placer Hills Road bicycle and pedestrian safety improvements is exempt from CEQA Guidelines Section 15061(b)(3) (General Rule Exemption).
2. The requested amendment to the Meadow Vista Community Plan Circulation and Trail Elements pertaining to the 2018 Regional Bikeway Plan are exempt under CEQA Guidelines Section 15262 (Feasibility and Planning Study) and CEQA Guidelines Section 15061(b)(3) (General Rule Exemption).
3. The requested amendments to the Meadow Vista Community Plan, which include both the proposal pertaining to Placer Hills Road and the 2018 Regional Bikeway Plan, do not propose nor commit the County to actual construction of any pedestrian infrastructure or bikeway paths/lanes or routes. Any such future construction would be subject to separate environmental review.
4. The custodian of records for the project is the Placer County Planning Director, 3091 County Center Drive, Suite 140, Auburn CA, 95603.

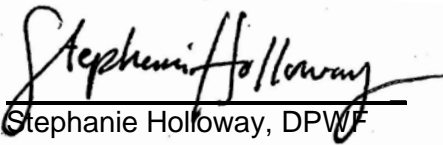
COMMUNITY PLAN AMENDMENTS

1. The proposed amendments to the Meadow Vista Community Plan are consistent with the Placer County General Plan.
2. The proposed amendments to the Meadow Vista Community Plan promote the public health, safety, comfort, convenience, and general welfare of the citizens of Placer County.
3. The amendments are consistent with the provisions and applicable policies of the General Plan and are in compliance with applicable requirements of State law.

Respectfully submitted,



Nikki Streegan, Senior Planner



Stephanie Holloway, DPWF

ATTACHMENTS

Attachment A – Notes from Meadow Vista MAC community workshop held with DPWF on February 2, 2017

Attachment B – Traffic analysis dated October 1, 2018

Attachment C – Resolution to amend the Meadow Vista Community Plan (containing an exhibit with all proposed amendments in track changes)

- cc: Steve Pedretti – CDRA Director
- E.J. Ivaldi – Deputy Planning Director
- Crystal Jacobsen – Principal Planner
- Rebecca Taber – Engineering and Surveying Division
- Karin Schwab – County Counsel
- Clayton Cook – County Counsel
- Andy Fisher – Parks Division
- Ken Grehm – Public Works
- Rich Moorehead – Public Works
- Amber Conboy – Public Works
- Katie Jackson – Public Works

**Notes from Meadow Vista MAC Workshop with DPWF
February 2, 2017**

Common themes from community comments:

- Pedestrian and bike safety
- Sidewalk on one or both sides
- Maintain safe traffic flow
- Streetscaping
- Traffic calming
- Multi-purpose trail

Comments:

- Long turn lanes for pick up or drop off - on side of Placer Hills
- My concern is the traffic and approach to Sierra Hills School during school hours. Why was the traffic signal not relocated from Placer Hills School to the new school location? It is difficult and often hazardous at the school entrance for cars coming and going for drop off and pick up, as well as others just moving through town. A possible solution for safety and traffic congestion would be to make the intersection of Placer Hills Road at Meadow Vista Road a 3-way stop sign.
- Consider all-way stop at MV Rd
- No place where pedestrians can safely cross
- Needs red zone repainted and signage at gas station
- Would support 3-way stop at MV Road. Often very hard to turn left from MV Road onto PHR
- How far is the right of way from main road for retaining wall by Livingston and Placer Hills Rd?
- Like the center turn lane, sidewalks, bike lanes
- A possible solution for safety and traffic congestion would be to make the intersection of Placer Hills Road at Meadow Vista Road a 3 way stop sign. This intersection is also hazardous when delivery trucks are parked by the gas station. Visibility to turn left from MV Rd onto PHR is often blocked by these trucks making deliveries.
- I do not feel the new 3 lane road in MV is a good idea. The turn lane would allow traffic to flow yet we want to keep speeds down. The cost is too much and I do not feel this is a good fit for Meadow Vista.
- Could money be saved on the very tall retaining walls by putting bike and ped lanes at a lower grade?
- Needs red zone repainted and signed in front of pharmacy
- I am in favor of bike lanes and the sidewalk but not the TWLTL
- How does this incorporate the planned stop light?
- Adding Equestrians to the Plan!
- Crosswalks?
- Community Parking?
- No turn lane
- We don't need a middle lane thru town!
- Probably a sidewalk on one side only would be sufficient

- The middle lane, however, would be an important addition for safety and to keep traffic flowing.
- Like having a bike path and sidewalks on both sides. At least sidewalk on one side.
- Low-maintenance landscaping would also be wonderful
- Don't feel strongly about center turn lane
- This design really seems too wide for our small town. Traffic calming measures would be better. Turning lane in targeted spots only, not all the way through town.
- We are an equestrian community. Did you account for that? We have trails that cross over Placer Hills Rd. We ride through town.
- No center turn lane. People turning will force others to slow down! Roadway too wide and you lose the quaintness of our community.
- Yes on bike lanes
- Keep rural atmosphere in mind!
- All-way stop at Combie Road
- Stop sign at Combie and Placer Hills



MEMORANDUM

DATE: October 1, 2018

TO: Crystal Jacobsen and Stephanie Holloway, PE, TE

FROM: Katie Jackson, PE, TE

SUBJECT: **Meadow Vista Downtown Core Traffic Analysis**

This memorandum summarizes the traffic operations analysis for the Meadow Vista Downtown Core Improvement Project. The project includes an evaluation of the existing vehicular, pedestrian, and bicycle infrastructure needs in the town center of Meadow Vista, CA. This memorandum focuses on the traffic operations, or vehicular capacity, of Placer Hills Road.

Background

The *Meadow Vista Community Plan* (MVCP) (Placer County, 1996) sets forth goals and policies to guide development in the town. The document was envisioned to extend to at least the year 2010. Since that horizon year has passed, this analysis was completed to determine if the roadway capacity project identified on Placer Hills Road in the town center in the MVCP is still warranted.

