4.4 TRANSPORTATION AND CIRCULATION

This section provides an overview of the city's transportation system and existing levels of service and the changes that would occur to the system as a result of the proposed project. This section identifies affected streets and highways, transit services and facilities, bicycle facilities, neighborhood electric vehicles, and truck routes and provides the regional and local regulatory framework. Since the proposed General Plan Update focuses on buildout of the City of Rocklin, the impact analysis contained in this section focuses on a future time horizon that includes buildout of the City of Rocklin. The methodology employs a travel demand model that translates land uses into roadway volume projections and estimates future traffic volumes with and without the proposed project (supporting modeling is included in **Appendix C**). As identified in Section 3.0, Project Description, the proposed General Plan Update involves three changes to the existing 1991 General Plan relating to transportation and circulation:

- Land use changes
- Roadway network changes
- Level of service (LOS) policy change

Key issues addressed in this section include impacts to signalized intersections in Rocklin, Loomis, Roseville, Lincoln, and Placer County, impacts to state/interstate highway segments and intersections, transit service, bicycle and pedestrian facilities, and conflicts with at-grade railways. Proposed General Plan policies and mitigation measures that would serve to reduce impacts are also identified. The analysis in this section was prepared by DKS Associates (2011), the City's on-call traffic consulting firm. Abbreviated citations for each information source are provided in the text, with full references provided at the end of this section.

4.4.1 EXISTING SETTING

STREETS AND HIGHWAYS

The General Plan Circulation Element classifies roadways according to the following hierarchy:

- State/Interstate Highways
- Arterials
- Collectors
- Local Streets

Descriptions of the interstate and state highways and arterial roadways in the Rocklin Planning Area are provided below.

Interstate 80 (I-80) provides the primary regional access to Rocklin, Roseville, Loomis, and the remainder of Placer County. To the west, the roadway continues into Sacramento County and the Bay Area. To the east, the roadway continues through Placer County to Auburn and eventually into Nevada. In Rocklin, this highway serves local travel, such as commuter traffic, as well as interstate travel including goods movement. I-80 access to Rocklin is provided via interchanges at Taylor Road (located in Roseville), Rocklin Road, and Sierra College Boulevard. Through the City of Rocklin, I-80 has three travel lanes in each direction.

State Route 65 (SR 65) is a north-south state highway that begins at I-80 in Roseville and extends north through Rocklin and Lincoln to State Route 70 near Marysville. SR 65 is a four-lane freeway between I-80 and Industrial Avenue and a two- to four-lane conventional highway from Industrial Avenue to Lincoln and beyond. A new interchange on SR 65 at Sunset Boulevard was recently completed. Access to Rocklin is also provided via interchanges at Sunset Boulevard,

Blue Oaks Boulevard, Pleasant Grove Boulevard (Park Drive), and Stanford Ranch Road/Galleria Boulevard.

Sierra College Boulevard is a major north-south arterial connecting Placer County with Sacramento County. The roadway intersects with Rocklin Road, I-80, and Pacific Street/Taylor Road and continues north to State Route 193 near Lincoln. To the south, the roadway extends through Roseville to the Sacramento County line. In Sacramento County, it becomes Hazel Avenue and continues south to U.S. 50.

Rocklin Road is an east-west arterial in the City of Rocklin. It connects Sierra College Boulevard to I-80 (via the Rocklin Road interchange) and to central Rocklin to the west. East of Sierra College Boulevard, Rocklin Road extends to Barton Road in Loomis. Rocklin Road is four lanes wide from west of Pacific Street in Downtown Rocklin to Sierra College Boulevard and two lanes to the Loomis town limit east of Sierra College Boulevard. The segment between Sierra College Boulevard and the Loomis town limit includes a two- to one-lane transition in the eastbound direction.

Sunset Boulevard is an arterial that extends in a northwest direction from Woodside Drive to Pacific Street and then to west of SR 65 in unincorporated Placer County. Sunset Boulevard has four to six lanes east of SR 65.

Stanford Ranch Road is an arterial that extends from the SR 65/Stanford Ranch Road/Galleria Boulevard interchange in a generally northern direction into Rocklin. It has six lanes between the interchange and Sunset Boulevard, four lanes between Sunset Boulevard and Crest Drive, and six lanes between Crest Drive and West Oaks Boulevard. Stanford Ranch Road continues southwest from West Oaks Boulevard as West Stanford Ranch Road with six lanes and then becomes Lonetree Boulevard past Sunset Boulevard.

Pacific Street is an arterial that connects Rocklin with Roseville to the west and Loomis and Newcastle to the east. To the east and west of Rocklin, Pacific Street becomes Taylor Road. It has four lanes from the vicinity of the SR 65 overpass to north of Sierra Meadows Drive and two lanes east and west of that section.

Park Drive extends north from the Roseville/Rocklin city limit line to east of Wyckford Boulevard as a four- to six-lane arterial roadway until it transitions into Whitney Oaks Drive. South of the Roseville/Rocklin city limit line, this road becomes Pleasant Grove Boulevard and provides access to SR 65 via an interchange.

Granite Drive is a four-lane arterial that connects Rocklin Road to Sierra College Boulevard along the north side of I-80.

Blue Oaks Boulevard is an arterial that extends from the SR 65/Blue Oaks Boulevard interchange in an east/northeasterly direction into Rocklin. Blue Oaks Boulevard is four lanes from the SR 65 interchange to its terminus at Sunset Boulevard.

Lonetree Boulevard is an arterial that aligns parallel to SR 65 extending between the intersection of Lonetree Boulevard/Blue Oaks Boulevard/Fairway Drive in the south and the intersection of Lonetree Boulevard/Sunset Boulevard/West Stanford Ranch Road in the north. It is a four-lane roadway between Blue Oaks Boulevard/Fairway Drive and Sunset Boulevard/West Stanford Ranch Road.

West Oaks Boulevard is an arterial that extends from Lonetree Boulevard in a northeasterly direction to its current terminus north of West Stanford Ranch Road. It will ultimately connect to the primary east-west road through northwest Rocklin (i.e., Whitney Ranch Parkway). West Oaks Boulevard varies from two to four lanes between Lonetree Boulevard and Sunset Boulevard and has four lanes from Sunset Boulevard to its current terminus near Holly Drive. The segment that will be constructed from its current terminus into northwest Rocklin will also be four lanes.

Wildcat Boulevard is a north-south arterial that begins at West Stanford Ranch Road and continues to the Rocklin/Lincoln city limit line where it becomes East Joiner Parkway. The roadway is currently four lanes and provides access to the newer Whitney Ranch developments.

Whitney Ranch Parkway is an east-west arterial that will eventually connect State Route 65 on the west to Sierra College Boulevard (via Park Drive and Valley View Parkway) to the east. Portions of the facility have been built while other portions have not. Whitney Ranch Parkway currently exists as a four- to six-lane roadway from west of Wildcat Boulevard to Painted Pony Lane, and it will eventually be built as a six-lane facility from SR 65 to West Oaks Boulevard and as a four-lane facility from West Oaks Boulevard to Park Drive. It should be noted that a new SR 65 interchange will be built to provide access to Whitney Ranch Parkway and eventually to Placer Parkway.

University Avenue will be a north-south four-lane arterial traveling roughly parallel to SR 65 between SR 65 and Wildcat Boulevard. This roadway will begin at Sunset Boulevard and terminate just south of the Rocklin/Lincoln city limit line.

Valley View Parkway will be a two-lane roadway connecting Park Drive (and Whitney Ranch Parkway) to Sierra College Boulevard. It will be built as part of the Clover Valley development. While the roadway will be two lanes, it will be widened to four lanes at its intersections with Park Drive and Sierra College Boulevard.

Existing Levels of Service

Figure 4.4-1 shows the study area defined for the Rocklin General Plan Update. The transportation analysis for the General Plan Update includes all arterial roadways within the City of Rocklin, as well as major roadways in other jurisdictions adjacent to Rocklin. The figure shows all of the study intersections in five jurisdictions: Rocklin, Loomis, Roseville, Lincoln, and Placer County.

The evaluation of traffic volumes on the roadway network provides an understanding of the general nature of travel conditions in the City of Rocklin. However, traffic volumes alone do not indicate the quality of service provided by the street facilities or the ability of the street network to carry additional traffic. To accomplish this, the concept of level of service has been developed.

Levels of service (LOS) describe roadway operating conditions. LOS is a qualitative measure of the effect of a number of factors, which include speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, and operating costs. Levels of service are designated A through F from best to worst, which cover the entire range of traffic operations that might occur. LOS A through E generally represent traffic volumes at less than roadway capacity, while LOS F represents over capacity and/or forced conditions.

The traffic flow and capacity of Rocklin's arterial/collector system is principally controlled by the capacity of its signalized intersections. Therefore, level of service for arterial and collector

roadways is being analyzed using peak hour intersection analysis, as opposed to daily segment analysis. In Rocklin, as well as other jurisdictions in Placer County, intersection operations have traditionally been evaluated using the Transportation Research Board's (1980) Circular 212 critical movement method. This methodology determines the LOS by comparing the volume-to-capacity (v/c) ratio of critical intersection movements to the thresholds shown in **Table 4.4-1**. The table also displays the LOS thresholds (in average delay per vehicle) for the Highway Capacity Manual (HCM 2000) operations method, which is used for all unsignalized intersections and for signalized intersections at state highway interchanges and at intersections within Loomis. The table shows that the delay thresholds (in seconds) differ between signalized and unsignalized intersections.

TABLE 4.4-1
INTERSECTION LOS DESCRIPTIONS

Level of Service	Description[1]	Signalized Intersections		Unsignalized Intersections (Average Delay per Vehicle)
		Circular 212 (Volume-to-Capacity Ratio)	HCM 2000 (Average Delay per Vehicle)	
A	Represents free flow. Individual users are virtually unaffected by others in the traffic stream.	≤ 0.600	≤ 10.0 sec/veh	≤ 10.0 sec/veh
B	Stable flow, but the presence of other users in the traffic stream begins to be noticeable.	0.61–0.70	10.1–20.0 sec/veh	10.1–15.0 sec/veh
C	Stable flow, but the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream.	0.71–0.80	20.1–35.0 sec/veh	15.1–25.0 sec/veh
D	Represents high-density, but stable flow.	0.81–0.90	35.1–55.0 sec/veh	25.1–35.0 sec/veh
E	Represents operating conditions at or near the capacity level.	0.91–1.00	55.1–80.0 sec/veh	35.1–50.0 sec/veh
F	Represents forced or breakdown flow.	>1.00	> 80 sec/veh	>50 sec/veh

Source: Highway Capacity Manual – Special Report 209 (Transportation Research Board 1994) and Interim Materials on Highway Capacity – Circular 212 (Transportation Research Board 1980)

[1] *Average conditions over the course of the peak hour.*

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PLACER COUNTY

CITY OF LINCOLN

PLACER COUNTY

TOWN OF LOOMIS

CITY OF ROCKLIN

CITY OF ROSEVILLE

Source: DKS Associates Transportation Solutions, 2009

Study Area

Intersections

- Rocklin (Existing)
- Rocklin (Future)
- Caltrans (Existing/Future)
- Loomis (Existing)
- Roseville (Existing)
- Lincoln (Existing)
- Placer County (Existing)

Roadways

- ARTERIAL
- FUTURE ARTERIAL
- COLLECTOR
- FUTURE COLLECTOR
- FREEWAY
- FREEWAY RAMP

NO SCALE

N

Figure 4.4-1

Project Study Area and Study Intersections

Table 4.4-2 and **Figure 4.4-2** show the existing LOS at all of the intersections in Rocklin that are currently signalized. It should be noted that existing LOS does not take into account all of the planned transportation improvements that are included in the City's Capital Improvement Program (CIP). The City's currently adopted LOS policy requires that all signalized intersections within the city operate at LOS C or better, with the exception that signalized intersections within one-half mile of an interstate or state highway ramp can operate at LOS D or better. Exceptions may also be made for peak hour traffic where not all movements exceed the acceptable level of service. The table shows that of the 68 intersections currently signalized within the city, three intersections currently operate at LOS D. Since none of these intersections are located within one-half mile of a freeway ramp, the following three intersections do not meet the City's current LOS policy:

- Sunset Boulevard and Springview Drive/Third Street (v/c = 0.824)
- Sunset Boulevard and Whitney Boulevard (v/c = 0.805)
- Sunset Boulevard and Park Drive (v/c = 0.866)

The levels of service in **Table 4.4-2** are based on a comprehensive set of PM peak hour traffic counts that were conducted at all signalized intersections in Rocklin during the spring of 2008. These counts were all taken within a two-month period and all were taken on a typical Tuesday, Wednesday, or Thursday during weeks without holidays and when local schools and colleges were in session. Where counts data were questionable, intersections were re-counted as necessary.

TABLE 4.4-2
PM PEAK HOUR LOS – CITY OF ROCKLIN SIGNALIZED INTERSECTIONS
EXISTING CONDITIONS

Intersection[1]		City LOS Standard	Existing Conditions	
			V/C	LOS
1	Granite Drive & Rocklin Road	D	0.633	B
2	Granite Drive & Sierra College Boulevard	D	0.560	A
3	Granite Drive & Sierra Meadows	D	0.552	A
4	Pacific Street & Delmar/Dominguez	C	0.569	A
5	Pacific Street & Farron Street	C	0.515	A
6	Pacific Street & Midas Avenue	C	0.500	A
7	Pacific Street & Rocklin Road	C	0.688	B
8	Pacific Street & Sierra Meadows	C	0.411	A
9	Pacific Street & Woodside Drive	C	0.505	A
10	Rocklin Road & Aguilar Road	D	0.520	A
11	Rocklin Road & El Don Drive	D	0.636	B
12	Rocklin Road & Fire Station No 1	C	0.243	A
13	Rocklin Road & Havenhurst Circle	C	0.482	A
14	Rocklin Road & Sierra College Boulevard	C	0.614	B
15	Rocklin Road & South Grove Street	D	0.317	A

Intersection[1]		City LOS Standard	Existing Conditions	
			V/C	LOS
16	Sierra College Boulevard & El Don Drive	C	0.387	A
17	Sierra College Boulevard & Nightwatch	C	0.651	B
18	Sierra College Boulevard & Scarborough	C	0.357	A
19	Sierra College Boulevard & Southside Ranch	C	0.650	B
20	Sunset Boulevard & Pacific Street	C	0.635	B
21	Sunset Boulevard & Springview Drive	C	0.824	D
22	Sunset Boulevard & Topaz Avenue	C	0.560	A
23	Sunset Boulevard & Whitney Boulevard	C	0.805	D
101	Blue Oaks Boulevard & Lonetree	D	0.478	A
102	Blue Oaks Boulevard & Market Place	D	0.244	A
103	Blue Oaks Boulevard & Van Buren Way	C	0.287	A
104	Five Star Drive & Destiny Drive	D	0.194	A
105	Lonetree Boulevard & Adams Drive	C	0.308	A
106	Lonetree Boulevard & Atherton Road	C	0.272	A
107	Lonetree Boulevard & Grand Canyon Drive	D	0.469	A
108	Lonetree Boulevard & Redwood Drive	D	0.442	A
109	Lonetree Boulevard & West Oaks Boulevard	C	0.514	A
110	Park Drive & Blaydon Road	C	0.197	A
111	Park Drive & Quarry Way	C	0.391	A
112	Park Drive & Farrier Road	C	0.520	A
113	Park Drive & King Pine Drive	C	0.368	A
114	Park Drive & Shelton	C	0.274	A
115	Park Drive & Victory Lane	C	0.318	A
116	Park Drive & Wyckford Boulevard	C	0.320	A
117	Park Drive & Twin Oaks/Boardwalk	C	0.362	A
118	Park Drive & Safeway	C	0.514	A
119	South Whitney & Five Star Boulevard	D	0.471	A
120	Spring Creek Drive & Broken Rail Lane	C	0.031	A
121	Stanford Ranch Road & Cobblestone Drive	C	0.325	A
122	Stanford Ranch Road & Darby Road	C	0.293	A
123	Stanford Ranch Road & Park Drive	C	0.573	A
124	Stanford Ranch Road & Plaza	C	0.371	A
125	Stanford Ranch Road & Stoney Drive	C	0.439	A
126	Stanford Ranch Road & Victory Lane	C	0.263	A

Intersection[1]		City LOS Standard	Existing Conditions	
			V/C	LOS
127	Stanford Ranch Road & West Oaks Boulevard	C	0.228	A
128	Sunset Boulevard & Atherton	D	0.337	A
129	Sunset Boulevard & Blue Oaks Boulevard	C	0.681	B
130	Sunset Boulevard & Fairway Drive	C	0.480	A
131	Sunset Boulevard & Little Rock	C	0.444	A
132	Sunset Boulevard & Park Drive	C	0.866	D
133	Sunset Boulevard & Pebble Creek	C	0.539	A
134	Sunset Boulevard & Stanford Ranch Road	C	0.793	C
135	Sunset Boulevard & West Oaks Boulevard	C	0.349	A
136	W Stanford Ranch Road & Sunset Boulevard	C	0.467	A
137	W Stanford Ranch Road & Wildcat Boulevard	C	0.455	A
138	Whitney Ranch Pkwy & Bridlewood Drive	C	0.014	A
139	Whitney Ranch Pkwy & Painted Pony Lane	C	0.007	A
140	Whitney Ranch Pkwy & Spring Creek Drive	C	0.061	A
141	Wildcat Boulevard & Bridlewood Drive	C	0.264	A
142	Wildcat Boulevard & Whitney Ranch Parkway	C	0.179	A
143	Wildcat Boulevard & South High School Entrance	C	0.173	A
144	Wildcat Boulevard & North High School Entrance	C	0.167	A
145	Wildcat Boulevard & Ranch View Drive	C	0.180	A

Source: DKS Associates 2011

Notes: Shaded Intersections do not meet current LOS policy.

[1] See Figure 4.4-1 for locations of intersections by number.

Figure 4.4-3 displays existing average daily traffic volumes on a number of major roadways in the City of Rocklin.