In particular, the document calls for a two-way left-turn lane (TWLTL) to be constructed from Meadow Vista Road to Combie Road. The MVCP states that this center lane is needed due to projected traffic volumes and will reduce delays associated with left-turn movements. In addition to the TWLTL, the proposed cross section includes a 6-foot walking path, a 3-foot curb & gutter, a 4-foot on-street bike lane, and a 12-foot travel lane on each side of the center turn lane. This improvement will require substantial right-of-way acquisition and grading through downtown Meadow Vista.

Through several recent meetings, community members and Municipal Advisory Council (MAC) members have expressed interest in additional sidewalks/paths through the downtown area while maintaining the rural character of the town. Subsequently, a subcommittee of the MAC was formed to further the discussion and provide input to County staff.

Analysis Methodology

The MVCP identified the need for the TWLTL based on the traffic operations analysis. The analysis determined that future growth (between 1996 and 2010) would increase traffic

volumes significantly, resulting in unacceptable traffic operations through downtown. This analysis evaluates the existing traffic volumes to determine if the intersections along Placer Hills Road operate at an unacceptable level.

Traffic operations are described using the term Level of Service (LOS). LOS is a quantitative measure of traffic conditions, which ranges from LOS A (very little delay or congestion) to LOS F (congested, over-capacity conditions). Traffic operations are evaluated based on the procedures and methodologies contained in the *Highway Capacity Manual (HCM) 6th Edition* (Transportation Research Board, 2016).

LOS is defined and analyzed differently for roadway segments and intersections. The MVCP identified the need for the TWLTL based on the roadway segment LOS. However, this analysis also includes the intersection LOS to provide a more detailed analysis.

For roadway segments, the average daily traffic (ADT) on a roadway segment is compared to maximum service thresholds contained in the *MVCP Draft Environmental Impact Report (EIR)* (Placer County, 1995). Table 1 contains the relevant roadway segment LOS thresholds for Placer Hills Road.

Table 1: LOS Definitions for Roadway Segments Arterial, Moderate Access Control	
LOS	Maximum Daily Traffic Volume Per Lane
A	5,400
B	6,300
C	7,200
D	8,100
E	9,000
Source: Table 8-2, <i>MVCP Draft EIR</i> (Placer County, 1995)	

For side-street stop-controlled intersections, like those on Placer Hills Road, LOS is based on the average control delay of all the delayed movements. Table 2 displays the LOS and average control delay associated with each LOS grade.

Table 2: LOS Definitions for Side-Street Stop-Controlled Intersections		
LOS	Control Delay (seconds/vehicle)	Operational Characteristics
A	0 - 10	Free-flow conditions with negligible to minimal delays.
B	> 10 - 15	Generally good progression with slight delays.
C	> 15 - 25	Fair progression. Increased number of stopped vehicles. Most drivers feel somewhat restricted.
D	> 25 - 35	Somewhat congested conditions. Drivers feel restricted during short periods due to temporary back-ups.
E	> 35 - 50	Congested conditions with poor progression and high delays.
F	> 50	Oversaturation, forced flow. Extensive queuing.

Source: Highway Capacity Manual, 6th Edition (Transportation Research Board, 2016)

The MVCP identifies the LOS standard. Policy 4.A.7 states, "The County shall develop and manage its roadway system to maintain the following minimum levels of service (LOS): LOS C on rural roadways, except within one-half mile of state highways where the standard shall be LOS D." According to this policy, the roadway segments and intersections along Placer Hills Road should operate at LOS C or better to be considered acceptable.

The study area is based on the extent of the proposed TWLTL, as identified in the MVCP. The roadway analysis is based on the average daily traffic on Placer Hills Road at multiple segments through the downtown core. The analysis also includes the following intersections in the downtown core:

1. Placer Hills Road / Combie Road
2. Placer Hills Road / Meadow Gate Road
3. Placer Hills Road / Meadow Lane
4. Placer Hills Road / Meadow Vista Road

All of the study intersections are unsignalized, with stop control on the side street. There are several schools in/near the study area, so traffic operations were evaluated during

three time frames: AM peak hour, School peak hour, and the PM peak hour. The roadway analysis is based on the average daily traffic on Placer Hills Road at multiple segments through the downtown core.

Analysis

Traffic count data was collected on December 5 – 7, 2017 when local schools were in session. The data was averaged over the 3-day count period. The following peak hours were identified based on the count data:

- AM peak hour: 7:45 – 8:45 AM
- School peak hour: 1:30 – 2:30 PM
- PM peak hour: 3:30 – 4:30 PM

The traffic operations results for the roadway segments and intersections are displayed in Tables 3 and 4, respectively. As shown, all study roadway segments and intersections currently operate acceptably at LOS C or better during all three peak hours and over the course of a typical day. Refer to the attachment for traffic counts and technical calculations.

Table 3: Existing Conditions Traffic Operations Results – Roadway Segments		
Roadway Segment – Placer Hills Road	ADT	LOS
Combie Rd to Meadow Gate Rd	4,710	A
Meadow Gate Rd to Meadow Ln	6,140	B
Meadow Ln to Meadow Vista Rd	6,450	C

Note: LOS is based on the roadway thresholds contained in the MVCP Draft EIR.

Table 4: Existing Conditions Traffic Operations Results – Intersections			
Intersection	AM Peak Hour (Delay / LOS)	School Peak (Delay / LOS)	PM Peak Hour (Delay / LOS)
1. Placer Hills Rd/Combie Rd	9 / A	9 / A	8 / A
2. Placer Hills Rd/Meadow Gate Rd	13 / B	12 / B	11 / B
3. Placer Hills Rd/Meadow Ln	10 / B	10 / A	10 / A
4. Placer Hills Rd/Meadow Vista Rd	12 / B	11 / B	11 / B

Notes: The average control delay is reported in seconds per vehicle. Delay and LOS is calculated based on the procedures and methodologies in the HCM 6th Edition. For side-street stop-controlled intersections, LOS for the intersection is based on the average control delay of the delayed movements.

Collision History

In addition to traffic operations analysis, the collision history of Placer Hills Road was analyzed to determine if there is a need for safety improvements. Collision data from the last three years (September 1, 2015 through September 1, 2018) was compiled from the County's database. Over that period, there were three collisions, resulting in two injury collisions. The collision rate for the corridor is 0.90 collisions per million vehicle miles (coll/MVM). According to the *2015 Collision Data on California State Highways* (Caltrans, 2018), the statewide average for similar facilities is 1.13 coll/MVM. Since Placer Hills Road has a lower collision rate than the typical two-lane rural roadway, the corridor does not require improvements for vehicular safety.

Conclusions

As shown, the intersections along Placer Hills Road from Meadow Vista Road to Combie Road operate acceptably during all peak hours under existing conditions. The traffic projections estimated in the MVCP were not actualized through the horizon year of the plan and beyond. The analysis demonstrates that the two-way left-turn lane identified in the document may not be necessary at the current planning horizon. Therefore impacts associated with growth projections in the MVCP were not realized within, and beyond, the horizon year. Additional study of growth beyond the plan year would be needed to identify long range facility planning.

As development occurs in Meadow Vista and surrounding areas, traffic operations may be maintained, consistent with current LOS policies, by all-way stop-control, roundabouts, and/or traffic signals, as warranted. Isolated left turn lanes at key driveways or intersections may also benefit localized delay in the peak periods. However a continuous TWLTL was determined not to be necessary to mitigate plan year growth and therefore alternative capacity solutions may be implemented at the discretion of the Department of Public Works and Facilities.



TECHNICAL APPENDIX

Intersection						
Int Delay, s/veh	4.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↶	↷	↶	↶	↷	↷
Traffic Vol, veh/h	23	137	63	88	128	10
Future Vol, veh/h	23	137	63	88	128	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	25	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	163	75	105	152	12

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	413	158	164	0	-	0
Stage 1	158	-	-	-	-	-
Stage 2	255	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	595	887	1414	-	-	-
Stage 1	871	-	-	-	-	-
Stage 2	788	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	563	887	1414	-	-	-
Mov Cap-2 Maneuver	563	-	-	-	-	-
Stage 1	825	-	-	-	-	-
Stage 2	788	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.2	3.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1414	-	563	887	-	-
HCM Lane V/C Ratio	0.053	-	0.049	0.184	-	-
HCM Control Delay (s)	7.7	-	11.7	10	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.2	0.7	-	-

HCM 6th TWSC
 2: Meadow Gate Rd & Placer Hills Road

Meadow Vista
 Existing AM

Intersection						
Int Delay, s/veh	2.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	70	11	154	34	6	266
Future Vol, veh/h	70	11	154	34	6	266
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	85	13	188	41	7	324

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	547	209	0	0	229
Stage 1	209	-	-	-	-
Stage 2	338	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	498	831	-	-	1339
Stage 1	826	-	-	-	-
Stage 2	722	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	495	831	-	-	1339
Mov Cap-2 Maneuver	495	-	-	-	-
Stage 1	821	-	-	-	-
Stage 2	722	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.5	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	524	1339
HCM Lane V/C Ratio	-	-	0.189	0.005
HCM Control Delay (s)	-	-	13.5	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.7	0

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	2	8	6	189	334	2
Future Vol, veh/h	2	8	6	189	334	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	10	7	230	407	2

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	652	408	409	0	-	0
Stage 1	408	-	-	-	-	-
Stage 2	244	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	433	643	1150	-	-	-
Stage 1	671	-	-	-	-	-
Stage 2	797	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	430	643	1150	-	-	-
Mov Cap-2 Maneuver	430	-	-	-	-	-
Stage 1	666	-	-	-	-	-
Stage 2	797	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.3	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1150	-	585	-	-
HCM Lane V/C Ratio	0.006	-	0.021	-	-
HCM Control Delay (s)	8.2	0	11.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	3.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	39	106	59	196	310	44
Future Vol, veh/h	39	106	59	196	310	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	100	-	-	80
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	48	129	72	239	378	54

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	761	378	432	0	-	0
Stage 1	378	-	-	-	-	-
Stage 2	383	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	373	669	1128	-	-	-
Stage 1	693	-	-	-	-	-
Stage 2	689	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	349	669	1128	-	-	-
Mov Cap-2 Maneuver	349	-	-	-	-	-
Stage 1	649	-	-	-	-	-
Stage 2	689	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.1	1.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1128	-	349	669	-	-
HCM Lane V/C Ratio	0.064	-	0.136	0.193	-	-
HCM Control Delay (s)	8.4	-	16.9	11.7	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.5	0.7	-	-

Intersection						
Int Delay, s/veh	4.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	96	111	103	80	12
Future Vol, veh/h	16	96	111	103	80	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	25	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	117	135	126	98	15

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	502	106	113	0	-	0
Stage 1	106	-	-	-	-	-
Stage 2	396	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	529	948	1476	-	-	-
Stage 1	918	-	-	-	-	-
Stage 2	680	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	481	948	1476	-	-	-
Mov Cap-2 Maneuver	481	-	-	-	-	-
Stage 1	834	-	-	-	-	-
Stage 2	680	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1476	-	481	948	-	-
HCM Lane V/C Ratio	0.092	-	0.041	0.123	-	-
HCM Control Delay (s)	7.7	-	12.8	9.3	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.3	-	0.1	0.4	-	-

HCM 6th TWSC
 2: Meadow Gate Rd & Placer Hills Road

Meadow Vista
 Existing School Peak

Intersection						
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	50	13	229	48	10	199
Future Vol, veh/h	50	13	229	48	10	199
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	14	249	52	11	216