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RANCH VIEW DR
SPRING CREEK DR
UNIVERSITY AVE
WILDCAT BLVD
WHITNEY RANCH PKWY
BRIDLEWOOD DR
WILDCAT BLVD
W STANFORD RANCH RD
ATHERTON RD
SUNSET BLVD
W OAKS BLVD
PARK DR
MIDAS AVE
ARGONAUT AVE
5TH ST
WYCKFORD BLVD
WHITNEY OAKS DR
CREST DR
VALLEY VIEW PKWY
NATURE TRAIL WY
WILD GINGER DR
DEL MAR AVE
PACIFIC ST
DOMINGUEZ RD
GRANITE DR
80
SIERRA COLLEGE BLVD
ROCKLIN RD
AGUILAR RD
EL DON DR
S GROVE ST
GROVE ST
RAILROAD AVE
CIVIC CENTER DR
RUHKALA RD
CHINA GARDEN RD
3RD ST
FARRON ST
TOPAZ AVE
WHITNEY BLVD
S WHITNEY BLVD
FAIRWAY DR
FIVE STAR BLVD
SPRINGVIEW DR
WOODSIDE DR
STOMBOROUGH DR
65

Existing LOS
EXPP
- A; B; C
- D
- E
- F
- Future Traffic Signal

Roadways
- ARTERIAL
- COLLECTOR
- FREEWAY
- FREEWAY RAMP

N
W
E
S

Source: DKS Associates Transportation Solutions, 2009

NO SCALE

N

Figure 4.4-2
Existing Level of Service at Signalized Rocklin Intersections

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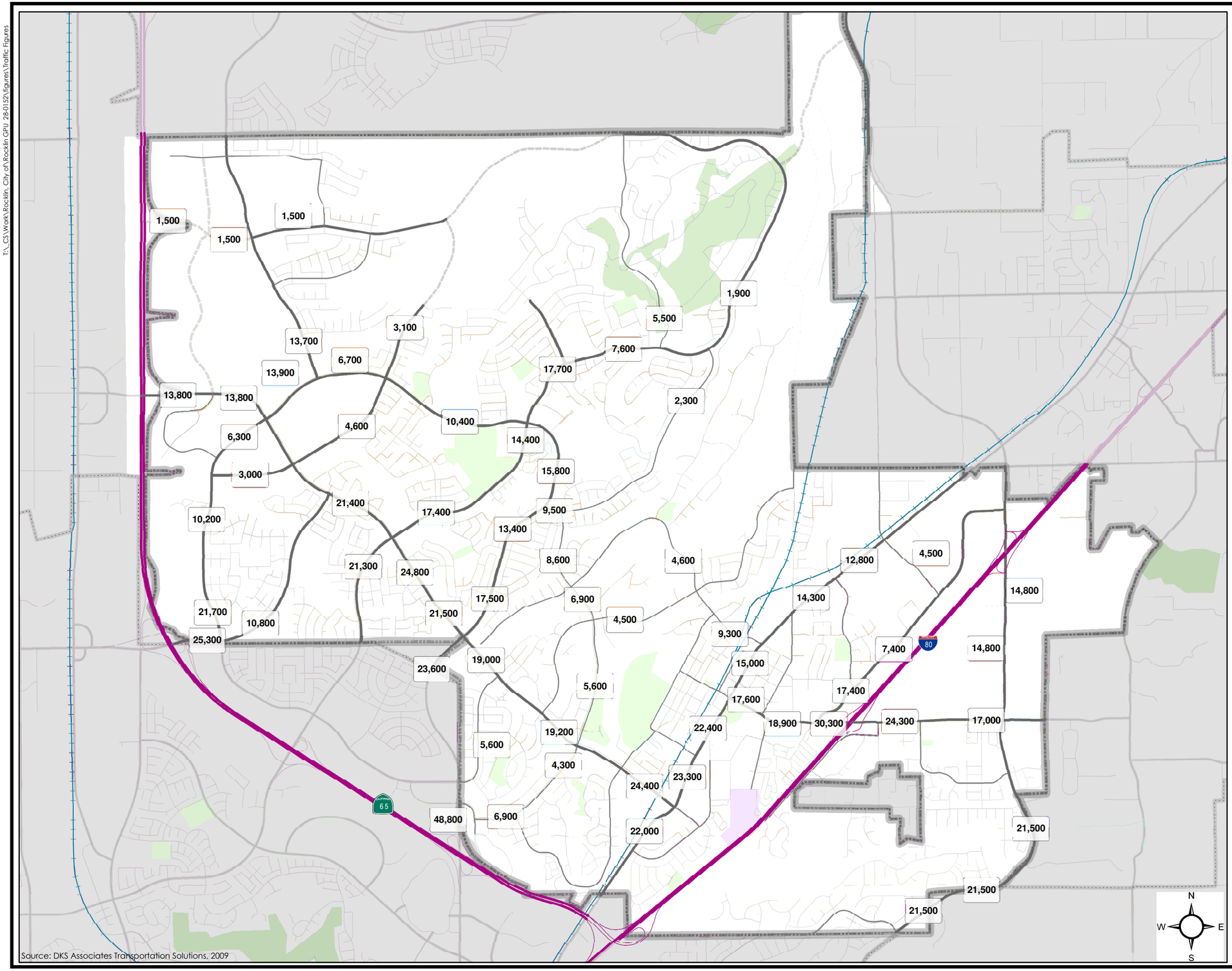

18,200 Existing Daily Volume

Roadways

- ARTERIAL
- COLLECTOR
- FREEWAY
- FREEWAY RAMP

NO SCALE

N

Figure 4.4-3

Existing Daily Traffic Volumes on Rocklin Roadways

Table 4.4-3 shows the existing daily volumes and resultant LOS on freeway mainline segments in Rocklin. The table shows that while many of the local freeway segments currently meet the California Department of Transportation's (Caltrans) Transportation Concept Report (TCR) LOS E policy, some segments currently operate at LOS F and thus do not meet the policy. These segments include I-80 from SR 65 to Rocklin Road and SR 65 from I-80 to Pleasant Grove Boulevard.

TABLE 4.4-3
DAILY HIGHWAY VOLUMES – STATE/INTERSTATE HIGHWAY FACILITIES
EXISTING CONDITIONS

		Existing Conditions (2007)						
		Lanes			AADT	Capacity	V/C	LOS
		Main	Aux	HOV*				
I-80	SR 65 to Rocklin Road	6	–	–	122,000	108,000	1.130	**F**
	Rocklin Road to Sierra College Boulevard	6	–	–	97,000	108,000	0.898	D
	Sierra College Boulevard to Horseshoe Bar Road	6	–	–	96,000	108,000	0.889	D
SR 65	I-80 to Stanford Ranch Road/Galleria Boulevard	4	1	–	108,000	85,000	1.271	**F**
	Stanford Ranch Road/ Galleria Boulevard to Pleasant Grove Boulevard	4	–	–	96,000	72,000	1.333	**F**
	Pleasant Grove Boulevard to Blue Oaks Boulevard	4	2	–	82,000	98,000	0.837	D
	Blue Oaks Boulevard to Sunset Boulevard	4	–	–	69,000	72,000	0.958	E
	Sunset Boulevard to Twelve Bridges Drive	4	–	–	55,000	72,000	0.764	C

Source: DKS Associates 2011

** HOV = high occupancy vehicle*

Table 4.4-4 and **Figure 4.4-2** show the existing LOS at all of the existing signalized freeway ramp intersections in and adjacent to the City of Rocklin. Caltrans does not have a specific LOS standard for intersections at the ends of freeway ramps. Caltrans' primary concern is that traffic on the ramps does not back up onto its mainline facilities. The table shows that of the 11 existing freeway ramp intersections, all but one currently operate at LOS C or better. One intersection (the intersection of SR 65 and Sunset Boulevard) currently operates at LOS D (a recently completed interchange project is anticipated to improve the level of service). These levels of service do not indicate that traffic currently backs up onto the freeways due to deficient intersection operations at any of the study area interchanges.

TABLE 4.4-4
PM PEAK HOUR LOS – STATE HIGHWAY RAMP INTERSECTIONS
EXISTING CONDITIONS

Intersection[1]		Existing Conditions	
		Delay	LOS
201	Rocklin Road & I-80 EB	26.1	C
202	Rocklin Road & I-80 WB	21.8	C
203	Sierra College Boulevard & I-80 WB	19.2	B
204	Sierra College Boulevard & I-80 EB	20.6	C
205	Sunset & SR 65 (Existing)	39.4	D
210	Blue Oaks Boulevard & SR 65 SB	24.4	C
211	Blue Oaks Boulevard & SR 65 NB Off	7.3	A
212	Pleasant Grove Boulevard & SR 65 NB	27.2	C
213	Pleasant Grove Boulevard & SR 65 SB	19.8	B
214	Stanford Ranch Road & SR 65 NB	26.6	C
215	Stanford Ranch Road & SR 65 SB	34.1	C
216	Sierra College Boulevard & SR 193	22.3	C

Source: DKS Associates 2011

[1] See Figure 4.4-1 for locations of intersections by number.

Table 4.4-5 shows the existing LOS at nine key intersections in the Town of Loomis. These have been determined to be the nine intersections in Loomis most likely to be impacted by implementation of the proposed Rocklin General Plan Update. Six of the nine intersections are currently signalized, while three of the intersections have stop signs. For the signalized intersections, delay is reported as average delay for all vehicles entering the intersection. For the stop-controlled intersections, both average delay per vehicle and worst movement delay are reported. The worst movement delay is typically based on a minor leg of the intersection, and thus relatively few cars may experience lengthier delays. The table shows that eight of the nine intersections currently operate at LOS C or better, while one (Taylor Road and Horseshoe Bar Road) operates at LOS D, which does not satisfy Loomis's LOS C standard.

TABLE 4.4-5
PM PEAK HOUR LOS – TOWN OF LOOMIS INTERSECTIONS
EXISTING CONDITIONS

Intersection[1]		Existing Conditions	
		Delay	LOS
Signalized Intersections			
301	Sierra College Boulevard & Brace Road	16.3	B
302	Sierra College Boulevard & Taylor Road	29.8	C
304	Sierra College Boulevard & King Road	16.1	B

Intersection[1]			Existing Conditions	
			Delay	LOS
305	Taylor Road & King Road		30.5	C
306	Taylor Road & Horseshoe Bar Road		38.3	D
309	Horseshoe Bar Road & I-80 Westbound Ramps		26.0	C
Stop-Controlled Intersections				
307	Rocklin Road & Barton Road	Average intersection	10.1	B
		Worst movement	11.2	B
308	Barton Road & Brace Road	Average intersection	6.9	A
		Worst movement	15.0	B
310	Horseshoe Bar Road & I-80 Eastbound Ramps	Average intersection	8.6	A
		Worst movement	18.2	C

Source: DKS Associates 2011

[1] See Figure 4.4-1 for locations of intersections by number.

Table 4.4-6 shows the existing levels of service at eight key intersections in the City of Roseville. These have been determined to be the eight intersections in Roseville most likely to be impacted by implementation of the proposed Rocklin General Plan Update. The table shows that all eight of these intersections currently operate at LOS C or better and fall within Roseville's LOS C standard.

TABLE 4.4-6
PM PEAK HOUR LOS – ROSEVILLE INTERSECTIONS
EXISTING CONDITIONS

Intersection[1]		Existing Conditions	
		V/C	LOS
401	Pleasant Grove Boulevard & Fairway Drive	0.68	B
402	Stanford Ranch Road & Fairway Drive	0.60	B
403	Stanford Ranch Road & Five Star Drive	0.59	A
404	Pleasant Grove Boulevard & Roseville Parkway	0.72	C
405	Galleria Boulevard & Roseville Parkway	0.81	C
406	Roseville Parkway & Taylor Road	0.66	B
407	Roseville Parkway & North Sunrise Avenue	0.75	C
408	Sierra College Boulevard & Secret Ravine Parkway	0.46	A

Source: DKS Associates 2011

[1] See Figure 4.4-1 for locations of intersections by number.

Table 4.4-7 and **Table 4.4-8** show the existing LOS at three intersections in the City of Lincoln and Placer County. These have been determined to be the three intersections in Lincoln and Placer County most likely to be impacted by implementation of the proposed Rocklin General Plan

Update. The table shows that all of these intersections currently operate at LOS C or better and fall within Lincoln's and Placer County's LOS C standards.

TABLE 4.4-7
PM PEAK HOUR LOS – LINCOLN INTERSECTIONS
EXISTING CONDITIONS

Intersection[1]		Existing Conditions	
		V/C or Delay	LOS
501	East Joiner Parkway & Twelve Bridges Drive	0.46	A
502	Sierra College Boulevard & Twelve Bridges Drive	1.3 sec	A

Source: DKS Associates 2011

[1] See Figure 4.4-1 for locations of intersections by number.

TABLE 4.4-8
PM PEAK HOUR LOS – PLACER COUNTY INTERSECTIONS
EXISTING CONDITIONS

Intersection[1]		Existing Conditions	
		Delay	LOS
601	Sierra College Boulevard & English Colony Way	1.2 sec	A

Source: DKS Associates 2011

[1] See Figure 4.4-1 for locations of intersections by number.

Figure 4.4-4 displays existing average daily traffic volumes on a number of major roadways outside the City of Rocklin.

EXISTING TRANSIT SERVICES AND FACILITIES

Bus

Rocklin is generally served by four Placer County Transit (PCT) bus routes: the Auburn Light Rail Express route, the Lincoln to Galleria to Sierra College route, the Taylor Road shuttle, and the Placer Commuter Express. PCT is a fixed-route scheduled transit system operated by Placer County. PCT principally serves the I-80 corridor area between Alta and Roseville, the State Route 65 corridor area into Lincoln, and the Highway 49 corridor. Some of the routes are "deviated." A deviated route means that the buses generally travel on a main route (e.g., I-80) but can deviate from that route up to a certain distance (three-quarters of a mile in the case of PCT) to serve the specific needs of transit patrons.

There are currently 15 bus runs a day in each direction on PCT's Auburn-Light Rail Express route between Auburn and Sacramento Regional Transit's Watt/I-80 light rail station. This route provides service to Sierra College and the Roseville Galleria shopping center. It connects with Roseville Transit and RT buses at Auburn Boulevard near I-80.

PCT's Lincoln to Galleria to Sierra College route has 14 runs a day in each direction and services the Sunset Boulevard corridor, Downtown Rocklin, and Sierra College. The Taylor Road shuttle is a

deviated route that connects Auburn and Sierra College with seven runs a day in each direction, although service frequency on this route may be increasing. Placer Commuter Express is a commuter bus service traveling from Rocklin Road and Bush Street in central Rocklin to downtown Sacramento with three morning and three afternoon trips.

In addition to regular bus service, PCT also provides paratransit services for patrons with more challenging transportation needs. Such services include a dial-a-ride program in the Rocklin/Loomis area and in Granite Bay. Dial-a-ride also serves the portion of Roseville along the State Route 65 corridor adjacent to Rocklin.

Figure 4.4-5 shows the existing PCT transit routes in the vicinity of the City of Rocklin.

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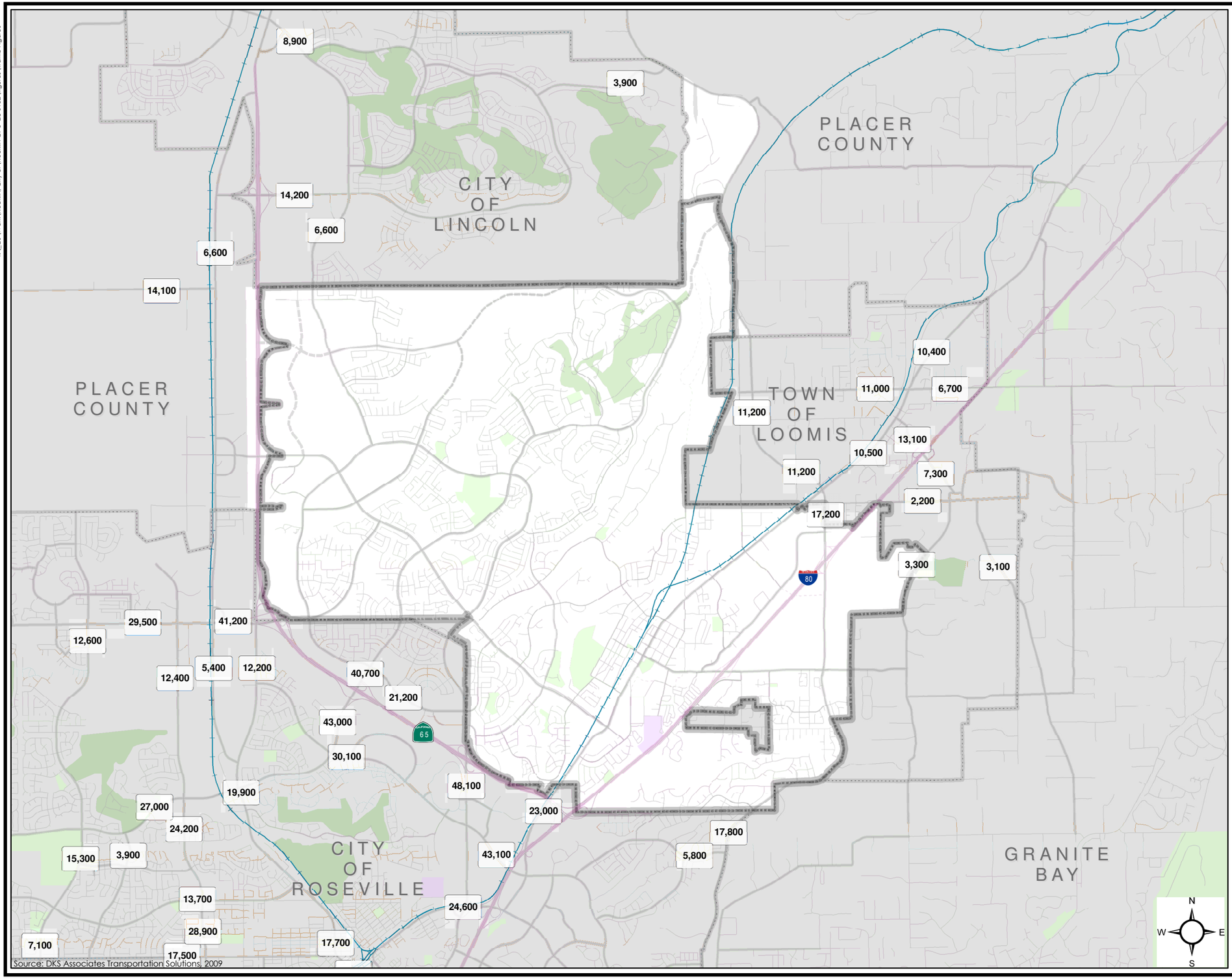

Source: DKS Associates Transportation Solutions, 2009

18,200 Existing Daily Volume

NO SCALE

N

Figure 4.4-4

Existing Daily Traffic Volumes on Non Rocklin Roadways

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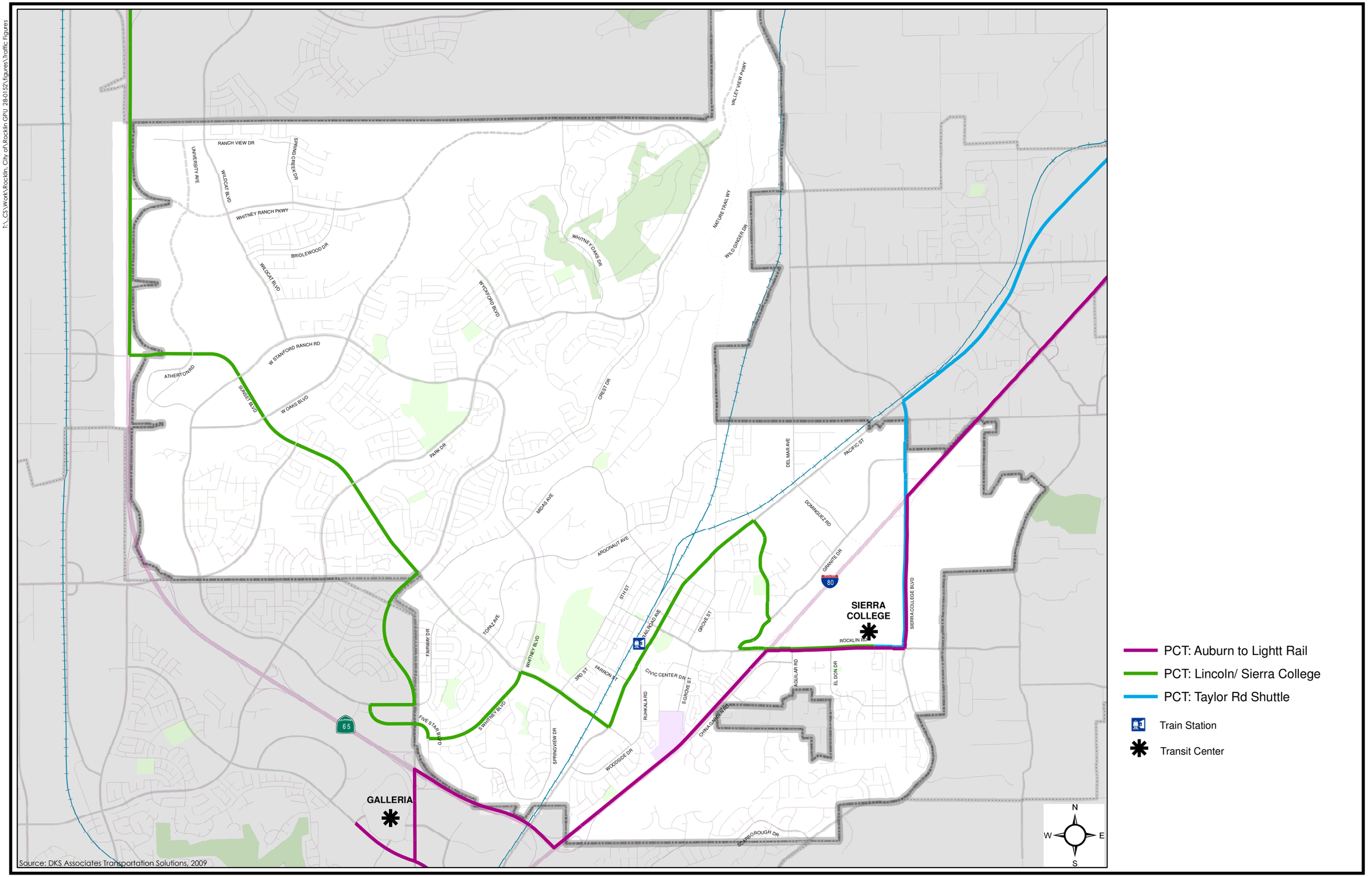

Source: DKS Associates Transportation Solutions, 2009

NO SCALE

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Figure 4.4-5
Existing Transit Routes

Railroads

The Union Pacific Railroad (UPRR) operates a double-tracked parallel mainline through the center of Downtown Rocklin along the north side of Pacific Street. Near the intersection of Railroad Avenue and Pine Street, the parallel mainline splits into two separate lines. The line that follows Pacific Street between the split and the Town of Loomis turns into a downhill, or westbound, track. The other line, which follows Sierra College Boulevard north for a way before curving east to rejoin the westbound track at Newcastle, is UPRR's uphill, or eastbound, track.