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	513	275	0	0	301
Stage 1	275	-	-	-	-
Stage 2	238	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	521	764	-	-	1260
Stage 1	771	-	-	-	-
Stage 2	802	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	516	764	-	-	1260
Mov Cap-2 Maneuver	516	-	-	-	-
Stage 1	763	-	-	-	-
Stage 2	802	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.4	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	553	1260
HCM Lane V/C Ratio	-	-	0.124	0.009
HCM Control Delay (s)	-	-	12.4	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0

HCM 6th TWSC
3: Placer Hills Road & Meadow Lane

Meadow Vista
Existing School Peak

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	4	8	10	285	256	4
Future Vol, veh/h	4	8	10	285	256	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	9	11	310	278	4

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	612	280	282	0	0
Stage 1	280	-	-	-	-
Stage 2	332	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	456	759	1280	-	-
Stage 1	767	-	-	-	-
Stage 2	727	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	451	759	1280	-	-
Mov Cap-2 Maneuver	451	-	-	-	-
Stage 1	759	-	-	-	-
Stage 2	727	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1280	-	618	-	-
HCM Lane V/C Ratio	0.008	-	0.021	-	-
HCM Control Delay (s)	7.8	0	11	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

HCM 6th TWSC
4: Placer Hills Road & Meadow Vista Rd

Meadow Vista
Existing School Peak

Intersection						
Int Delay, s/veh	3.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	50	77	88	257	222	50
Future Vol, veh/h	50	77	88	257	222	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	100	-	-	80
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	56	87	99	289	249	56

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	736	249	305	0	-	0
Stage 1	249	-	-	-	-	-
Stage 2	487	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	386	790	1256	-	-	-
Stage 1	792	-	-	-	-	-
Stage 2	618	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	356	790	1256	-	-	-
Mov Cap-2 Maneuver	356	-	-	-	-	-
Stage 1	729	-	-	-	-	-
Stage 2	618	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.8	2.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1256	-	356	790	-	-
HCM Lane V/C Ratio	0.079	-	0.158	0.11	-	-
HCM Control Delay (s)	8.1	-	17	10.1	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.6	0.4	-	-

Intersection						
Int Delay, s/veh	4.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	87	129	119	110	26
Future Vol, veh/h	13	87	129	119	110	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	25	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	92	136	125	116	27

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	527	130	143	0	-	0
Stage 1	130	-	-	-	-	-
Stage 2	397	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	512	920	1440	-	-	-
Stage 1	896	-	-	-	-	-
Stage 2	679	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	464	920	1440	-	-	-
Mov Cap-2 Maneuver	464	-	-	-	-	-
Stage 1	812	-	-	-	-	-
Stage 2	679	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1440	-	464	920	-	-
HCM Lane V/C Ratio	0.094	-	0.029	0.1	-	-
HCM Control Delay (s)	7.8	-	13	9.3	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.3	-	0.1	0.3	-	-

HCM 6th TWSC
2: Meadow Gate Rd & Placer Hills Road

Meadow Vista
Existing PM

Intersection						
Int Delay, s/veh	1.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	44	18	260	52	19	204
Future Vol, veh/h	44	18	260	52	19	204
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	44	18	263	53	19	206

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	534	290	0	0	316
Stage 1	290	-	-	-	-
Stage 2	244	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	507	749	-	-	1244
Stage 1	759	-	-	-	-
Stage 2	797	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	498	749	-	-	1244
Mov Cap-2 Maneuver	498	-	-	-	-
Stage 1	746	-	-	-	-
Stage 2	797	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.4	0	0.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	552	1244
HCM Lane V/C Ratio	-	-	0.113	0.015
HCM Control Delay (s)	-	-	12.4	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	7	7	10	319	252	7
Future Vol, veh/h	7	7	10	319	252	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	7	10	326	257	7

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	607	261	264	0	0
Stage 1	261	-	-	-	-
Stage 2	346	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	460	778	1300	-	-
Stage 1	783	-	-	-	-
Stage 2	716	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	456	778	1300	-	-
Mov Cap-2 Maneuver	456	-	-	-	-
Stage 1	776	-	-	-	-
Stage 2	716	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.4	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1300	-	575	-	-
HCM Lane V/C Ratio	0.008	-	0.025	-	-
HCM Control Delay (s)	7.8	0	11.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection

Int Delay, s/veh 2.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙	↗	↙	↑	↑	↗
Traffic Vol, veh/h	39	65	99	280	214	63
Future Vol, veh/h	39	65	99	280	214	63
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	100	-	-	80
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	41	69	105	298	228	67

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	736	228	295	0	-	0
Stage 1	228	-	-	-	-	-
Stage 2	508	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	386	811	1266	-	-	-
Stage 1	810	-	-	-	-	-
Stage 2	604	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	354	811	1266	-	-	-
Mov Cap-2 Maneuver	354	-	-	-	-	-
Stage 1	743	-	-	-	-	-
Stage 2	604	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.4	2.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1266	-	354	811	-	-
HCM Lane V/C Ratio	0.083	-	0.117	0.085	-	-
HCM Control Delay (s)	8.1	-	16.5	9.9	-	-
HCM Lane LOS	A	-	C	A	-	-
HCM 95th %tile Q(veh)	0.3	-	0.4	0.3	-	-

**Placer County
Traffic Engineering Department**

From 9/1/2015 to 9/1/2018

Total Collisions: 3

Injury Collisions: 2

Fatal Collisions: 0

Collision Summary Report

9/18/18

PLACER HILLS RD

Page 1 of 1

01/2016-032	1/7/2016	17:40	Thursday	PLACER HILLS RD - MEADOW VISTA RD	455'	Direction: North	Dark - Street Light	Cloudy	Pty at Fault:1
	Rear-End		Other Motor Vehicle	Unsafe Speed	22350	Hit & Run: No	Complaint of Pain		# Inj: 1 # Killed: 0
12/2016-787	12/8/2016	12:30	Thursday	PLACER HILLS RD - MEADOW LN	75'	Direction: South	Daylight	Raining	Pty at Fault:2
	Broadside		Other Motor Vehicle	Auto R/W Violation	21804A	Hit & Run: No	Property Damage Only		# Inj: 0 # Killed: 0
07/2017-568	7/10/2017	16:40	Monday	PLACER HILLS RD - COMBIE RD	100'	Direction: South	Daylight	Clear	Pty at Fault:1
	Broadside		Other Motor Vehicle	Auto R/W Violation	21801A	Hit & Run: No	Severe Injury		# Inj: 1 # Killed: 0

Settings for Query:

Street: PLACER HILLS RD

Note that when a street is selected, the results return all collisions with that street as a primary road and all collisions with that street as a secondary road with a distance of 0'.

Milposts From : 2 to 2.7

Sorted By: Date and Time

Before the Board of Supervisors County of Placer, State of California

In the matter of:

A RESOLUTION AMENDING THE
MEADOW VISTA COMMUNITY PLAN
CIRCULATION AND TRAIL ELEMENTS

Resolution No.: _____

The following Resolution was duly passed by the Board of Supervisors of the County of Placer at a regular meeting held XXXXXXXXXX, 2018, by the following vote on roll call:

Ayes:

Noes:

Absent:

Signed and approved by me after its passage.

Chair, Board of Supervisors

Attest:

Clerk of said Board

WHEREAS, the proposed Community Plan amendments to the circulation element allow for an alternate, smaller streetscape cross-section along Placer Hills Road in the town center and would implement a “complete streets” design and improve pedestrian and bicycle safety; and

WHEREAS, to support the proposed amendments to allow for an alternate smaller streetscape cross section along Placer Hills Road in the town center, the County conducted a traffic analysis to study traffic circulation patterns within the downtown area of Meadow Vista; and

WHEREAS, based on the traffic analysis, under the existing certified EIR for the adopted 1996 Meadow Vista Community Plan, the vision contained within the Community Plan for the Placer Hills Road in the town center is no longer warranted given existing 2018 conditions and peak hour traffic counts; and

WHEREAS, since a larger streetscape cross-section for Placer Hills Road in the town center was already analyzed and adopted as part of the 1996 Meadow Vista Community Plan, implementation of an alternate, smaller cross-section would have less of an environmental impact and as such, the proposed Community Plan amendments related to the streetscape

design of Placer Hills Road in the town center are exempt under CEQA Guidelines Section 15061(b)(3); and

WHEREAS, in 2017, while undergoing the effort to identify Community Plan amendments that would help the community of Meadow Vista achieve their streetscape design vision for the town center, the County was also working with the Placer County Transportation Planning Agency on updating the Placer County Regional Bikeway Plan; and

WHEREAS, on June 27, 2018, the Placer County Transportation Planning Agency (“PCTPA”) Board accepted the Draft Final Placer County Regional Bikeway Plan as complete pending any recommended changes for purposes of the Caltrans Regional Planning Assistance grant program; and

WHEREAS, CalTrans accepted the Final Placer County Regional Bikeway Plan as complete on June 30, 2018; and

WHEREAS, the Placer County Board of Supervisors adopted the 2018 Regional Bikeway Plan on October 9, 2018; and

WHEREAS, the 2018 update of the Regional Bikeway Plan focuses on improving bikeways throughout the County by developing a connected and comfortable network based on current best practices; and

WHEREAS, the Placer County Board of Supervisor’s adoption of the 2018 Regional Bikeway Plan results in minor amendments to the Meadow Vista Community Plan Circulation and Trail Elements to incorporate references to the 2018 PCRBP, clarify bikeway design criteria, add text regarding the purpose of bikeway facilities, revise the implementation section to accurately identify bikeway locations, and insert a new map exhibit, *Planned Bikeway Facilities – Meadow Vista / Central Placer County* diagram into the Circulation Element to augment the Community Plan’s trail map; and

WHEREAS, public outreach was conducted throughout the 2018 Regional Bikeway Plan update process including virtual community workshops, Municipal Advisory Committee presentations, coordination with adjacent jurisdictions, and input from a regional Bicycle Advisory Committee comprised of local residents and cycling club members; and

WHEREAS, the 2018 Regional Bikeway Plan’s bikeway network was influenced by public comments received, recently updated community and specific plans, and a needs and demands analysis that considered access to schools, park and open space, regionally significant trails, transit access, and known issue areas; and

WHEREAS, the vision for the 2018 Regional Bikeway Plan supports the County’s General Plan policies on promoting safe, convenient and enjoyable bicycling through Placer County through objectives of enhanced safety, mobility and preservation of the system; and

WHEREAS, improving connections for bicyclists provides additional choices to people travelling and supports the County’s vision of reducing vehicle miles travelled (VMT) by providing new links to key destinations and communities; and

WHEREAS, the proposed amendments to the Meadow Vista Community Plan to ensure consistency with the 2018 Placer County Regional Bikeway Plan are consistent with the Placer County General Plan and are exempt under CEQA Guidelines Sections 15262 (Feasibility and Planning Study) and 15061(b)(3) (General Rule); and

WHEREAS, on November 8, 2018, the Placer County Planning Commission (“Planning Commission”) held a public hearing to consider the Meadow Vista Community Plan amendments to enable flexibility in designing future streetscape facility improvements to Placer Hills Road in the town center, and to ensure consistency with the 2018 Placer County Regional Bikeway Plan, and made a recommendation to the Board of Supervisors to amend to the Meadow Vista Community Plan; and

WHEREAS, on December XX, 2018, the Board held a public hearing to consider the recommendations of the Planning Commission and to receive public input regarding amendments to the Meadow Vista Community Plan; and