There are six public railroad crossings in the Planning Area. Only one crossing, at Sunset Boulevard, is grade separated. However, the City conducted a study that looked at the feasibility of constructing a railroad undercrossing or overcrossing at Midas Avenue. Both options are considered viable depending on the availability of funding. The City has submitted information to the State Grade Separation Funding Program and has also included the project in Rocklin's Capital Improvement Program (CIP).

The Capitol Corridor Intercity Train Service provides passenger rail service between Auburn and San Jose. There are three stations in Placer County: Auburn, Rocklin, and Roseville. There are currently nine runs per day in each direction, but only one run in each direction from Auburn to Oakland that serves Rocklin. There are four runs in each direction from Sacramento to Oakland and four runs in each direction from Sacramento to San Jose. Amtrak provides bus connections from Rocklin to the Sacramento Amtrak Station to connect to these additional Capitol Corridor runs. **Figure 4.4-6** shows the rail facilities in the vicinity of the City of Rocklin.

Multimodal Train Station

The Rocklin Multimodal Train Station is a permanent building for rail users located along the Union Pacific Railroad track at the Rocklin Road crossing.

EXISTING BICYCLE FACILITIES

Bikeways are defined by the State of California Street and Highways Code as follows:

- Class I bikeways provide a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with cross-flows by motorists minimized (also called a bike path or trail).

- Class II bikeways provide a restricted right-of-way designated for exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and cross-flows by pedestrians and motorists permitted (also called a bike lane).

- Class III bikeways provide a right-of-way designated by signs or permanent markings and shared with pedestrians or motorists (also called a bike route).

The City of Rocklin's General Plan includes a Bikeway Diagram (**Figure 4.4-7**), which specifies a number of existing and proposed bike lanes and bike routes. Class II on-street bike lanes exist on a number of roadways, including the following:

- Stanford Ranch Road
- Sunset Boulevard (partial)
- Rocklin Road (partial)
- West Stanford Ranch Road
- Argonaut Avenue (partial)
- Lonetree Boulevard
- Granite Drive
- Fairway Drive
- Park Drive
- Whitney Boulevard
- Wildcat Boulevard
- Scarborough Drive
- Sierra Meadows Drive
- Rawhide Road
- Woodside Drive
- Springview Drive
- West Oaks Boulevard
- Blue Oaks Boulevard
- Crest Drive
- Fifth Street
- Meyers Street
- Wyckford Boulevard
- Farrier Road
- Sierra College Boulevard from Rocklin Road to the southern city limits

Class I bikeways currently exist in the open space areas within Sunset West, in portions of Whitney Ranch in northwest Rocklin, and in the Springview area along Antelope Creek. Additional Class I facilities are proposed within Whitney Ranch, Clover Valley, and along Secret Ravine Creek in southeast Rocklin.

NEIGHBORHOOD ELECTRIC VEHICLE FACILITIES

Assembly Bill 2353 authorized the cities of Lincoln and Rocklin to establish neighborhood electric vehicle (NEV) transportation plans. The City of Rocklin adopted an NEV Transportation Plan on February 26, 2008. The NEV plan is an effort to accommodate the city's changing urban lifestyle by encouraging the use of bicycles and NEVs to travel from residential areas to Rocklin's commercial centers. This effort will result in air quality improvements, energy savings, reduced travel costs, and increased mobility and independence for aging and impaired drivers. Minor modifications to the existing streets and circulation system are needed to accommodate NEVs. The plan includes guidelines for signing and striping, parking spaces and charging stations, and an NEV route system to facilitate access and to increase safety.

NEVs routes are defined by the plan as follows:

- Class I NEV routes provide a completely separate right-of-way for the exclusive use of NEVs, pedestrians, and bikes with cross-flow minimized. The minimum paved width for a Class I NEV route is 14 feet (for two-way travel) with a minimum 2-foot-wide graded area provided adjacent to the pavement. Currently, there are no Class I NEV routes in Rocklin.

- Class II NEV routes are designated as a separate striped lane adjacent to traffic. There is one striped lane for each travel direction. The desirable minimum width for a Class II NEV route is 7 feet. Park Drive between Whitney Oaks Drive and Coldwater Drive is an

example of a Class II NEV lane. It is the intent to design all Class II NEV routes to allow combined NEV/bicycle use.

- Class III NEV routes provide for shared use with automobile traffic on streets with a posted speed limit of 35 mph or less. All residential streets within the City of Rocklin are Class III NEV routes. The City will provide signage to direct NEVs to preferred streets. Some streets within the city that are posted at 35 mph or higher may not be appropriate for NEV use.

The Rocklin City Council did not commit funds when adopting the plan. The City has secured grant money and other funding for NEV infrastructure.

TRUCK ROUTES

Rocklin has an adopted truck route system, the purpose of which is to manage truck traffic within the city to minimize congestion and undesirable noise. A copy of this map, which is periodically updated, is maintained on the City's website at the following location: http://www.rocklin.ca.us/civica/filebank/blobdload.asp?BlobID=2307. In addition to I-80 and SR 65, established truck routes include Pacific Street and Sierra College Boulevard between Granite Drive and the south city limit boundary. Additional routes include Sierra Meadows Drive between Pacific Street and Corporation Yard Road, Dominguez Road between Granite Drive and Pacific Street, Granite Drive between Dominguez Road and Sierra College Boulevard, Sunset Boulevard between SR 65 and West Oaks Boulevard, West Oaks Boulevard between Sunset Boulevard and Vine Circle, Lonetree Boulevard between Blue Oaks Boulevard and Sunset Boulevard, Stanford Ranch Road between the south city limit boundary and Sunset Boulevard, and West Stanford Ranch Road/Stanford Ranch Road between Sunset Boulevard and Park Drive. **Figure 4.4-8** shows adopted truck routes in the City of Rocklin.

4.4.2 REGULATORY FRAMEWORK

REGIONAL

South Placer Regional Transportation Authority

The South Placer Regional Transportation Authority (SPRTA) was formed through the establishment of a joint powers authority including the cities of Rocklin, Roseville, and Lincoln, Placer County, and the Placer County Transportation and Planning Agency in January 2002. SPRTA was formed for the implementation of fees to fund specialized regional transportation projects including planning, design, administration, environmental compliance, and construction costs. The following regional transportation projects are included in SPRTA:

- Douglas Boulevard/Interstate 80 Interchange
- Placer Parkway
- Lincoln Bypass
- Sierra College Boulevard Widening
- SR 65 Widening
- Rocklin Road/Interstate 80 Interchange
- Auburn Folsom Road Widening
- Transit Projects

Similar to other members of SPRTA, the City of Rocklin has adopted a SPRTA fee for all development (Resolution 2008-02).

Highway 65 Interchange Improvement Fee

The cities of Rocklin and Roseville and Placer County have established the Bizz Johnson Highway Interchange Joint Powers Authority that has adopted an interchange traffic fee on all new development within Roseville, Rocklin, and affected portions of Placer County. The purpose of the fee is to finance four interchanges on SR 65 to reduce the impact of increased traffic from new development.

LOCAL

City of Rocklin General Plan Circulation Element

The current Circulation Element of the City of Rocklin's General Plan has, as its key goal, "To provide and maintain a safe and efficient system of streets, highways, and public transportation to meet community needs and promote sound land use." A complete list of the General Plan goals and policies can be found in the Circulation Element of the General Plan.

The City's current level of service (LOS) standard is C for all streets and intersections, with the exception of intersections within one-half mile of direct access to a highway facility where the LOS standard is D. Exceptions may also be made for peak hour traffic where not all movements exceed the acceptable level of service (1991 General Plan Circulation Element Policy 13).

City of Rocklin Capital Improvement Program

The City's Capital Improvement Program (CIP) identifies roadway and intersection improvements for City-based monitoring of traffic conditions in Rocklin and maintenance of the City's existing LOS standard. The current CIP was updated in 2007 and has a horizon year of 2025.

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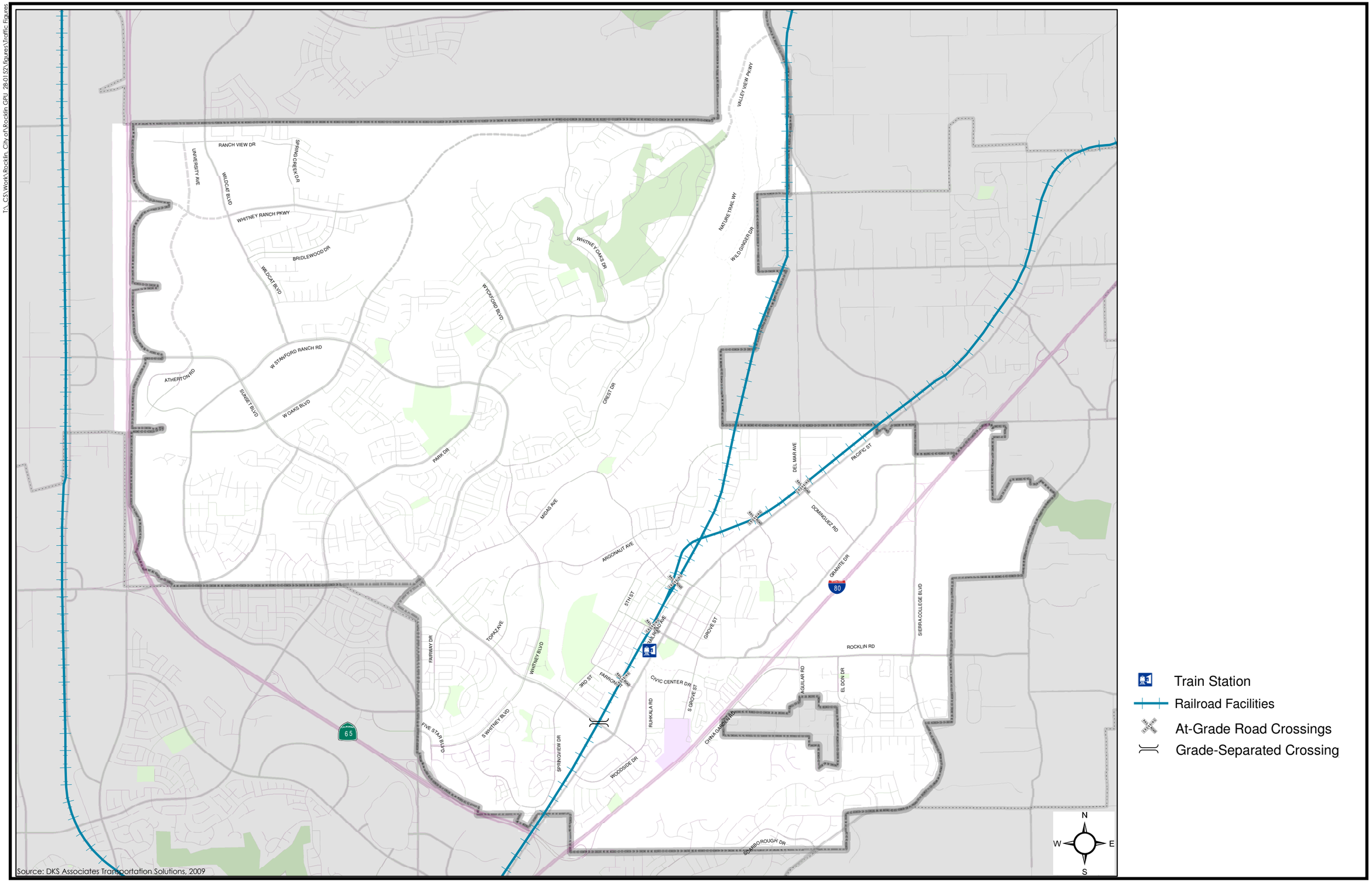

Source: DKS Associates Transportation Solutions, 2009

NO SCALE

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Figure 4.4-6
Existing Rail Facilities

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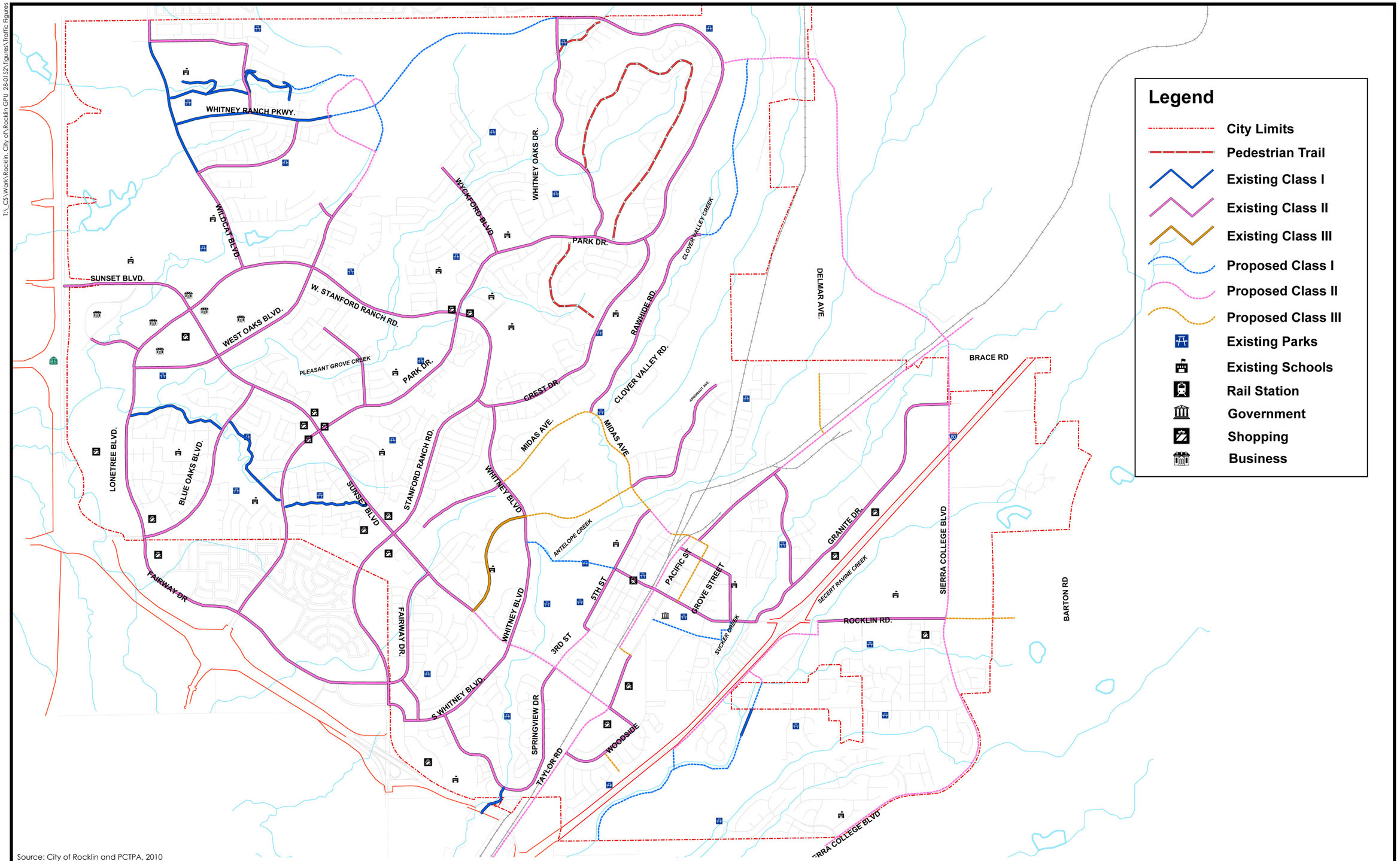

Source: City of Rocklin and PCTPA, 2010

0 1,500 3,000
FEET

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Figure 4.4-7
Bikeway Diagram

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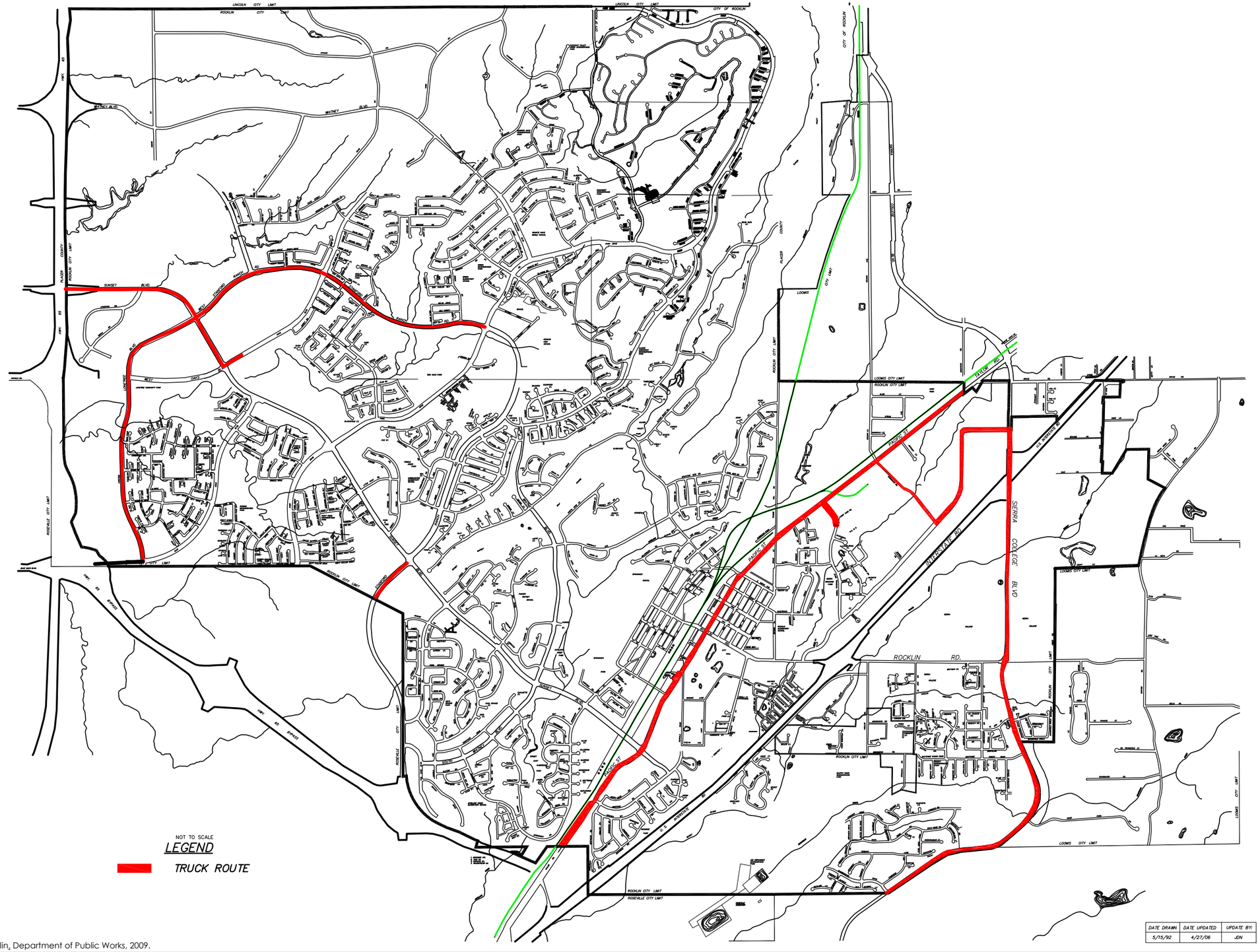


Source: City of Rocklin, Department of Public Works, 2009.