WHEREAS, the Board has reviewed the proposed amendments to the Meadow Vista Community Plan, considered the recommendations of the Planning Commission, received and considered the written and oral comments submitted by the public thereon, and have approved amendments to the Meadow Vista Community Plan; and

WHEREAS, the Board finds the proposed amendments will serve to protect and enhance the health, safety, and general welfare of the residents of the Meadow Vista Community Plan area and the County as a whole; and

WHEREAS, the Board further finds that the proposed amendments are consistent with the provisions of the General Plan, the remainder of the Meadow Vista Community Plan, and in compliance with applicable requirements of State law; and

WHEREAS, notice of all hearings required has been given and all hearings have been held as required by County ordinance and State law; and

WHEREAS, the Board finds that the foregoing recitals setting forth the actions of the County are true and correct;

BE IT RESOLVED, that the amendments to the Meadow Vista Community Plan, as set forth in Exhibit A, attached hereto and incorporated herein by reference, are hereby adopted, and that this Resolution shall take force and become effective immediately.

Exhibits

SECTION 4: TRANSPORTATION AND CIRCULATION

I. GOALS, POLICIES, AND IMPLEMENTATION PROGRAMS

II. *Goals, Policies, and Implementation Programs*

Streets and Highways

4.A.6. The County shall require all new development to provide off-street parking, either on-site or in consolidated lots or structures. **When If** Placer Hills Road is widened to three lanes, restrict onstreet parking in the central town area. [3.A.6.*]

4.B.2. The County shall provide adequate safety precautions at major intersections to improve safety for pedestrians, **bicycles**, and vehicles. Such precautions may include turn lanes, pedestrian crosswalks, or other measures. [2.4]

2.5 Bikeways

~~The Placer County Transportation Commission developed and adopted a Bikeways Master Plan in 1988. This plan provides a blueprint for the development of a comprehensive system of bikeways on the western slope of Placer County. The Bikeways Master Plan delineates Class 3 bikeways on Lake Arthur Road and Placer Hills Road within the plan area. The Department of Public Works has been developing a Class 2 bikeway along Placer Hills Road. It currently extends from Sugar Pine Road to Combie Road. The Placer County Regional Bike Plan, prepared by the Placer County Transportation Planning Agency and adopted by the Board of Supervisors in 2018, provides a directory of both the existing regional bikeways and proposed bikeway network improvements within unincorporated Placer County. This plan is intended to supplement the Placer County General Plan and the Meadow Vista Community Plan. These routes are adopted herein by reference to the Placer County Regional Bikeway Plan (2018).~~

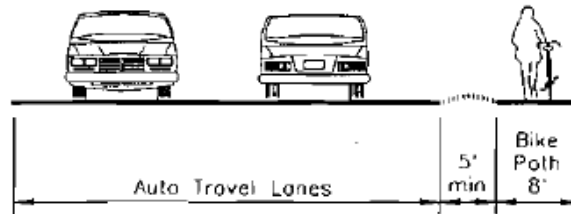
2.1 Future Transportation System

2.1 Roadways

2.11 Future Conditions

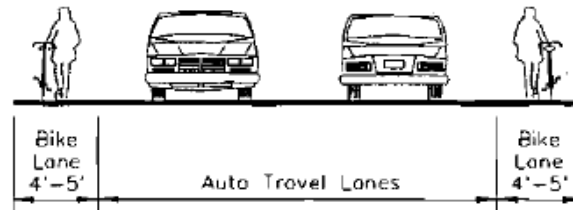
a. Class I Bikeway (bike path or bike trail)

Provides a completely separated facility designed for the exclusive use of bicycles and pedestrians with cross flows by motorists minimized.



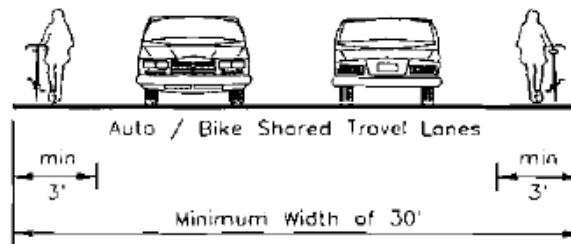
b. Class II Bikeway (bike lane)

Provides a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted.



c. Class III Bikeway (bike route)

Provides a right-of-way designated by signs or permanent markings and shared with pedestrians and motorists.



BIKEWAY DESIGN CRITERIA

FIG. 4.1

* Bicycle facility widths based on Regional Bikeway Plan and Highway Design Manual standards. Additional pavement width may be necessary.

2.1.2 Roadway Improvements

Placer Hills Road

In the downtown area, a three lane section is also needed ~~due to~~ if the projected traffic volumes are realized. ~~The~~ One potential concept in the downtown area is to have single northbound and southbound lanes with a two way center left turn lane. This reduces the delays associated with left turning vehicles accessing the numerous driveways which serve the adjacent land use in the downtown area. A landscaped median with left turn channelization is not feasible given the existing configuration of parcels in the downtown area, if the two way center left turn lane is warranted. In other words, left turn channelization cannot be provided if the projected traffic volumes are realized, because of the conflicts between the numerous existing and likely future points of access to Placer Hills Road. Should development occur on a consolidation of existing parcels, a center raised median with left turn channelization may be possible. This could be accomplished within the proposed cross section of the roadway. ~~With~~ If the widening to three lanes were to occur, adequate shoulders ~~would~~ should also be provided. The proposed cross section described above ~~through the downtown~~ is shown in Figure 2. If traffic volumes do not warrant a two way center left turn lane, then another alternative may be considered upon determination that the project provides an acceptable level of service and is consistent with community plan Goal 4.E for safety and non-motorized/multi-modal transportation.