NO SCALE

N

Figure 4.4-8
Truck Routes

4.4.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

Transportation and circulation impacts were evaluated within a study area that not only covers the City's Sphere of Influence (SOI) but also portions of the Town of Loomis, the cities of Roseville and Lincoln, Placer County, and state facilities. The significance criteria for this analysis were developed from criteria presented in Appendix G of the California Environmental Quality Act (CEQA) Guidelines and based on the professional judgment of the City of Rocklin and its consultants (DKS Associates and PMC). The proposed General Plan Update would result in a significant impact if it would:

1. Cause, in the City of Rocklin, intersection operations to deteriorate to levels below the LOS C standard (based on proposed General Plan Update Policy C-10). If an intersection already operates below the LOS standard, an impact is considered significant if the proposed General Plan Update would cause intersection operations to deteriorate by volume-to-capacity ratio increases of at least 0.05, or average delay increases of at least 5 seconds for highway ramp intersections.

2. Cause operations on a state highway to deteriorate to levels below those identified in Caltrans' Transportation Concept Report (TCR). The TCRs for I-80 and SR 65 have a LOS E standard. The TCR for SR 65 also states that the new Lincoln bypass has a LOS D standard.

3. Cause, in the Town of Loomis, operations at one or more intersections to deteriorate to levels below the LOS C standard. If an intersection already operates below the LOS standard, an impact is considered significant if the proposed General Plan Update would cause intersection operations to deteriorate by an average delay increase of at least 5 seconds.

4. Cause, in the City of Roseville, a signalized intersection previously identified in Roseville's CIP as functioning at LOS C or better (v/c ratio of 0.81 or better) to deteriorate to LOS D or worse (v/c ratio of 0.82 or worse). At a signalized intersection previously identified in Roseville's CIP as functioning at LOS D or E conditions, an impact is considered significant if the proposed General Plan Update causes operations to deteriorate to the next lowest LOS level.

5. Cause, in the City of Lincoln, the operations at one or more intersection to deteriorate to levels below the LOS C standard. If an intersection already operates below the LOS standard, an impact is considered significant if the proposed General Plan Update would cause intersection operations to deteriorate by one grade or its volume-to-capacity ratio to increase by at least 0.05.

6. Cause, in unincorporated Placer County, intersection operations to deteriorate to levels below the LOS C standard, or LOS D within one-half mile of state highways. If an intersection already operates below the LOS standard, an impact is considered significant if the proposed General Plan Update would cause roadway or intersection operations to deteriorate by one grade or its volume-to-capacity ratio to increase by at least 0.05.

7. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.

8. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

9. Result in inadequate emergency access.

10. Result in inadequate parking capacity.

11. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).

While the above significance criteria and how the traffic analysis was conducted (see Methodology discussion below) generally address transportation impacts that are typically considered under CEQA (as set forth in CEQA Guidelines Appendix G) as well as for projects in the general vicinities of Rocklin, Roseville, Lincoln, and Loomis, they are customized in this document to address the unique programmatic transportation effects of implementing the proposed General Plan Update policy provisions and land uses between existing conditions and 2030. The significance criteria and methodology used in this Draft EIR do not establish a standard methodology for analyzing transportation impacts for the City and should not be considered as precedence for subsequent environmental review of projects in Rocklin.

Several of the above standards would not be impacted by the proposed project and are not discussed in the analysis. A summary of these standards and the reason they are found to have no impact follows.

The proposed project would not result in changes in air traffic patterns as there are no public or private airports located within or immediately adjacent to the city. The proposed project would not result in placement of structures within the flight path of the closest airport (Lincoln Regional Airport) which could obstruct current air traffic patterns or increase the amount of flights over the Planning Area. Likewise the roadway improvements proposed as part of the General Plan Update would not create increases in hazards due to design features or incompatible uses. All new roadways and roadway improvements would be constructed consistent with City roadway standards, which would eliminate the potential for hazards being included as part of roadway design. The General Plan Update includes roadway improvements that would improve circulation and access throughout the Planning Area. As a result, the proposed project would result in improved emergency access throughout the city. Projects developed under the proposed project would be required to adhere to the City's parking standards under Chapter 17.66 of the City's Municipal Code. Thus, no impacts relative to inadequate parking capacity would occur. The General Plan Update includes policies that address and support public transportation (Policies C-50 through C-54). As a result, the proposed project would not conflict with policies supporting alternative transportation and no impact would occur in this regard.

METHODOLOGY

The development of transportation system needs and impacts is based on the travel demand model which was originally developed by DKS Associates in 1992 for the City of Roseville and Placer County, and which has since been updated and recalibrated multiple times, most recently in 2008. The model translates land uses into roadway volume projections. Its inputs are estimates of development (i.e., the number of single-family and multi-family dwelling units, and the amount of square footage of various categories of non-residential uses) and descriptions of the roadway and transit systems. The model covers not only the City of Rocklin but also the entire Sacramento region (including the portions of Placer County west of Colfax). The model

maintains a general consistency with the trip distribution and mode choice estimates from the SACMET regional model used by the Sacramento Area Council of Governments (SACOG).

The travel demand model was used to estimate future traffic volumes with and without the proposed project (**Appendix C**). The outputs of the travel demand model include average daily and PM peak hour traffic volume forecast on roadway segments as well as for turning movements at intersections. The level of service of Rocklin's arterial and collector roadway system is primarily dictated by the capacity and operations of its signalized intersections. For the traffic impact analysis, levels of service were evaluated at existing and planned signalized intersections throughout the City of Rocklin as well as in other neighboring jurisdictions.

For this analysis, the PM peak hour has been selected for intersection analysis, since the PM peak hour is typically the worst one-hour period during any particular day.

Based on the City's significance threshold identified above, if an intersection is already operating at an unsatisfactory level of service, an increase of 5 percent (addition of 0.05) to the volume-to-capacity ratio would be considered a measurable worsening of the intersection operations and therefore would constitute a significant project impact. If an unsignalized intersection is already operating at unsatisfactory LOS, then the addition of more than 5 percent of the total traffic at the intersection would be considered a significant project impact. The City has determined, based on the expert opinions of the City's traffic consultants and the City's traffic engineering staff, that a 5 percent threshold is appropriate in determining that a measurable adverse change has occurred to an intersection. This threshold applies even where project traffic will be added to existing or projected conditions that are already unacceptable or are projected to be unacceptable under cumulative conditions without the project. To mitigate a significant impact at an intersection over the LOS threshold, the project's direct incremental impact must be mitigated.

The City does not subscribe to the notion that, where existing conditions or projected cumulative conditions are already bad or will be bad even without the project, any additional traffic from the project represents a significant impact or cumulatively considerable contribution to a significant cumulative impact. The City's rejection of this notion reflects the nature of traffic impacts, compared with other categories of environmental impact, which often involve public health or ecological concerns. Worsened congestion might cause irritation or inconvenience to people, but not any adverse effects on public health or ecosystems. Thus, while the addition of relatively small amounts of air pollution in a polluted air basin might worsen the adverse health effects of air pollution, no similar health effects result from additional congestion. Similarly, while the loss of relatively small amounts of the habitat of an endangered or threatened species might cause ecological consequences of note, worsened congestion has no such consequences to biological resources. In fact, "mitigation" for traffic impacts often has its own adverse consequences on biological resources (i.e., road widening often removes habitat areas). In short, the City does not believe that a "one car" threshold of significance for impacts on already congested transportation facilities is either practical or desirable from a policy standpoint. Nor is such an approach mandated by CEQA or CEQA case law. While the 0.05 threshold, by allowing small amounts of traffic without triggering additional mitigation, might require drivers to endure minor additional delays during peak periods, this purely human inconvenience is not, in the City's view, a "significant effect on the environment."

As stated previously in the introduction, the proposed General Plan Update changes the City's LOS policy. The current policy specifies LOS C or better with the exception of intersections within one-half mile of a freeway ramp and not all movements exceed the acceptable level of service. The revised policy maintains LOS C or better but also includes specific exceptions that

require improvements to be programmed for implementation within a certain time frame or City Council adoption of findings regarding the infeasibility of the improvements.

The City of Rocklin has typically utilized the Circular 212 (Transportation Research Board 1980) critical movement method to determine levels of service at signalized intersections. With this method, the City has used the intersection capacities published in Circular 212, as depicted in **Table 4.4-9**. With the General Plan Update, the City is using modified capacities to be more consistent with observed operations and capacities that other nearby jurisdictions are currently using. These modified capacities, also shown in the table, are approximately 5 percent higher than the published Circular 212 capacities. The table also shows that one local jurisdiction, Sacramento County, uses capacities that are even higher.

TABLE 4.4-9
CIRCULAR 212 CRITICAL VOLUME CAPACITIES

	Maximum Sum of Critical Volumes (vehicles per hour) by Number of Critical Phases		
	Two Phases	**Three Phases**	**Four or More Phases**
Published Circular 212	1,500	1,425	1,375
City of Roseville	1,600	1,500	1,450
Sacramento County, City of Lincoln	1,650	1,550	1,500
City of Rocklin Proposed General Plan Update	**1,600**	**1,500**	**1,450**

Note: City of Rocklin and Placer County currently use Published Circular 212 capacities, while Loomis and Caltrans use the Highway Capacity Manual.

Scenarios

The traffic associated with implementation of the proposed General Plan Update has been evaluated under existing and future conditions. The following conditions and scenarios have been defined and evaluated:

- Existing Conditions (documented in subsection 4.4.1, Existing Setting)
- Existing Conditions with Buildout of Proposed General Plan Update
- Cumulative (2030) Conditions with Buildout of Current General Plan (No Project Alternative)
- Cumulative (2030) Conditions with Buildout of Proposed General Plan

Existing Conditions with Buildout of the Proposed General Plan

CEQA Guidelines stipulate that any environmental impact report should document the impacts of a proposed project on the existing environment. The existing plus proposed project scenario is a realistic scenario when analyzing a particular land use or roadway project, such as a residential or non-residential project or a new roadway facility, since any singular project may be constructed in a relatively short period of time. A General Plan Update, however, affects development on many individual project sites. It is unrealistic to assume that a General Plan could be built out quickly and thus the analysis of a General Plan Update is usually based on a long-range horizon. Since the City of Rocklin General Plan Update has a 20-year-plus time frame, it is an academic exercise to compare existing conditions in the city with buildout of the

proposed General Plan Update and derive plan-related impacts from that analysis. Instead of preparing an impact analysis for this scenario, this section provides, for informational purposes, a comparison of the two scenarios (Existing Conditions and Existing Conditions with Buildout of the Proposed General Plan). The Existing Conditions with Buildout of the Proposed General Plan scenario consists of buildout of the proposed General Plan Update (land use and roadway network improvements) within Rocklin and existing conditions outside Rocklin.

Table 4.4-10 shows citywide land use estimates for the two scenarios. The table shows that the number of residential units citywide is anticipated to grow from less than 21,000 to more than 29,000, an increase of approximately 41.6 percent. Of this growth, approximately 60 percent is single-family and approximately 40 percent is multi-family units. The table also shows that the amount of non-residential square footage (retail, office/medical, and industrial) is anticipated to approximately triple. Of this increase, approximately 42 percent is retail, 43 percent is office/medical, and 15 percent is industrial.

TABLE 4.4-10
CITY OF ROCKLIN LAND USE ASSUMPTIONS

Land Use Category	Units	Existing Conditions (2008)	Buildout of Proposed General Plan	Growth
Single-Family Residential	DUs	14,940	19,899	+4,959
Multi-Family Residential	DUs	4,568	8,210	+3,642
Age-Restricted Residential	DUs	1,174	1,174	–
Total Residential	**DUs**	**20,682**	**29,283**	**+8,601**
Retail	KSF	3,075	8,894	+5,819
Office/Medical	KSF	1,067	7,043	+5,976
Industrial	KSF	3,053	5,099	+2,046
Total Non-Residential	**KSF**	**7,195**	**21,036**	**+ 13,841**

Notes: DUs = dwelling units
KSF = 1,000 square feet

It should be noted that the Existing Conditions with Buildout of the Proposed General Plan scenario is based on building out both the proposed land uses and the proposed roadway network within the City of Rocklin, while maintaining existing conditions outside the city. Thus, the roadway assumptions contained in **Table 4.4-22** and **Table 4.4-23** (as discussed under Roadway Assumptions: Cumulative (2030) Conditions, below) apply to this scenario, as do the intersection geometrics assumed in the cumulative scenarios.

Table 4.4-11 and **Figure 4.4-9** show levels of service at signalized Rocklin intersections under both the Existing Conditions and Existing Conditions with Buildout of Proposed General Plan scenarios. The table shows that currently three intersections operate at LOS D, as stated in the Existing Setting subsection. Under the Existing Conditions with Buildout of Proposed General Plan scenario, seven intersections operate at LOS D or worse. Of these, four operate at LOS D, two operate at LOS E, and one operates at LOS F.

TABLE 4.4-11
PM PEAK HOUR LOS – CITY OF ROCKLIN SIGNALIZED INTERSECTIONS
EXISTING CONDITIONS WITH BUILDOUT OF PROPOSED GENERAL PLAN

Intersection[1]		Existing Conditions		Existing with Buildout of Proposed General Plan Update	
		V/C	LOS	V/C	LOS
1	Granite Drive & Rocklin Road	0.633	B	0.878	D
2	Granite Drive & Sierra College Boulevard	0.560	A	0.463	A
3	Granite Drive & Sierra Meadows	0.552	A	0.622	B
4	Pacific Street & Delmar/Dominguez	0.569	A	0.902	E
5	Pacific Street & Farron Street	0.515	A	0.809	D
6	Pacific Street & Midas Avenue	0.500	A	0.579	A
7	Pacific Street & Rocklin Road	0.688	B	0.787	C
8	Pacific Street & Sierra Meadows	0.411	A	0.612	B
9	Pacific Street & Woodside Drive	0.505	A	0.554	A
10	Rocklin Road & Aguilar Road	0.520	A	0.462	A
11	Rocklin Road & El Don Drive	0.636	B	0.450	A
12	Rocklin Road & Fire Station No 1	0.243	A	0.418	A
13	Rocklin Road & Havenhurst Circle	0.482	A	0.306	A
14	Rocklin Road & Sierra College Boulevard	0.614	B	0.493	A
15	Rocklin Road & South Grove Street	0.317	A	0.636	B
16	Sierra College Boulevard & El Don Drive	0.387	A	0.373	A
17	Sierra College Boulevard & Nightwatch	0.651	B	0.351	A
18	Sierra College Boulevard & Scarborough	0.357	A	0.408	A
19	Sierra College Boulevard & Southside Ranch	0.650	B	0.297	A
20	Sunset Boulevard & Pacific Street	0.635	B	0.725	C
21	Sunset Boulevard & Springview Drive	0.824	D	1.084	F
22	Sunset Boulevard & Topaz Avenue	0.560	A	0.559	A
23	Sunset Boulevard & Whitney Boulevard	0.805	D	0.744	C
101	Blue Oaks Boulevard & Lonetree	0.478	A	0.671	B
102	Blue Oaks Boulevard & Market Place	0.244	A	0.296	A
103	Blue Oaks Boulevard & Van Buren Way	0.287	A	0.351	A
104	Five Star & Destiny Drive	0.194	A	0.416	A
105	Lonetree Boulevard & Adams Drive	0.308	A	0.537	A
106	Lonetree Boulevard & Atherton Road	0.272	A	0.480	A
107	Lonetree Boulevard & Grand Canyon Drive	0.469	A	0.654	B
108	Lonetree Boulevard & Redwood Drive	0.442	A	0.632	B

Intersection[1]		Existing Conditions		Existing with Buildout of Proposed General Plan Update	
		V/C	LOS	V/C	LOS
109	Lonetree Boulevard & West Oaks Boulevard	0.514	A	0.521	A
110	Park Drive & Blaydon Road	0.197	A	0.646	B
111	Park Drive & Quarry Way	0.391	A	0.578	A
112	Park Drive & Farrier Road	0.520	A	0.673	B
113	Park Drive & King Pine Drive	0.368	A	0.492	A
114	Park Drive & Shelton	0.274	A	0.355	A
115	Park Drive & Victory Lane	0.318	A	0.436	A
116	Park Drive & Wyckford Boulevard	0.320	A	0.608	B
117	Park Drive & Twin Oaks/Boardwalk	0.362	A	0.534	A
118	Park Drive & Safeway	0.514	A	0.627	B
119	South Whitney & Five Star Boulevard	0.471	A	0.510	A
120	Spring Creek Drive & Broken Rail Lane	0.031	A	0.034	A
121	Stanford Ranch Road & Cobblestone Drive	0.325	A	0.529	A
122	Stanford Ranch Road & Darby Road	0.293	A	0.415	A
123	Stanford Ranch Road & Park Drive	0.573	A	0.733	C
124	Stanford Ranch Road & Plaza	0.371	A	0.609	B
125	Stanford Ranch Road & Stoney Drive	0.439	A	0.534	A
126	Stanford Ranch Road & Victory Lane	0.263	A	0.590	A
127	Stanford Ranch Road & West Oaks Boulevard	0.228	A	0.533	A
128	Sunset Boulevard & Atherton	0.337	A	0.565	A
129	Sunset Boulevard & Blue Oaks Boulevard	0.681	B	0.747	C
130	Sunset Boulevard & Fairway Drive	0.480	A	0.564	A
131	Sunset Boulevard & Little Rock	0.444	A	0.441	A
132	Sunset Boulevard & Park Drive	0.866	D	0.740	C
133	Sunset Boulevard & Pebble Creek	0.539	A	0.483	A
134	Sunset Boulevard & Stanford Ranch Road	0.793	C	0.801	D
135	Sunset Boulevard & West Oaks Boulevard	0.349	A	0.957	E
136	West Stanford Ranch Road & Sunset Boulevard	0.467	A	0.635	B
137	West Stanford Ranch Road & Wildcat Boulevard	0.455	A	0.730	C
138	Whitney Ranch Parkway & Bridlewood Drive	0.014	A	0.302	A
139	Whitney Ranch Parkway & Painted Pony Lane	0.007	A	0.207	A
140	Whitney Ranch Parkway & Spring Creek Drive	0.061	A	0.191	A
141	Wildcat Boulevard & Bridlewood Drive	0.264	A	0.487	A

Intersection[1]		Existing Conditions		Existing with Buildout of Proposed General Plan Update	
		V/C	LOS	V/C	LOS
142	Wildcat Boulevard & Whitney Ranch Parkway	0.179	A	0.592	A
143	Wildcat Boulevard & South High School Entrance	0.173	A	0.628	B
144	Wildcat Boulevard & North High School Entrance	0.167	A	0.176	A
145	Wildcat Boulevard & Ranch View Drive	0.180	A	0.263	A
152	Stanford Ranch Road & Crest Drive	Not Signalized		0.864	D
153	Whitney Boulevard & Crest Drive			0.739	C
154	Park Drive & Crest Drive			0.328	A
161	Granite Drive & Dominguez Drive			0.817	D
162	Sierra College Boulevard & Dominguez Drive			0.586	A
163	Park Drive & Valley View Parkway			0.516	A
164	Nature Trail Way & Valley View Parkway			0.621	B
165	Sierra College Boulevard & Valley View Parkway			0.381	A
166	University Avenue & Whitney Ranch Parkway			0.379	A
167	West Oaks Boulevard & Whitney Ranch Parkway			0.507	A
168	West Oaks Boulevard & Painted Pony Lane			0.265	A
169	Laredo Drive & Whitney Ranch Parkway			0.819	D
170	Rocklin Road & Civic Center Drive			0.560	A
171	Pacific Street & Civic Center Drive			0.520	A

Source: DKS Associates 2011

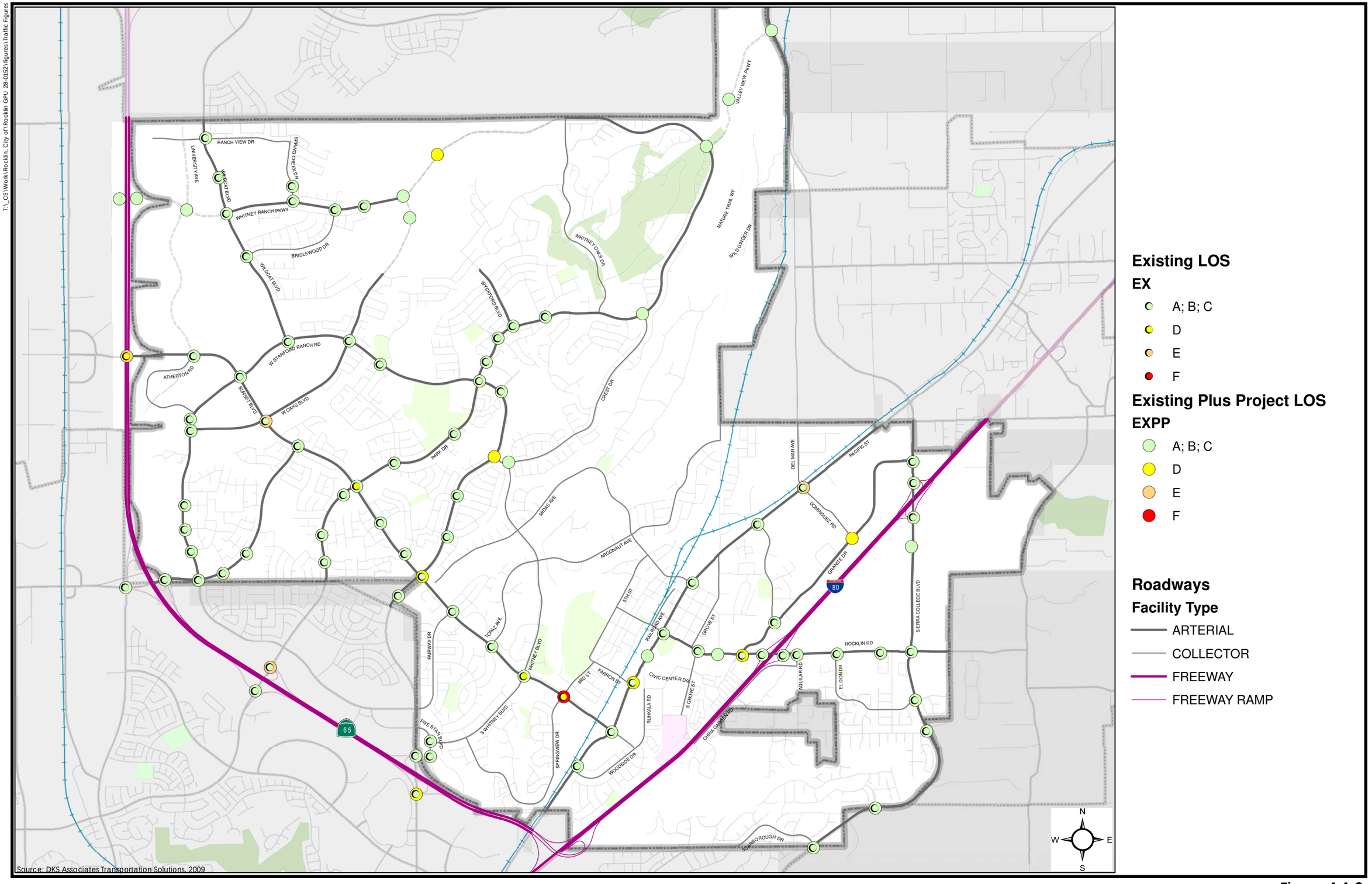
Notes: Shaded intersections do not meet LOS standard.

[1] See Figure 4.4-1 for locations of intersections by number.

Figure 4.4-10 shows the projected daily volumes under the Existing Conditions with Buildout of Proposed General Plan Update scenario within the City of Rocklin. The figure compares these volumes to existing volumes.

Table 4.4-12 shows daily traffic volumes on local highway segments. The table shows that volume increases on highway segments range from less than 2 percent to over 15 percent. Increases are highest on I-80 between Rocklin Road and Sierra College Boulevard.

T:_CS\Work\Rocklin_City of\Rocklin GPU 28-01521\figures\Traffic Figures



Source: DKS Associates Transportation Solutions, 2009

Existing LOS

EX

- A; B; C
- D
- E
- F

Existing Plus Project LOS

EXPP

- A; B; C
- D
- E
- F

Roadways

Facility Type

- ARTERIAL
- COLLECTOR
- FREEWAY
- FREEWAY RAMP

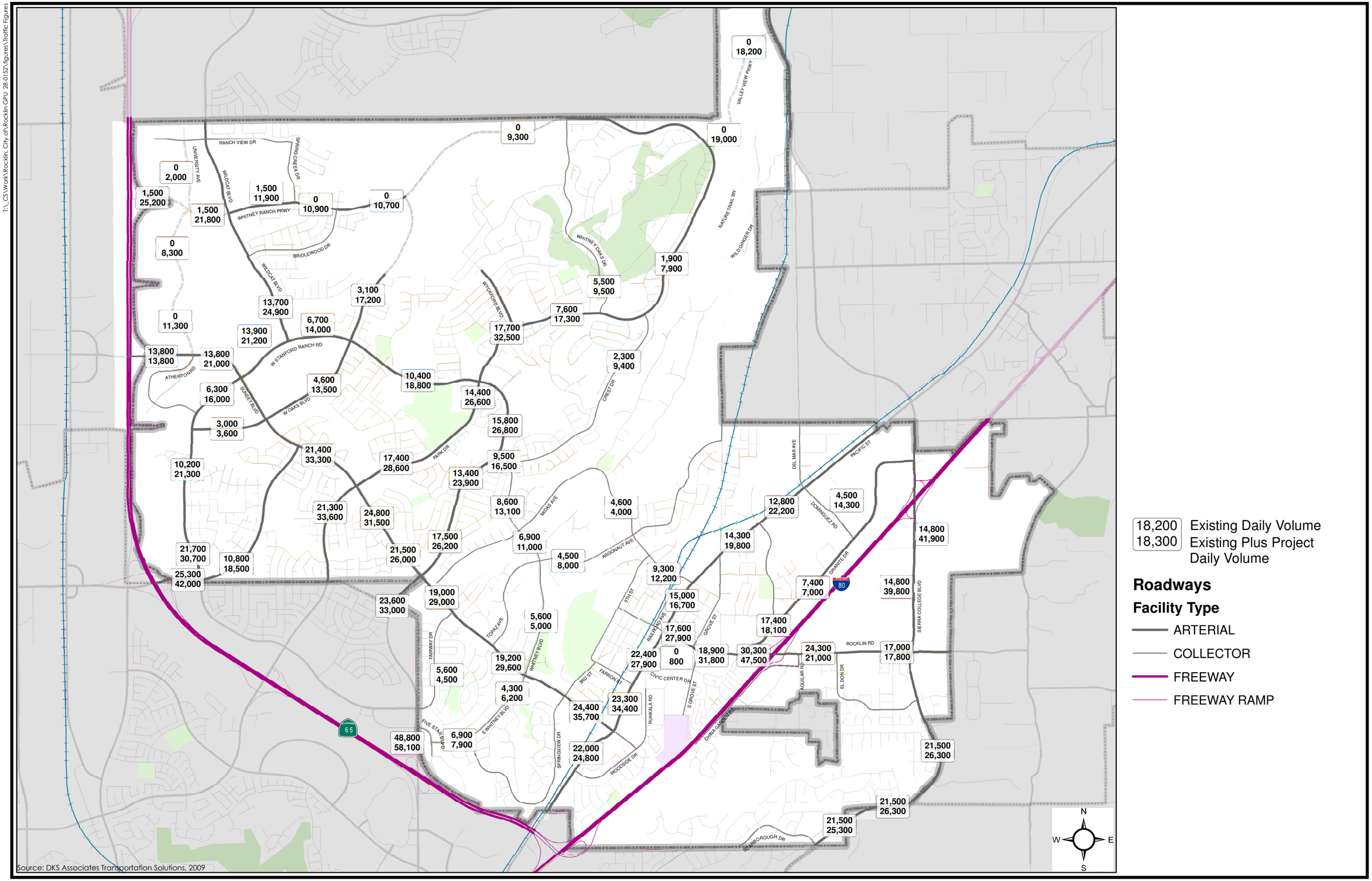
NO SCALE

N

Figure 4.4-9

Existing Plus Project Level of Service at Signalized Rocklin Intersections

T:_CS\Work\Rocklin, City of\Rocklin GPU 28-0152\figures\Traffic Figures



NO SCALE

N

Figure 4.4-10

Existing Plus Project Daily Traffic Volumes on Rocklin Roadways

TABLE 4.4-12
DAILY FREEWAY VOLUMES – STATE/INTERSTATE HIGHWAY FACILITIES
EXISTING CONDITIONS WITH BUILDOUT OF PROPOSED GENERAL PLAN

		Lanes			Existing Conditions			Existing Conditions with Buildout of Proposed General Plan			
		Main	Aux	HOV	AADT	V/C	LOS	AADT	Change	V/C	LOS
I-80	SR 65 to Rocklin Road	6	–	–	122,000	1.130	F	132,400	+10,400 (8.5%)	1.226	F
	Rocklin Road to Sierra College Boulevard	6	–	–	97,000	0.898	D	112,300	+15,300 (15.8%)	1.040	F
	Sierra College Boulevard to Horseshoe Bar Road	6	–	–	96,000	0.889	D	99,900	+3,900 (4.1%)	0.925	E
SR 65	I-80 to Stanford Ranch Road/Galleria Boulevard	4	1	–	108,000	1.271	F	116,200	+8,200 7.6%)	1.367	F
	Stanford Ranch Road/Galleria Boulevard to Pleasant Grove Boulevard	4	–	–	96,000	1.333	F	97,600	+1,600 (1.7%)	1.356	F
	Pleasant Grove Boulevard to Blue Oaks Boulevard	4	2	–	82,000	0.837	D	85,100	+3,100 (3.8%)	0.868	D
	Blue Oaks Boulevard to Sunset Boulevard	4	–	–	69,000	0.958	E	70,500	+1,500 (2.2%)	0.979	E
	Sunset Boulevard to Twelve Bridges Drive	4	–	–	55,000	0.764	C	56,600	+1,600 (2.9%)	0.786	C

Source: DKS Associates 2011

Note: Shading represents segments that do not meet Caltrans' LOS E policy.

Tables 4.4-13 through **4.4-17** show levels of service for intersections in other jurisdictions under both the Existing Conditions and Existing Conditions with Buildout of Proposed General Plan scenarios. **Table 4.4-13** shows that the number of state highway study intersections operating at LOS D or worse increases from one to three with buildout of the proposed General Plan Update. One intersection degrades from LOS C to LOS D, one degrades from LOS C to LOS E, and one degrades from LOS D to LOS E.

TABLE 4.4-13
PM PEAK HOUR LOS – STATE HIGHWAY RAMP INTERSECTIONS
EXISTING CONDITIONS WITH BUILDOUT OF PROPOSED GENERAL PLAN

Intersection[1]		Existing Conditions		Existing with Buildout of Proposed General Plan Update	
		Delay	LOS	Delay	LOS
201	Rocklin Road & I-80 eastbound	26.1	C	31.8	C
202	Rocklin Road & I-80 westbound	21.8	C	23.7	C
203	Sierra College Boulevard & I-80 westbound	19.2	B	26.8	C
204	Sierra College Boulevard & I-80 eastbound	20.6	C	28.4	C
205	Sunset & SR 65 (Existing Signalized Intersection)	39.4	D	71.3	E
210	Blue Oaks Boulevard & SR 65 southbound	24.4	C	25.7	C
211	Blue Oaks Boulevard & SR 65 northbound Off-ramp	7.3	A	7.4	A
212	Pleasant Grove Boulevard & SR 65 northbound	27.2	C	79.4	E
213	Pleasant Grove Boulevard & SR 65 southbound	19.8	B	28.3	C
214	Stanford Ranch Road & SR 65 northbound	26.6	C	30.4	C
215	Stanford Ranch Road & SR 65 southbound	34.1	C	50.9	D

Source: DKS Associates 2011

Notes: Shaded intersections operate at LOS D or worse.

[1] See Figure 4.4-1 for locations of intersections by number.

Figure 4.4-11 shows the projected daily volumes under the Existing Conditions with Buildout of Proposed General Plan Update scenario outside the City of Rocklin. The figure compares these volumes to existing volumes.

Town of Loomis

Table 4.4-14 shows that in the Town of Loomis, one intersection operates at LOS D with or without the proposed project. One signalized intersection (Sierra College Boulevard and Taylor Road) degrades from LOS C to LOS E with buildout of the proposed General Plan Update. Two stop-controlled intersections (Barton Road and Brace Road, Rocklin Road and Barton Road) experience a worst movement level of service degradation from LOS B to LOS D, while the overall intersection level of service remains LOS A and LOS C, respectively.

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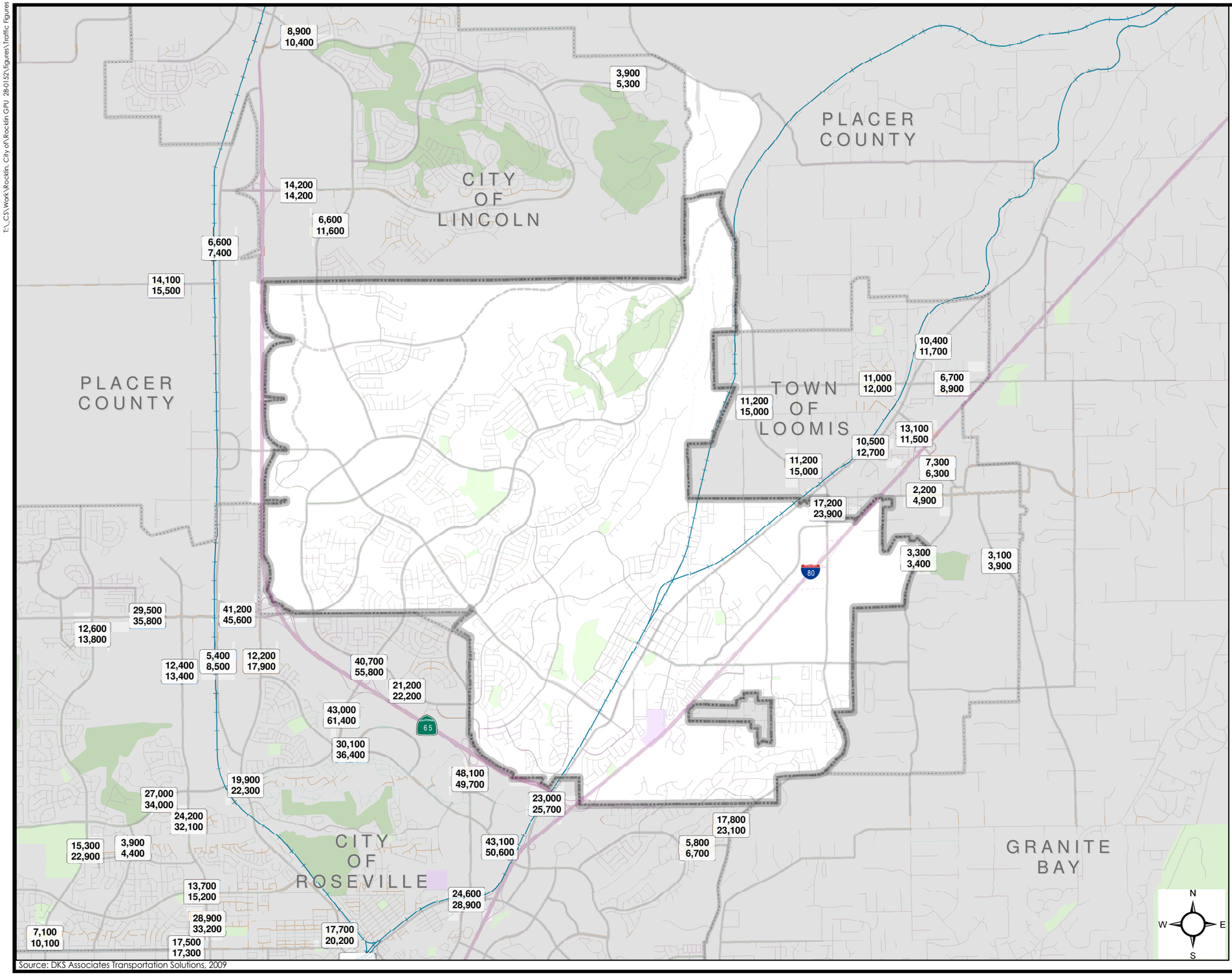


Source: DKS Associates Transportation Solutions, 2009

NO SCALE

N

Figure 4.4-11

Existing Plus Project Daily Traffic Volumes on Non Rocklin Roadways

TABLE 4.4-14
PM PEAK HOUR LOS – TOWN OF LOOMIS INTERSECTIONS
EXISTING CONDITIONS WITH BUILDOUT OF PROPOSED GENERAL PLAN

Intersection[1]			Existing Conditions		Existing with Buildout of Proposed General Plan Update	
			Delay	LOS	Delay	LOS
Signalized Intersections						
301	Sierra College Boulevard & Brace Road		16.3	B	18.1	B
302	Sierra College Boulevard & Taylor Road		29.8	C	72.4	E
304	Sierra College Boulevard & King Road		16.1	B	28.7	C
305	Taylor Road & King Road		30.5	C	30.7	C
306	Taylor Road & Horseshoe Bar		38.3	D	35.8	D
309	Horseshoe Bar Road & I-80 Westbound Ramps		26.0	C	26.3	C
Stop-Controlled Intersections						
307	Rocklin Road & Barton Road	Average intersection	10.1	B	20.7	C
		Worst movement	11.2	B	27.3	D
308	Barton Road & Brace Road	Average intersection	6.9	A	8.6	A
		Worst movement	15.0	B	30.7	D
310	Horseshoe Bar Road & I-80 Eastbound Ramps	Average intersection	8.6	A	6.9	A
		Worst movement	18.2	C	16.6	C

Source: DKS Associates 2011

Notes: Shaded intersections operate at LOS D or worse.