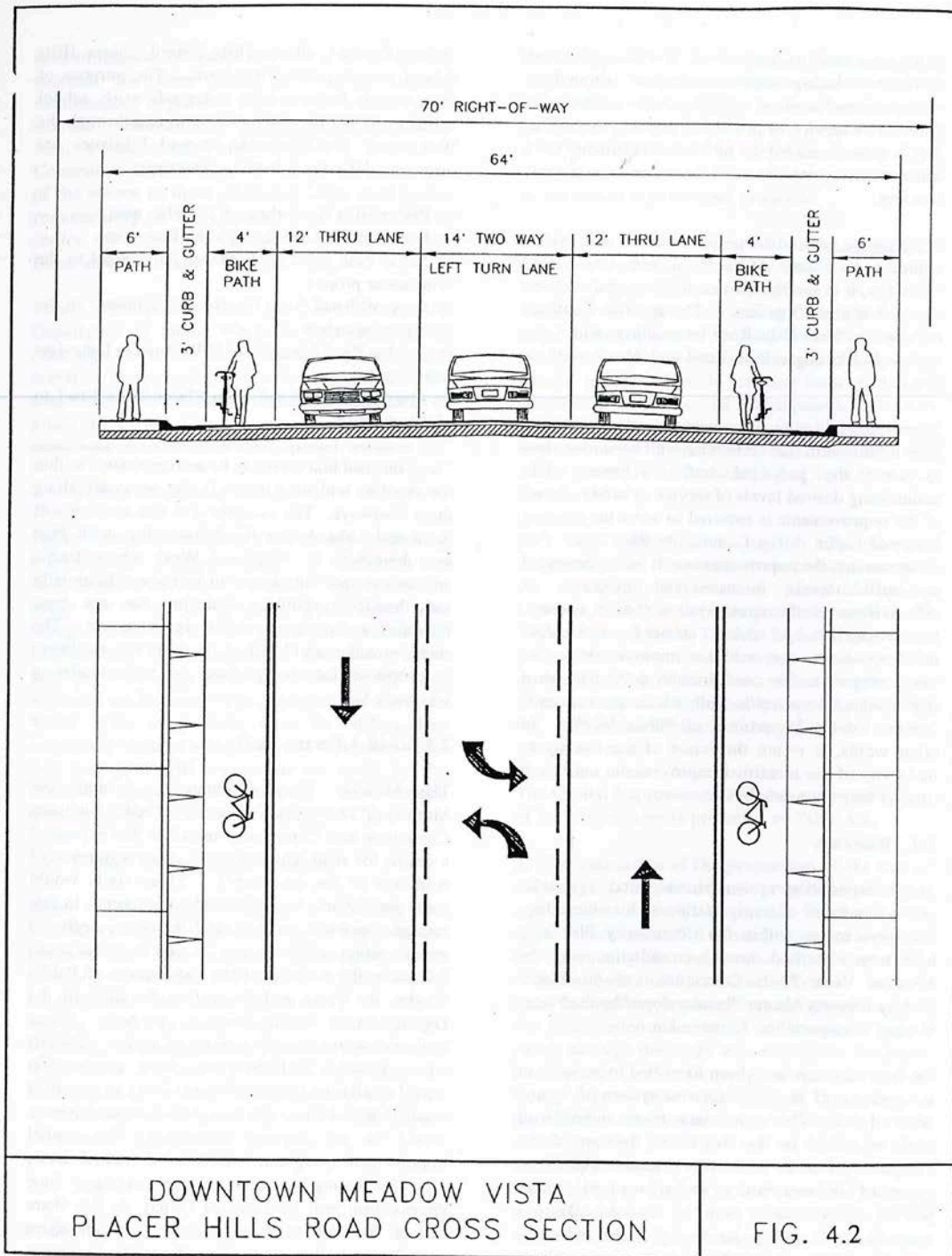


Figure 4.2 displays one potential concept for downtown Meadow Vista. The actual roadway cross section will be determined by the Department of Public Works and Facilities, Community Development Resource Agency, and stakeholder input based on the goals and policies in this plan. Bicycle facility widths based on Regional Bikeway Plan and Highway Design Manual standards. Additional pavement width may be necessary.

2.2 Bikeways

The transportation system should encourage safe, alternative forms of transportation such as bicycling. Bikeways routes within the Community Plan area have been identified through consultation with the Meadow Vista Trails Committee and the Placer County Regional Bikeway Master Plan developed by the Placer County Transportation Commission Planning Agency and adopted by the Board of Supervisors in 2018.

On-road bikeways have been identified to serve as an integral part of a comprehensive system of on and off-road trails. This system includes on and off-road trails identified in the Recreation Section of the Community Plan as well as an extensive ~~(10 miles)~~ system of bike lanes, both on and off-road, planned as part of the Winchester project. On-road bikeways are proposed to serve major through routes and major attractors of bicycle traffic - destinations such as ~~Halsey Forebay,~~ Placer Hills School, Sierra Hills School and Meadow Vista Park. The purpose of these bicycle facilities is to foster safe work, school and recreational bicycle trips within and through the Plan area. To this end, on-road ~~bikelanes~~ bicycle facilities are proposed along the following roadways:

- Placer Hills Road through the Plan area
- Lake Arthur Road through the Plan area
- ~~Sugar Pine Road from Placer Hills Road to the Winchester project~~
- ~~Bancroft Road from Winchester connector to the Plan area boundary~~
- Combie Road from Placer Hills Road to Lakeview Hills Road
- Meadow Vista Road from Placer Hills Road to McElroy Road

These on-road bikeways can be accommodated within the shoulder widening which is also necessary along these roadways. The exceptions to this ~~are Bancroft Road and is~~ Lake Arthur Road (from the south Plan area boundary to Pinewood Way) where traffic volumes are not anticipated to increase substantially and therefore, shoulder widening has not been identified as a necessary safety improvement. The shoulder widening identified for these two roadways is proposed for the purpose of accommodating bikeways.