[1] See Figure 4.4-1 for locations of intersections by number.

City of Roseville

Table 4.4-15 shows that two intersections in the City of Roseville degrade from LOS C or better to LOS D with buildout of the proposed General Plan Update.

TABLE 4.4-15
PM PEAK HOUR LOS – ROSEVILLE INTERSECTIONS
EXISTING CONDITIONS WITH BUILDOUT OF PROPOSED GENERAL PLAN

Intersection[1]		Existing Conditions		Existing with Buildout of Proposed General Plan Update	
		V/C	LOS	V/C	LOS
401	Pleasant Grove & Fairway	0.68	B	0.92	E
402	Stanford Ranch & Fairway	0.60	B	0.65	B
403	Stanford Ranch & Five Star	0.59	A	0.86	D
404	Pleasant Grove & Roseville Parkway	0.72	C	0.74	C
405	Galleria & Roseville Parkway	0.81	C	0.83	D

Intersection[1]		Existing Conditions		Existing with Buildout of Proposed General Plan Update	
		V/C	LOS	V/C	LOS
406	Roseville Parkway & Taylor	0.66	B	0.71	C
407	Roseville Parkway & North Sunrise	0.75	C	0.68	B
408	Sierra College & Secret Ravine	0.46	A	0.60	B

Source: DKS Associates 2011

Notes: Shaded intersections operate at LOS D or worse.

[1] See Figure 4.4-1 for locations of intersections by number.

City of Lincoln

Table 4.4-16 shows that both study intersections in the City of Lincoln operate at LOS A, both without and with buildout of the proposed General Plan Update.

TABLE 4.4-16
PM PEAK HOUR LOS – LINCOLN INTERSECTIONS
EXISTING CONDITIONS WITH BUILDOUT OF PROPOSED GENERAL PLAN

Intersection[1]		Existing Conditions		Existing with Buildout of Proposed General Plan Update	
		V/C	LOS	V/C or Delay	LOS
501	East Joiner Parkway & Twelve Bridges Drive	0.46	A	0.43	A
502	Sierra College Boulevard & Twelve Bridges Drive	1.3 sec	A	2.5 sec	A

Source: DKS Associates 2011

Note: [1] See Figure 4.4-1 for locations of intersections by number.

Placer County

Table 4.4-17 shows that in unincorporated Placer County, the intersection of Sierra College Boulevard and English Colony Way degrades from LOS A to LOS D with buildout of the proposed General Plan Update.

TABLE 4.4-17
PM PEAK HOUR LOS – PLACER COUNTY INTERSECTIONS
EXISTING CONDITIONS WITH BUILDOUT OF PROPOSED GENERAL PLAN

Intersection[1]		Existing Conditions		Existing with Buildout of Proposed General Plan Update	
		V/C	LOS	Delay	LOS
601	Sierra College Boulevard & English Colony Way	1.2 sec	A	27.3 sec	D

Source: DKS Associates 2011

Notes: Shaded intersections operate at LOS D or worse.

[1] See Figure 4.4-1 for locations of intersections by number.

Development Assumptions: Cumulative (2030) Conditions

Development assumptions for the cumulative scenarios are based on a collaborative effort between DKS Associates and City of Rocklin staff. The cumulative scenarios are based on a year 2030 time horizon. **Tables 4.4-18** through **4.4-21** show the land use assumptions for jurisdictions in western Placer County for the cumulative scenarios for residential, retail, office/medical, and industrial land uses, respectively. The development assumptions listed for the City of Rocklin represent buildout of both the current and proposed General Plan Update. Development in the City of Roseville represents buildout of Roseville's General Plan land uses. The assumed amount of development in the City of Lincoln includes approximately half of the proposed development in its General Plan Sphere of Influence.

For the Town of Loomis, buildout of their General Plan land use estimates was assumed. For other jurisdictions and existing communities within western Placer County, including Auburn, Colfax, the Auburn/Bowman area, Granite Bay, the Sunset Industrial Area, and the Dry Creek area, land use projections have all been updated for the recent 2008 model update. Based on agreement with City of Rocklin staff, a number of major development plan areas (including Regional University, Placer Ranch, Riolo Vineyard, Creekview, and Sierra Vista) are estimated to be 60 percent built out. Placer Vineyards Phase 1 is assumed, consistent with the assumption used for recent studies in the City of Roseville.

TABLE 4.4-18
WESTERN PLACER COUNTY CUMULATIVE DEVELOPMENT ASSUMPTIONS: RESIDENTIAL DWELLING UNITS

Cities and Towns (Current General Plans)	Existing (2008)	Cumulative (2030) Conditions
Rocklin	20,682	27,875
Roseville	45,413	58,465
Lincoln	15,046	22,248
Lincoln SOI	158	15,086
Loomis	2,365	3,652
Auburn	5,734	7,472
Colfax	697	941
Unincorporated Areas (Current General Plans)		
Auburn/Bowman	9,587	17,271
Granite Bay	7,305	7,915
Sunset	–	–
Bickford	10	1,890
Other Dry Creek	1,393	3,520
Other Unincorporated	14,789	20,214
Major Projects in West Placer County		
Curry Creek	–	–
Regional University	–	2,632

Cities and Towns (Current General Plans)	Existing (2008)	Cumulative (2030) Conditions
Placer Ranch	–	4,055
Placer Vineyards	151	7,261
Riolo Vineyard	6	570
Creekview	–	1,499
Sierra Vista	–	5,716
Total	**123,336**	**208,283**

Source: DKS Associates 2011

Note: Assumes buildout of the City of Rocklin's current General Plan.

TABLE 4.4-19
WESTERN PLACER COUNTY CUMULATIVE DEVELOPMENT ASSUMPTIONS:
RETAIL KSF (1,000 SQUARE FEET)

Cities and Towns (Current General Plans)	Existing (2008)	Cumulative (2030) Conditions
Rocklin	3,075	9,233
Roseville	10,769	17,117
Lincoln	763	2,325
Lincoln SOI	–	2,718
Loomis	326	1,501
Auburn	1,375	1,756
Colfax	261	460
Unincorporated Areas (Current General Plans)		
Auburn/Bowman	1,581	2,955
Granite Bay	632	948
Sunset	0	357
Bickford	3	105
Other Dry Creek	47	223
Other Unincorporated	450	1,221
Major Projects in West Placer County		
Curry Creek	–	–
Regional University	–	129
Placer Ranch	–	628
Placer Vineyards	–	900
Riolo Vineyard	–	53
Creekview	–	100

Cities and Towns (Current General Plans)	Existing (2008)	Cumulative (2030) Conditions
Sierra Vista	–	1,299
Total	**19,282**	**44,028**

Source: DKS Associates 2011

Note: Assumes buildout of the City of Rocklin's current General Plan.

TABLE 4.4-20
WESTERN PLACER COUNTY CUMULATIVE DEVELOPMENT ASSUMPTIONS:
OFFICE KSF (1,000 SQUARE FEET)

Cities and Towns (Current General Plans)	Existing (2008)	Cumulative (2030) Conditions
Rocklin	1,067	6,268
Roseville	10,095	16,677
Lincoln	587	1,720
Lincoln SOI	–	3,160
Loomis	133	597
Auburn	714	1,041
Colfax	39	67
Unincorporated Areas (Current General Plans)		
Auburn/Bowman	1,805	3,524
Granite Bay	433	890
Sunset	28	912
Bickford	–	–
Other Dry Creek	1	157
Other Unincorporated	145	397
Major Projects in West Placer County		
Curry Creek	–	–
Regional University	–	45
Placer Ranch	–	3,146
Placer Vineyards	–	162
Riolo Vineyard	–	–
Creekview	–	145
Sierra Vista	–	164
Total	**15,047**	**39,072**

Source: DKS Associates 2011

Notes: Includes Office, Medical, Hospital, Public/Quasi-Public.
Assumes buildout of the City of Rocklin's current General Plan.

TABLE 4.4-21
WESTERN PLACER COUNTY CUMULATIVE DEVELOPMENT ASSUMPTIONS:
INDUSTRIAL KSF (1,000 SQUARE FEET)

Cities and Towns (Current General Plans)	Existing (2008)	Cumulative (2030) Conditions
Rocklin	3,053	5,148
Roseville	9,889	18,780
Lincoln	3,381	5,562
Lincoln SOI	–	1,471
Loomis	763	915
Auburn	278	566
Colfax	200	221
Unincorporated Areas (Current General Plans)		
Auburn/Bowman	1,036	2,809
Granite Bay	77	78
Sunset	4,308	7,933
Bickford	–	–
Other Dry Creek	172	897
Other Unincorporated	546	746
Major Projects in West Placer County		
Curry Creek	–	–
Regional University	–	–
Placer Ranch	–	2,511
Placer Vineyards	31	–
Riolo Vineyard	–	–
Creekview	–	–
Sierra Vista	–	–
Total	**23,734**	**47,637**

Source: DKS Associates 2011

Notes: Includes Industrial and R&D.

Assumes buildout of the City of Rocklin's current General Plan.

Roadway Assumptions: Cumulative (2030) Conditions

Roadway assumptions for the cumulative scenarios within the City of Rocklin are based on the City's adopted General Plan. Improvements in the city are listed in **Tables 4.4-22** and **4.4-23**, which list arterials and collectors, respectively.

The roadway improvements in the City's General Plan are included in the City's Capital Improvement Program (CIP). The City has various methods for financing improvements identified

in the CIP. One of the methods is the Traffic Impact Mitigation (TIM) Fee Program that collects funds from new development in the city to finance a portion of the roadway improvements that result from the traffic generated by the new development. The CIP, which is overseen by the City's Engineering Division, is updated periodically to respond to changing conditions and to ensure that growth in the city and surrounding jurisdictions does not degrade the level of service on the city's roadways. The roadway improvements that are identified in the CIP in response to anticipated growth in population and development in the city are consistent with the City's Circulation Element. The TIM fee program collects funds from new development in the city to finance a portion of the roadway improvements that result from traffic generated by the new development. Fees are calculated on a citywide basis, differentiated by type of development in relationship to their relative traffic impacts. The intent of the fee program is to provide an equitable means of ensuring that future developments contribute their fair share of roadway improvements, so that the City's General Plan circulation policies and quality of life can be maintained. Other sources of funding for the CIP include developer-funded projects, frontage improvements constructed by developers, South Placer Regional Transportation Authority (SPRTA) regional fees, Highway 65 Joint Powers Authority (JPA) fees, and state and federal sources.

TABLE 4.4-22
CITY OF ROCKLIN ARTERIAL ROADWAYS

Roadway	Segment	Travel Lanes		
		2008	2030	Post-2030
Blue Oaks Boulevard	SR 65 to Sunset Boulevard	4	4	
Granite Drive	Rocklin Road to Sierra College Boulevard	4	4	
Lonetree Boulevard	Blue Oaks Boulevard to Sandhill Drive	4	4	
	Sandhill Drive to West Oaks Boulevard	4	4	
	West Oaks Boulevard to West Stanford Ranch Road	4	4	
Pacific Street	Roseville city limits to Southwest of Sunset Boulevard	4	4	6
	West of Sunset Boulevard to east of Sunset Boulevard	4	6	
	East of Sunset Boulevard to Loomis town limits – includes on-street parking in Downtown Plan Area	4 to 2	4	
Park Drive	Roseville city limits to Sunset Boulevard	4	4	6
	Sunset Boulevard to Valley View Parkway	4	4	
	Valley View Parkway to Whitney Oaks Drive	4	4	
Rocklin Road	Loomis city limits to east of Sierra College Boulevard	2	4	
	East of Sierra College Boulevard to I-80 Eastbound Ramps	4	6	
	I-80 Eastbound Ramps to I-80 Westbound Ramps	4	4	6
	I-80 Westbound Ramps to west of Granite Drive	4	6	
	West of Granite Drive to Pacific Street – includes on-street parking in Downtown Plan Area	4	4	

Roadway	Segment	Travel Lanes		
		2008	2030	Post-2030
Sierra College Boulevard	Roseville city limits to Rocklin Road	2 to 4	6	
	Rocklin Road to Taylor Road	2	6	
	Adjacent to Clover Valley	2	4	
Stanford Ranch Road	SR 65 to Sunset Boulevard	6	6	
	Sunset Boulevard to Crest Drive	4	4	
	Crest Drive to West Stanford Ranch Road	6	6	
Sunset Boulevard	SR 65 to West Stanford Ranch Road	4	6	
	West Stanford Ranch Road to Stanford Ranch Road	6	6	
	Stanford Ranch Road to Pacific Street	4	6	
University Avenue	Sunset Boulevard to West Ranch View	–	4	
Valley View Parkway	Park Drive to 500 feet east of Park Drive	–	4	
	500 feet east of Park Drive to 500 feet west of Sierra College Boulevard	–	2	
	500 feet west of Sierra College Boulevard to Sierra College Boulevard	–	4	
West Oaks Boulevard	Lonetree Boulevard to Sunset Boulevard	2	2	
	Sunset Boulevard to current terminus	4	4	
	Current terminus to Whitney Ranch Parkway	–	4	
West Stanford Ranch Road	Stanford Ranch Road to Sunset Boulevard	6	6	
Whitney Ranch Parkway	SR 65 to east of Wildcat Boulevard	–	6	
	East of Wildcat Boulevard to Whitney Oaks Drive	–	4	
Wildcat Boulevard	West Stanford Ranch Road to current terminus	4 to 2	4	
	Current terminus to Lincoln city limits	2	4	

Source: City of Rocklin 2008, Circulation Element, pages 4c-2 and 4c-3

Other regional roadway improvements include Placer Parkway, improvements along I-80 and SR 65, improvements in other local jurisdictions, and improvements associated with major specific plan areas. For this analysis, it was agreed that Placer Parkway would be assumed to be a four-lane facility beginning at SR 65 (at Whitney Ranch Parkway) and continuing west to a Watt Avenue extension, with interchanges at Foothills Boulevard, Fiddyment Road, and Watt Avenue/Blue Oaks Boulevard. Improvements assumed along I-80 include high occupancy vehicle (HOV) lanes from the Sacramento county line to the SR 65 interchange, along with added auxiliary lanes between interchanges from Riverside Avenue to Taylor Road. Improvements on SR 65 include widening to six lanes between I-80 and Sunset Boulevard, new interchanges at Sunset Boulevard and Whitney Ranch Parkway with mainline auxiliary lanes in between the two interchanges, and construction of the approved Lincoln bypass as a four-lane facility from Industrial Avenue to just north of the town of Sheridan. Sierra College Boulevard is

assumed to be six lanes from the Sacramento county line and four lanes from just north of Pacific Street to its terminus at State Route 193. Other major roadway improvements assumed in the cumulative scenarios include roadways within the following major growth areas:

- Placer Ranch
- Lincoln General Plan SOI Expansion Area
- Regional University
- Creekview
- Sierra Vista
- Placer Vineyards

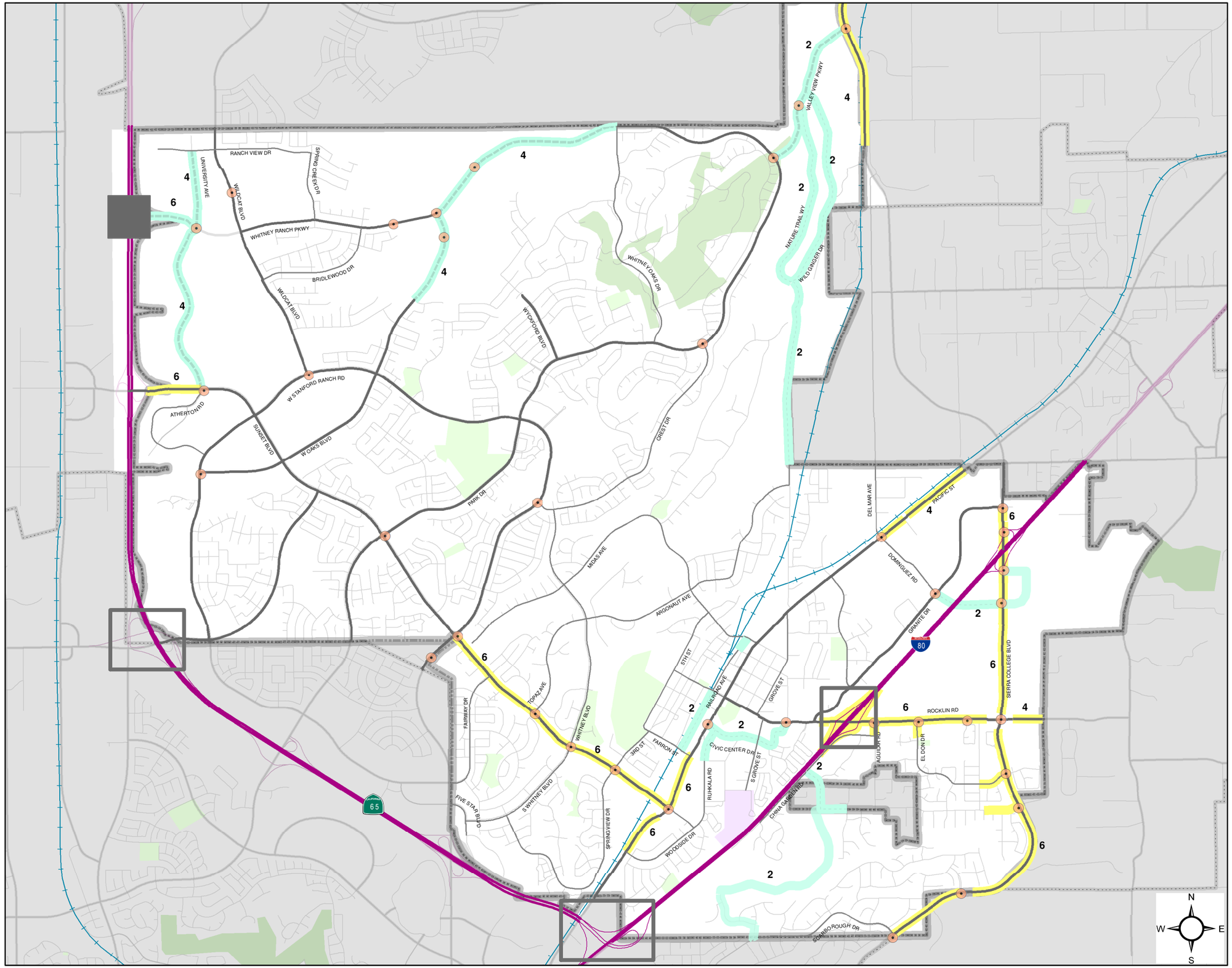
Figure 4.4-12 shows the roadway network assumed for 2030 conditions within the City of Rocklin.