**Table 4.1
Future Improvement Needs**

Roadway and Limits	Improvement
Old County Road: Bancroft Road to Sugar Pine Road	Construct 2 lanes
Placer Hills Road: 180 to ¼ mile n/o Sugar Pine Road ¼ mile n/o Sugar Pine Road to Meadow Vista Road Meadow Vista Road to Combie Road Combie Road to Coyote Mountain Road	Widen to 3 lanes* Widen to 3 lanes* Widen to 3 lanes** Shoulder widening
Meadow Vista Road: Placer Hills Road to McElroy road	Shoulder widening
Combie Road: Placer Hills to Lakeview Hills	Shoulder widening
Bancroft Road: Placer Hills to Conifer Lane	Shoulder widening
Sugar Pine Road: Placer Hills Road to Winchester	Reconstruction/widening
Lake Arthur Road: Plan Area Boundary north to Pinewood Way	Shoulder widening
Road Adjacent Trails: Various Locations	Construct trails
Signalization: Placer Hills Road at Meadow Vista Placer hills Road at Sugar Pine Road Placer Hills Road at Lake Arthur Road	Signalization Signalization Signalization

*The widening would also include provision of adequate shoulders

**** If widening is not warranted, then another alternative may be considered. Any widening would include provision of adequate shoulders.**

**Table 4.2
Proposed TL Program
Meadow Vista Community Plan**

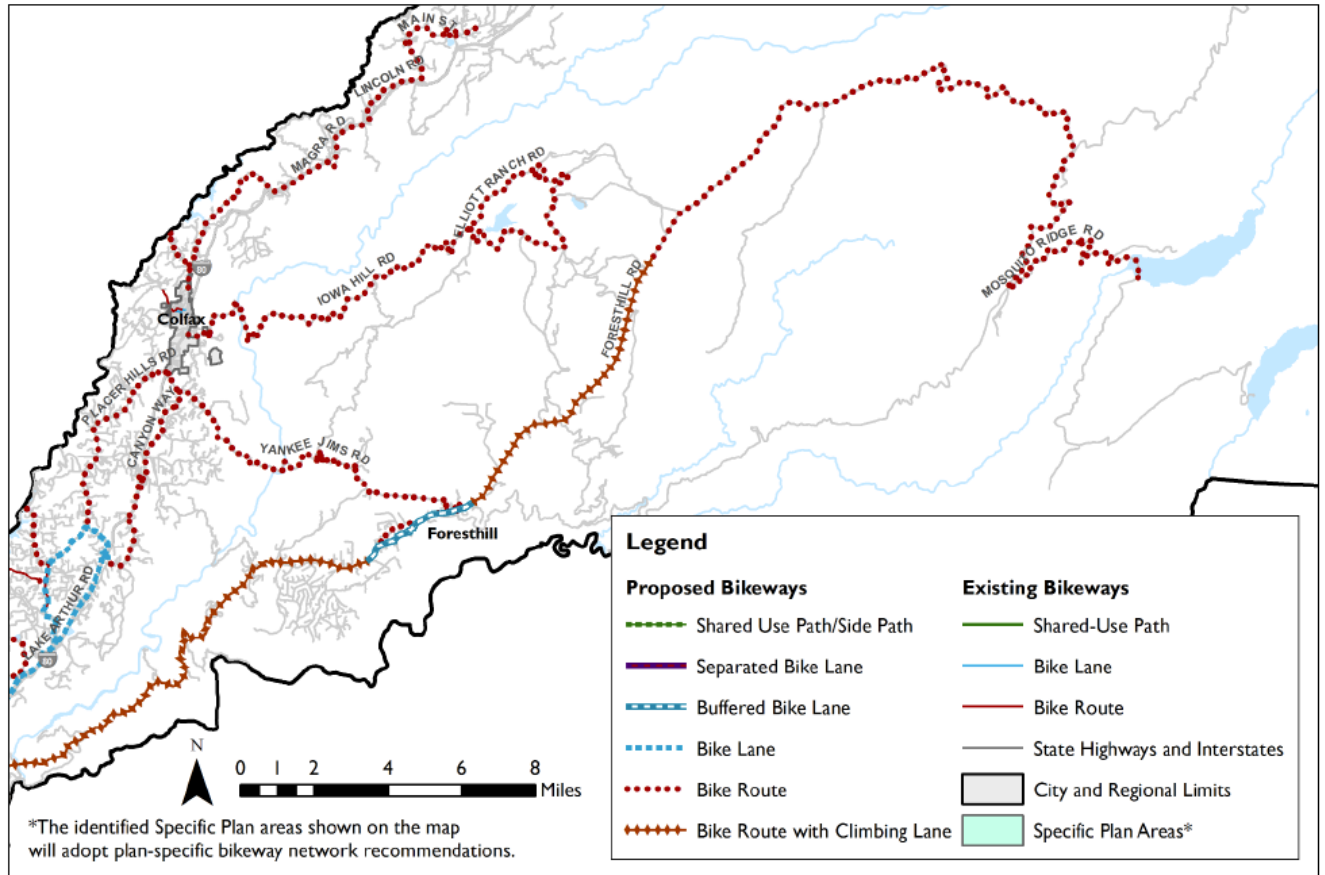
Roadway	Location	Improvement	Cost	Frontage	Other Sources	TL Program
Placer Hills Road	180 to ¼ mile n/o Sugar Pine Road ¼ mile n/o Sugar Pine Road to Meadow Vista Road Meadow Vista Road to Combie Road Combie Road to Coyote Mountain Road At Meadow Vista Road	Wide to 3 lanes* Wide to 3 lanes* Wide to 3 lanes** Shoulder widening Signalization				

*The widening would also include provision of adequate shoulders

**** If widening is not warranted, then another alternative may be considered. Any widening would include provision of adequate shoulders.**

SECTION 7: TRAILS

PLANNED BIKEWAY FACILITIES – MEADOW VISTA / CENTRAL PLACER COUNTY



Source: Placer County Regional Bikeway Plan, June 2018