TABLE 4.4-23
CITY OF ROCKLIN COLLECTOR ROADWAYS

Roadway	Segment	Travel Lanes		
		2008	2030	Post-2030
Argonaut Avenue	Midas Avenue to current terminus	2	2	
	Current Terminus to Delmar Avenue	–	2*	
Atherton Road	Sunset Boulevard to current terminus	2	2	
	Current terminus to Lonetree Boulevard	2	2	
Bridlewood Drive	All	2	2	
China Garden Road	All	2	2	
Civic Center Drive	Rocklin Road to Pacific Street – includes some on-street parking in Downtown Plan Area	–	2	
Crest Drive	All	2	2	
Delmar Avenue	All	2	2	
Dominguez Road	Extension from Granite Drive to Sierra College Boulevard	–	2	
	East of Sierra College Boulevard	–	2	
	Pacific Street to Granite Drive	2	2	
El Don Drive	All	2	2	
Fairway Drive	Stanford Ranch Road to Sunset Boulevard	2	2	
Fifth Street	All	2	2	
Midas Avenue	All	2	2	
Monument Springs Drive	Current terminus to Scarborough Drive	–	2	
Nature Trail Way	All	–	2	
Grove Street	All	2	2	
Railroad Avenue	Farron Street to Midas Avenue – includes on-street parking in Downtown Plan Area	–	2	

Roadway	Segment	Travel Lanes		
		2008	2030	Post-2030
Ranch View Drive	All	2	2	
Rocklin Road	Pacific Street to west of Pacific Street	4	4	
	West of Pacific Street to 5th Street	2	2	
	5th Street to Whitney Boulevard	–	2*	
Ruhkala Road	Woodside to Civic Center Drive	–	2	
Scarborough Drive	All	2	2	
Sierra Meadows Drive	All	2	2	
South Grove Street	All	2	2	
Spring Creek Drive	All	2	2	
Springview Drive	All	2	2	
Sunset Boulevard	Pacific Street to Woodside Drive	2	2	
Third Street	Farron Street to Sunset Boulevard	2	2	
West Ranch View	University Avenue to Wildcat Boulevard	2	2	
Whitney Boulevard	All	2	2	
Whitney Oaks Drive	All	2	2	
Wild Ginger Drive	All	–	2	
Woodside Drive	All	2	2	
Wyckford Boulevard	All	2	2	

*Note: * Included in current General Plan, removed from proposed General Plan Update.*



Roadways

Facility Type

- ARTERIAL
- COLLECTOR
- FREEWAY
- FREEWAY RAMP
- Roadway Widenings
- Future Roadways
- 6 Number of Lanes on New or Widened Roads
- Improved/New Intersections
- Interchange Reconstruction
- Future Interchange

DKS Associates
TRANSPORTATION SOLUTIONS

FIGURE 4.4-12
Cumulative Roadway Improvements: City of Rocklin

Project Trip Generation

Table 4.4-24 compares quantities of major land uses for buildout of Rocklin's current General Plan and the proposed General Plan Update. The table shows that citywide, the number of residential dwelling units increases by 1,408, which represents an increase of approximately 5 percent. Most of this increase consists of high-density residential in Downtown Rocklin. The table also documents changes in non-residential development attributed to the proposed land use changes in the General Plan Update.

TABLE 4.4-24
CITY OF ROCKLIN DEVELOPMENT ASSUMPTIONS
BUILDOUT OF CURRENT AND PROPOSED GENERAL PLANS

Land Use Category	Units	Existing Conditions (2008)	Buildout Conditions			
			Current General Plan	Proposed General Plan	Difference	Percentage Difference
Single-Family Residential	DUs	14,940	19,914	19,899	- 15	- 0.1%
Multi-Family Residential	DUs	4,568	6,787	8,210	+ 1,423	+ 21.0%
Age Restricted Residential	DUs	1,174	1,174	1,174	–	0.0%
Total Residential	**DUs**	**20,682**	**27,875**	**29,283**	**+ 1,408**	**+ 5.1%**
Retail	KSF	3,075	9,233	8,894	- 339	- 3.7%
Office/Medical	KSF	1,067	6,268	7,043	+ 775	+ 12.4%
Industrial	KSF	3,053	5,148	5,099	- 49	- 0.9%
Total Non-Residential	**KSF**	**7,195**	**20,649**	**21,036**	**+ 387**	**+ 1.9%**

Source: DKS Associates 2011

Notes: DUs = dwelling units
KSF = 1,000 square feet

Table 4.4-25 takes the land use changes and documents the associated estimated change in trip generation. The table shows that daily vehicle trip ends increase citywide by approximately 11,300. Individual projects were input as land use in the model and used to determine the daily vehicle trip ends.

TABLE 4.4-25
TRIP GENERATION OF PROPOSED PROJECT

Neighborhood Area	Change in Dwelling Units		Change in Square Footage (1,000 sq ft)				Change in Vehicle Trip Ends
	Single-Family	Multi-Family	Retail	Office	Industrial	Public/ Quasi Public	
Granite Drive/Sierra Meadows	–	- 16	+ 80.9	+ 53.8	- 48.6	–	+ 3,311
Old Town	- 15	+ 1,847	- 365.9	+ 721.5	–	+ 111.9	+ 12,569
Sierra College	–	+ 80	- 54.4	–	–	–	- 1,384
Stanford Ranch	–	- 628	–	–	–	–	- 4,082
Sunset Whitney	–	+ 140	–	–	–	–	+ 910
Citywide	- 15	+ 1,423	- 339.4	775.3	- 48.6	+ 111.9	
Trip Rate (per DU or 1,000 sf)	9	6.5	35	17.7	7.6	*	
Change in Trip Ends	- 135	+ 9,250	- 11,879	+ 13,723	- 369	+ 735	
Citywide Change in Daily Vehicle Trip Ends	11,324						

Source: DKS Associates 2011

*Note: *Public/Quasi Public consists of high generating (25 trips) and low generating (9 trips).*

Figure 4.4-13 shows the roadway network changes associated with the proposed General Plan update.

Table 4.4-26 summarizes vehicle miles traveled (VMT) of vehicle trips originating in or terminating in the City of Rocklin. The table contains estimated data for existing conditions and cumulative conditions with and without implementation of the proposed General Plan Update. The table shows that VMT approximately doubles when comparing existing conditions with cumulative conditions. Under cumulative conditions, VMT increases by approximately 1 percent with implementation of the proposed General Plan Update.

TABLE 4.4-26
VEHICLE MILES TRAVELED (VMT) WITH ORIGIN OR DESTINATION (OR BOTH) IN CITY OF ROCKLIN

	Existing Conditions	Cumulative Conditions			
		Buildout of the Current General Plan	Buildout of the Proposed General Plan	Change in VMT with Proposed General Plan	
Daily	1,092,000	2,478,000	2,498,000	+20,000	0.8%
PM Peak Hour	92,500	209,100	212,200	+3,100	1.5%

Source: DKS Associates 2011

Note: Estimated using the travel demand model

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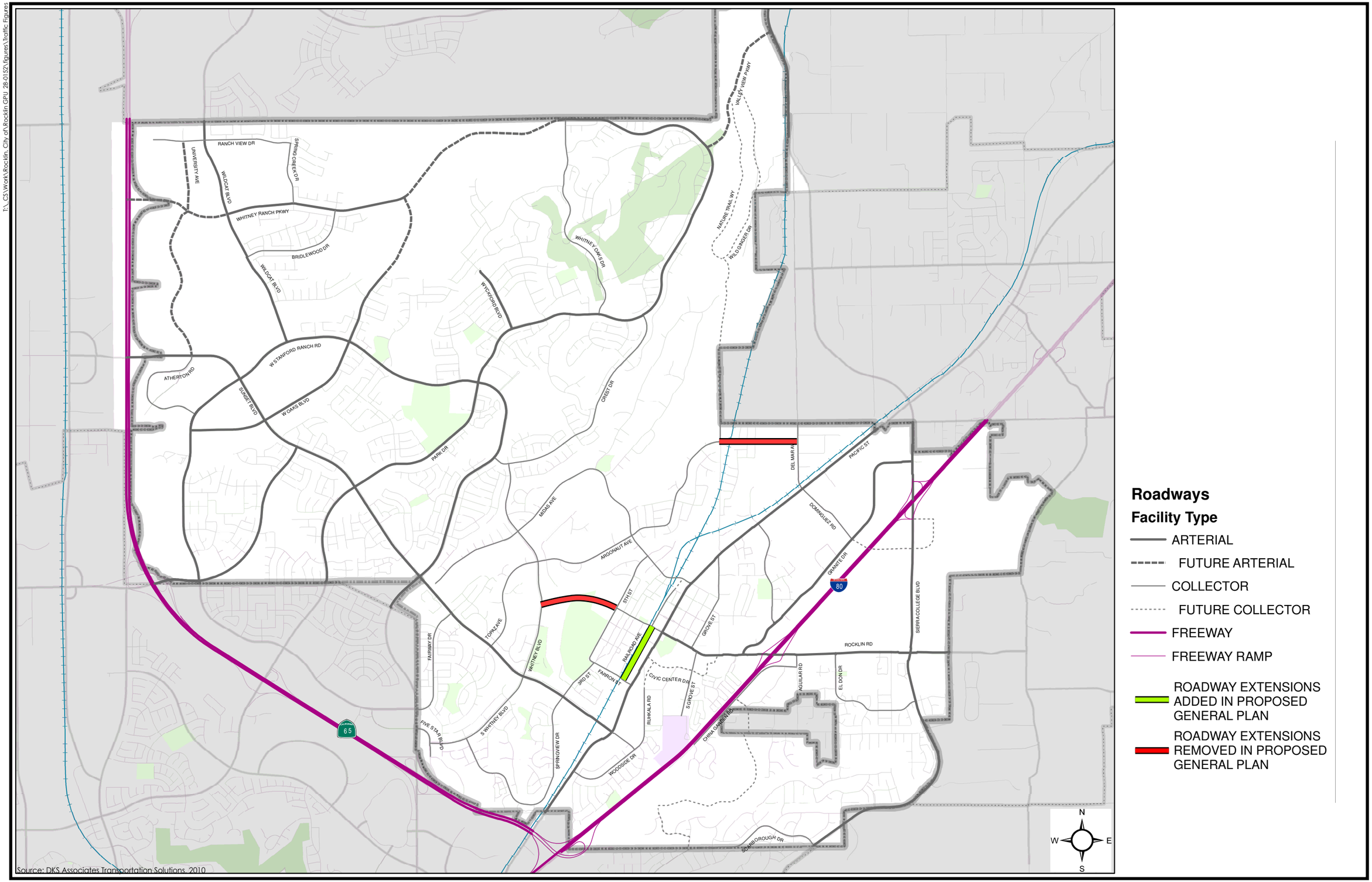

Source: DKS Associates Transportation Solutions, 2010

NO SCALE

N

Figure 4.4-13

Proposed General Plan Changes in Roadway Network

PROJECT IMPACTS AND MITIGATION MEASURES

Cumulative (2030) Conditions

Impacts to Signalized Intersections (Buildout): City of Rocklin

Impact 4.4.1 Implementation of buildout of the proposed project would cause intersection operations to deteriorate to levels below the LOS C standard (based on proposed General Plan Update Policy C-10). For intersections already operating below the LOS C standard, the increased traffic could cause intersection operations to deteriorate by volume-to-capacity ratio increases of at least 0.05. This impact is considered **potentially significant.**

Table 4.4-27 and **Figure 4.4-14** show the PM peak hour levels of service at all existing and future signalized intersections in the City of Rocklin under cumulative (2030) conditions with buildout of the current and proposed General Plan land use and roadway network assumptions, respectively. The table shows that, in general, most of the same intersections are projected to operate at a deficient LOS under buildout of both plans (as compared to existing conditions). It should be noted that the LOS methodology and standard of significance are somewhat different for each column, as explained below.

TABLE 4.4-27
PM PEAK HOUR LOS – CITY OF ROCKLIN SIGNALIZED INTERSECTIONS
CUMULATIVE CONDITIONS WITH BUILDOUT OF PROPOSED GENERAL PLAN

Intersection[1]		Cumulative Conditions with Buildout of Current General Plan		Cumulative Conditions with Buildout of Proposed General Plan	
		V/C	LOS	V/C	LOS
Existing Signalized Intersections					
1	Granite Drive & Rocklin Road	0.865	D*	0.859	D
2	Granite Drive & Sierra College Boulevard	0.688	B*	0.655	B
3	Granite Drive & Sierra Meadows	0.612	B*	0.608	B
4	Pacific Street & Delmar/Dominguez	0.920	E	0.957	E
5	Pacific Street & Farron Street	0.975	E	1.120	F
6	Pacific Street & Midas Avenue	0.775	C	0.753	C
7	Pacific Street & Rocklin Road	0.902	E	0.832	D
8	Pacific Street & Sierra Meadows	0.690	B	0.722	C
9	Pacific Street & Woodside Drive	0.665	B	0.640	B
10	Rocklin Road & Aguilar Road	0.682	B*	0.662	B
11	Rocklin Road & El Don Drive	0.748	C*	0.711	C
12	Rocklin Road & Fire Station No 1	0.482	A	0.442	A
13	Rocklin Road & Havenhurst Circle	0.739	C	0.674	B

Intersection[1]		Cumulative Conditions with Buildout of Current General Plan		Cumulative Conditions with Buildout of Proposed General Plan	
		V/C	LOS	V/C	LOS
14	Rocklin Road & Sierra College Boulevard	0.958	E	0.935	E
15	Rocklin Road & South Grove Street	0.662	B*	0.684	B
16	Sierra College Boulevard & El Don Drive	0.688	B	0.659	B
17	Sierra College Boulevard & Nightwatch	0.572	A	0.550	A
18	Sierra College Boulevard & Scarborough	0.574	A	0.551	A
19	Sierra College Boulevard & Southside Ranch	0.568	A	0.547	A
20	Sunset Boulevard & Pacific Street	0.878	D	0.848	D
21	Sunset Boulevard & Springview Drive	1.054	F	1.138	F
22	Sunset Boulevard & Topaz Avenue	0.681	B	0.652	B
23	Sunset Boulevard & Whitney Boulevard	1.098	F	1.156	F
101	Blue Oaks Boulevard & Lonetree	0.958	E*	0.914	E
102	Blue Oaks Boulevard & Market Place	0.317	A*	0.298	A
103	Blue Oaks Boulevard & Van Buren Way	0.368	A	0.347	A
104	Five Star & Destiny Drive	0.204	A*	0.193	A
105	Lonetree Boulevard & Adams Drive	0.636	B	0.606	B
106	Lonetree Boulevard & Atherton Road	0.469	A	0.449	A
107	Lonetree Boulevard & Grand Canyon Drive	0.808	D*	0.767	C
108	Lonetree Boulevard & Redwood Drive	0.775	C*	0.737	C
109	Lonetree Boulevard & West Oaks Boulevard	0.580	A	0.552	A
110	Park Drive & Blaydon Road	0.273	A	0.262	A
111	Park Drive & Quarry Way	0.545	A	0.507	A
112	Park Drive & Farrier Road	0.644	B	0.457	A
113	Park Drive & King Pine Drive	0.526	A	0.489	A
114	Park Drive & Shelton	0.340	A	0.324	A
115	Park Drive & Victory Lane	0.406	A	0.387	A
116	Park Drive & Wyckford Boulevard	0.416	A	0.395	A
117	Park Drive & Twin Oaks/Boardwalk	0.402	A	0.384	A
118	Park Drive & Safeway	0.727	C	0.676	B
119	South Whitney & Five Star Boulevard	0.553	A*	0.583	A
120	Spring Creek Drive & Broken Rail Lane	0.053	A	0.049	A
121	Stanford Ranch Road & Cobblestone Drive	0.326	A	0.318	A
122	Stanford Ranch Road & Darby Road	0.655	B	0.582	A

Intersection[1]		Cumulative Conditions with Buildout of Current General Plan		Cumulative Conditions with Buildout of Proposed General Plan	
		V/C	LOS	V/C	LOS
123	Stanford Ranch Road & Park Drive	0.709	C	0.675	B
124	Stanford Ranch Road & Plaza	0.591	A	0.561	A
125	Stanford Ranch Road & Stoney Drive	0.405	A	0.393	A
126	Stanford Ranch Road & Victory Lane	0.341	A	0.317	A
127	Stanford Ranch Road & West Oaks Boulevard	0.688	B	0.647	B
128	Sunset Boulevard & Atherton	0.953	E*	0.910	E
129	Sunset Boulevard & Blue Oaks Boulevard	0.842	D	0.791	C
130	Sunset Boulevard & Fairway Drive	0.754	C	0.743	C
131	Sunset Boulevard & Little Rock	0.621	B	0.583	A
132	Sunset Boulevard & Park Drive	0.856	D	0.821	D
133	Sunset Boulevard & Pebble Creek	0.720	C	0.678	B
134	Sunset Boulevard & Stanford Ranch Road	0.718	C	0.699	B
135	Sunset Boulevard & West Oaks Boulevard	1.112	F	1.051	F
136	W Stanford Ranch Road & Sunset Boulevard	1.240	F	1.164	F
137	W Stanford Ranch Road & Wildcat Boulevard	0.856	D	0.796	C
138	Whitney Ranch Parkway & Bridlewood Drive	0.354	A	0.334	A
139	Whitney Ranch Parkway & Painted Pony Lane	0.316	A	0.299	A
140	Whitney Ranch Parkway & Spring Creek Drive	0.311	A	0.294	A
141	Wildcat Boulevard & Bridlewood Drive	0.617	B	0.586	A
142	Wildcat Boulevard & Whitney Ranch Pkwy	0.717	C	0.671	B
143	Wildcat Boulevard & South High School Entrance	0.509	A	0.485	A
144	Wildcat Boulevard & North High School Entrance	0.431	A	0.411	A
145	Wildcat Boulevard & Ranch View Drive	0.827	D	0.786	C
Existing Intersections to Be Signalized in the Future					
152	Stanford Ranch Road & Crest Drive	1.003	F	0.920	E
153	Whitney Boulevard & Crest Drive	0.821	D	0.742	C
154	Park Drive & Crest Drive	0.261	A	0.253	A
161	Granite Drive & Dominguez Drive	0.802	D*	0.769	C
Future Intersections to Be Signalized					
162	Sierra College Boulevard & Dominguez Drive	0.864	D*	0.808	D
163	Park Drive & Valley View Parkway	0.596	A	0.570	A
164	Nature Trail Way & Valley View Parkway	0.746	C	0.717	C

Intersection[1]		Cumulative Conditions with Buildout of Current General Plan		Cumulative Conditions with Buildout of Proposed General Plan	
		V/C	LOS	V/C	LOS
165	Sierra College Boulevard & Valley View Parkway	0.646	B	0.611	B
166	University Avenue & Whitney Ranch Parkway	0.667	B*	0.644	B
167	West Oaks Boulevard & Whitney Ranch Pkwy	0.675	B	0.641	B
168	West Oaks Boulevard & Painted Pony Lane	0.307	A	0.291	A
169	Laredo Drive & Whitney Ranch Parkway	0.487	A	0.462	A
170	Rocklin Road & Civic Center Drive	0.701	C*	0.676	B
171	Pacific Street & Civic Center Drive	0.658	B	0.615	B

Source: DKS Associates 2011

Notes: Shaded intersections do not meet LOS standard.

** Intersections within ½ mile of freeway ramps, currently LOS D is acceptable.*

Cumulative with Current General Plan uses standard Circular 212 capacities.

Cumulative with proposed General Plan uses modified Circular 212 capacities.

[1] See Figure 4.4-1 for locations of intersections by number.

The levels of service and definition of deficient LOS for the current General Plan (left columns) are based on the City's current LOS methodology and policy. The methodology uses Circular 212 with standard published capacities. The LOS policy is LOS C or better, except for intersections located within one-half mile of an interstate or state highway ramp, where LOS D is considered acceptable. Exceptions may also be made for peak hour traffic where not all movements exceed the acceptable level of service.

The levels of service and definition of deficient LOS for the proposed General Plan (right columns) are based on the City's proposed LOS methodology and policy. The methodology uses Circular 212 with modified (approximately 5 percent higher) capacities. This methodology represents a closer approximation to the "future real-time analysis" that will actually determine when a traffic signal is constructed or signal timing is modified. The proposed LOS policy is LOS C or better, with specific exceptions that require improvements to be programmed for implementation within a certain time frame or City Council adoption of findings regarding the infeasibility of improvements.

Table 4.4-28 identifies the 15 intersections that are projected to operate at LOS D, E, or F under cumulative (2030) conditions with buildout of the proposed General Plan Update. The table shows that a number of intersections in the vicinity of the Downtown Rocklin Plan Area are projected to operate at LOS D or worse. It also shows that a number of intersections along Sunset Boulevard are projected to operate at LOS D or worse.

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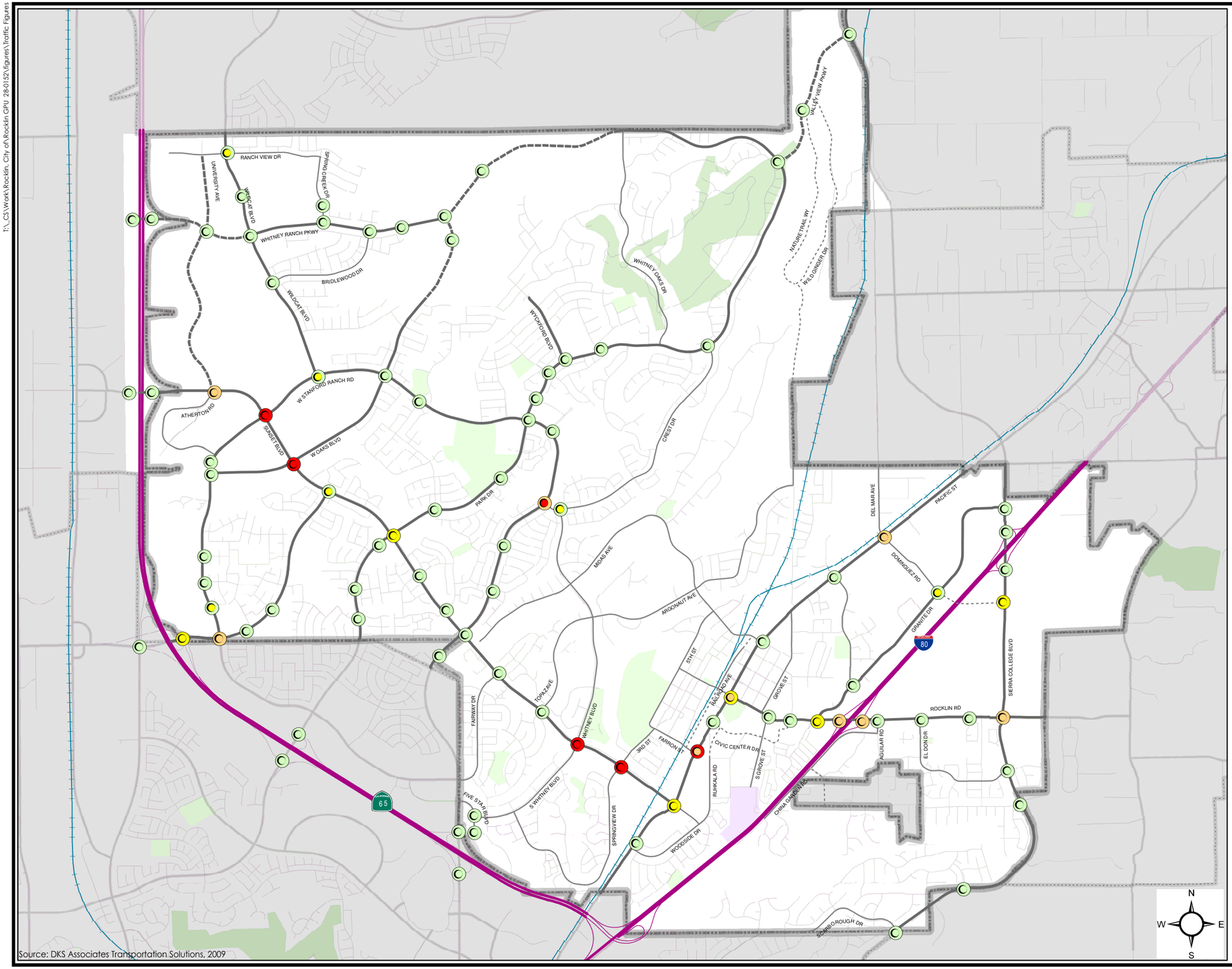

Source: DKS Associates Transportation Solutions, 2009

Cumulative No Project LOS

NP30

- A; B; C
- D
- E
- F

Cumulative Plus Project LOS

GP30

- A; B; C
- D
- E
- F

Roadways

Facility Type

- ARTERIAL
- FUTURE ARTERIAL
- COLLECTOR
- FUTURE COLLECTOR
- FREEWAY
- FREEWAY RAMP

NO SCALE

N

Figure 4.4-14

Cumulative Level of Service at Signalized Rocklin Intersections

TABLE 4.4-28
INTERSECTIONS OPERATING AT LOS D, E, OR F
CUMULATIVE CONDITIONS WITH BUILDOUT OF PROPOSED GENERAL PLAN

Intersection[1]		Operation	
		V/C	LOS
Existing Signalized Intersections			
1	Granite Drive & Rocklin Road	0.859	D
4	Pacific Street & Delmar/Dominguez	0.957	E
5	Pacific Street & Farron Street	1.120	F
7	Pacific Street & Rocklin Road	0.832	D
14	Rocklin Road & Sierra College Boulevard	0.935	E
20	Sunset Boulevard & Pacific Street	0.848	D
21	Sunset Boulevard & Springview Drive	1.138	F
23	Sunset Boulevard & Whitney Boulevard	1.156	F
101	Blue Oaks Boulevard & Lonetree	0.914	E
128	Sunset Boulevard & Atherton	0.910	E
132	Sunset Boulevard & Park Drive	0.821	D
135	Sunset Boulevard & West Oaks Boulevard	1.051	F
136	West Stanford Ranch Road & Sunset Boulevard	1.164	F
Existing Intersections to Be Signalized in the Future			
152	Stanford Ranch Road & Crest Drive	0.920	E
Future Intersections to Be Signalized			
162	Sierra College Boulevard & Dominguez Drive	0.808	D

Source: DKS Associates 2011

Note: [1] See Figure 4.4-1 for locations of intersections by number.

City staff has analyzed the feasibility of the suggested mitigation measures that are designed to improve level of service (LOS) at the impacted intersections identified in **Table 4.4-28**. Factors taken into account included existing right-of-way limitations, the potential for impacts to existing development (particularly off-street parking or structures), and physical constraints such as topography. Several of the improvements will require one or more of the following: some right-of-way acquisition, removal of existing landscaping, elimination of some on-street parking, and alterations to existing driveways. However, mitigation to only one of the identified intersections (i.e., #101 – Blue Oaks Boulevard and Lonetree Boulevard) is considered infeasible. Mitigation to a second intersection (i.e., #21 – Sunset Boulevard and Springview Drive) is considered feasible, but even when implemented, the mitigation will not improve the level of service at that intersection to better than LOS E.

The improvements, discussions regarding feasibility, and resulting LOS impact findings for these two intersections are discussed below. The mitigation measures necessary to improve all other intersections shown in **Table 4.4-28** are incorporated into mitigation measure **MM 4.4.1**.

Sunset Boulevard and Springview Drive

Possible mitigation to improve LOS at intersection of Sunset Boulevard and Springview Drive would include adding two left turn lanes on eastbound Sunset Boulevard to northbound 3rd Street. This mitigation measure would improve this intersection to LOS E (v/c = 0.910) but would still not meet the City's LOS C standard. City staff has recommended that this mitigation is feasible but would not result in an acceptable LOS. This intersection is identified under Policy C-10.B as an exception to the City's LOS C standard. Therefore, this impact is considered to be **less than significant**.

Blue Oaks Boulevard and Lonetree Boulevard

In order to improve LOS at the intersection of Blue Oaks Boulevard and Lonetree Boulevard to LOS C (v/c = 0.777), the intersection would have to be modified to include three through lanes in all directions. However, City staff has recommended that this mitigation be found infeasible due to a number of constraints at this intersection. Specifically: (1) There is a substantial grade differential between the existing road elevation and the adjacent developed commercial property (i.e., at the Blue Oaks Town Center) on the northwest corner of the intersection. Implementation of the proposed mitigation measure would disrupt existing commercial structures on that corner. (2) Street segments leading to a portion of the intersection are within the City of Roseville's jurisdiction and they do not have enough receiving lanes to accommodate the improvements. (3) There is a Kinder Morgan gas line easement along the south side of Blue Oaks Boulevard that could impact implementation of the improvements. Because this mitigation measure is not feasible, this intersection is identified under Policy C-10.B as an exception to the City's LOS C standard. Therefore, this impact is considered to be **less than significant**.

Proposed General Plan Update Policies That Provide Mitigation

The following proposed General Plan policies would assist in avoiding or minimizing impacts associated with intersection operations:

Policy C-7 *Monitor traffic on City streets to determine improvements needed to maintain an acceptable Level of Service.*

Policy C-8 *Update the Capital Improvement Program (CIP) and traffic impact fees at least every five years, or as determined necessary with the approval of major new developments or major general plan amendments not considered in the adopted Capital Improvement Program.*

Policy C-9 *Provide for an annual inflationary adjustment to the City's traffic impact fee to ensure that the fee is adequate for the future construction of roads.*

Policy C-10

A. Maintain a minimum traffic Level of Service "C" for all signalized intersections during the p.m. peak hour on an average weekday, except in the circumstances described in C-10.B and C. below

B. Recognizing that some signalized intersections within the City serve and are impacted by development located in adjacent jurisdictions, and that these impacts are outside the control of the City, a development project which is determined to result in a Level of Service worse than "C" may be approved, if the approving body finds

(1) the diminished level of service is an interim situation which will be alleviated by the implementation of planned improvements or (2) based on the specific circumstances described in Section C. below there are no feasible street improvements that will improve the Level of Service to "C" or better as set forward in the Action Plan for the Circulation Element.

C. All development in another jurisdiction outside of Rocklin's control which creates traffic impacts in Rocklin should be required to construct all mitigation necessary in order to maintain a LOS "C" in Rocklin unless the mitigation is determined to be infeasible by the Rocklin City Council. The standard for determining the feasibility of the mitigation would be whether or not the improvements create unusual economic, legal, social, technological, physical or other similar burdens and considerations.

Policy C-20 *Maintain street design standards for arterials, collectors and local streets.*

Policy C-22 *Interconnect traffic signals and/or consider the use of roundabouts where financially feasible and warranted to provide flexibility in controlling traffic movements at intersections.*

Implementation of the proposed General Plan policies listed above and their associated action steps would require that the City monitor traffic and get updates through preparation of traffic studies for individual projects, update the CIP, and design roadway facilities to meet traffic demands to maintain adequate LOS. Policy C-10 provides exceptions/standards where traffic improvements required to improve LOS to C are not considered feasible by the City. These exceptions could potentially avoid significant physical effects to the environment as well as conflicts with existing businesses and land use activities. The following improvements have been identified that would provide acceptable LOS to 13 of the 15 intersections identified as impacted.

Mitigation Measures

MM 4.4.1 The following intersections shall be added to the City's CIP as part of implementation of proposed General Plan Update Policy C-8:

- Granite Drive and Rocklin Road – Modify the intersection to include two through lanes plus a combined through/right turn lane in both directions on Rocklin Road, in addition to providing dual eastbound lanes on Rocklin Road to improve intersection operations to LOS C (v/c = 0.762).

- Pacific Street and Del Mar Avenue/Dominguez Road – Modify the intersection to include a free right turn lane from Del Mar Avenue onto Pacific Street to improve intersection operations to LOS C (v/c = 0.711).

- Pacific Street and Farron Street – Modify the intersection to include two left turn lanes from northbound Pacific Street to westbound Farron Street and a combined through/left and separate right turn lane on eastbound Farron Street to improve intersection operations to LOS C (v/c = 0.724). This improvement will require that Farron Street be modified to include two

receiving lanes on the north side of Farron Street between Pacific Street and the UP railroad tracks.

- Pacific Street and Rocklin Road – Modify the intersection to include two left turn lanes and a single through lane on westbound Rocklin Road and a free right turn lane from northbound Pacific Street to eastbound Rocklin Road to improve intersection operations to LOS C (v/c = 0.724).

- Rocklin Road and Sierra College Boulevard – Modify the intersection to include a free eastbound right turn lane from Rocklin Road onto Sierra College Boulevard to improve intersection operations to LOS B (v/c = 0.698).

- Sunset Boulevard and Pacific Street – Modify the intersection to include two left turn lanes, a shared left-through lane, and a right turn lane on eastbound Sunset Boulevard to improve intersection operations to LOS C (v/c = 0.751).

- Sunset Boulevard and Whitney Boulevard – Modify the intersection to include two left turn lanes from westbound Sunset Boulevard to Whitney Boulevard and a shared left/through and free right turn lane on northbound Whitney Boulevard to improve intersection operations to LOS C (v/c = 0.712).

- Sunset Boulevard and Atherton Drive – Modify the intersection to include two eastbound left turn lanes from Sunset Boulevard onto northbound University Avenue, two southbound through lanes on University Avenue, and from northbound Atherton Drive, two left turn lanes onto westbound Sunset Boulevard, a separate northbound through lane on Atherton Drive, and a free right turn lane onto eastbound Sunset Boulevard to improve intersection operations to LOS C (v/c = 0.768).

- Sunset Boulevard and Park Drive – Modify the intersection to include three northbound left turn lanes from Park Drive onto Sunset Boulevard to improve intersection operations to LOS C (v/c = 0.736).

- Sunset Boulevard and West Oaks Boulevard – Modify the intersection to include two left turn lanes from West Oaks Boulevard to Sunset Boulevard to improve intersection operations to LOS C (v/c = 0.709).

- West Stanford Ranch Road and Sunset Boulevard – Modify the intersection to include two eastbound left turn lanes from West Stanford Ranch Road to Sunset Boulevard and three westbound through lanes on West Stanford Ranch Road to improve intersection operations to LOS C (v/c = 0.796).

- Stanford Ranch Road and Crest Drive – Modify the intersection to include a free westbound right turn lane from Crest Drive onto Stanford Ranch Road to improve intersection operations to LOS C (v/c = 0.776).

- Sierra College Boulevard and Dominguez Road – Modify the intersection to include a single eastbound through lane on Dominguez Road and a free eastbound right turn lane from Dominguez Road onto southbound

Sierra College Boulevard to improve intersection operations to LOS B (v/c = 0.617).

Implementation of mitigation measure **MM 4.4.1** would reduce impacts to 13 of the 15 intersections to **less than significant** levels. Through the improvements identified, operations at one or more of the 13 intersections would not deteriorate to levels below the LOS C standard. Likewise intersections already operating below the LOS C standard would not deteriorate below the LOS standard. Lastly, the improvements would avoid having the increased traffic cause intersection operations to deteriorate by volume-to-capacity ratio increases of at least 0.05. The proposed improvements can be constructed within the existing right-of-way or within existing previously developed areas where pavement or other physical improvements already exist. It is anticipated that all potential environmental effects to natural or cultural resources would have already been experienced and mitigated with the construction of the existing intersection and adjacent development, and no new significant impacts would result from the identified improvements. Therefore, impacts to intersection level of service would be reduced to **less than significant.**

As part of the proposed project, the City plans to amend the Redevelopment Plan to increase tax increment limitations, increase the limit on the principal amount of bonded indebtedness secured by tax increment revenue, and extend the time limit for the commencement of eminent domain proceedings to acquire non-residential property. These amendments are intended to provide the City's Redevelopment Agency with the financial and administrative resources necessary to continue assisting projects that implement its program of blight elimination within the Redevelopment Project Area. While the extended time and financial limits authorized by the Sixth Amendment may foster and encourage new development that might not occur without the Sixth Amendment, or may occur faster than had the Sixth Amendment not been adopted, all development would be consistent with the City's General Plan and with the development assumptions analyzed throughout this DEIR. Any future development resulting from amending the Redevelopment Plan would occur in areas designated for such development by the General Plan, as the land uses permitted by the Redevelopment Plan are the allowable uses under the City's General Plan. Therefore, the proposed Sixth Amendment to the Redevelopment Plan would not result in impacts to intersection level of service beyond what is analyzed for the General Plan Update above. Impacts would be **less than significant**.

In addition to the activities identified above, the project includes a Climate Action Plan (CAP) to address climate change and identify greenhouse gas (GHG) emission reduction measures. The City of Rocklin CAP augments the objectives, goals, policies, and actions of the City of Rocklin General Plan Update related to the reduction of GHG emissions; however, the CAP is intended to be updated on a more frequent basis than the General Plan, ensuring that implementation of City efforts to reduce GHG emissions is in compliance with current regulation. The CAP determines whether implementation of the proposed General Plan Update would be consistent with the state's ability to attain the goals identified in Assembly Bill (AB) 32, identifies GHG emission reduction measures, and provides monitoring of the effectiveness of GHG emission reduction measures. The CAP would not result in impacts to intersection level of service beyond what is analyzed for the General Plan Update above. The CAP would provide emission reduction measures that would also assist in reducing vehicle miles traveled generated in the city. Impacts would be **less than significant**.

Impacts to State/Interstate Highway Segments

Impact 4.4.2 Implementation of buildout of the proposed project would contribute to increased traffic volumes on state/interstate highway facilities, which could

cause operations on state/interstate highway segments to deteriorate to levels below those identified in the Caltrans Transportation Concept Report (TCR). This impact is considered **significant**.

Figure 4.4-15 shows projected cumulative daily traffic volumes on roadways in Rocklin under the current General Plan and with the proposed General Plan Update. **Figure 4.4-16** shows projected cumulative daily traffic volumes on roadways outside Rocklin under the current General Plan and with the proposed General Plan Update.

Caltrans has a series of Transportation Concept Reports (TCRs) for the state/interstate highway system. A report exists for each numbered highway, and each numbered highway is divided into various segments, depending on the environment. The two highways analyzed in this discussion include I-80 and SR 65. In the vicinity of the City of Rocklin, Caltrans has determined that these two facilities are in a high growth urban environment and has thus specified LOS E as the desired level of service for both facilities. **Table 4.4-29** shows projected daily volumes on local highway segments under cumulative conditions with buildout of the current General Plan and proposed General Plan Update, respectively. There are currently no plans for funding to widen I-80 east of SR 65, so the number of lanes listed is consistent with existing conditions. The assumptions for SR 65 include additional mainline lanes and auxiliary lanes in both directions between I-80 and Sunset Boulevard.

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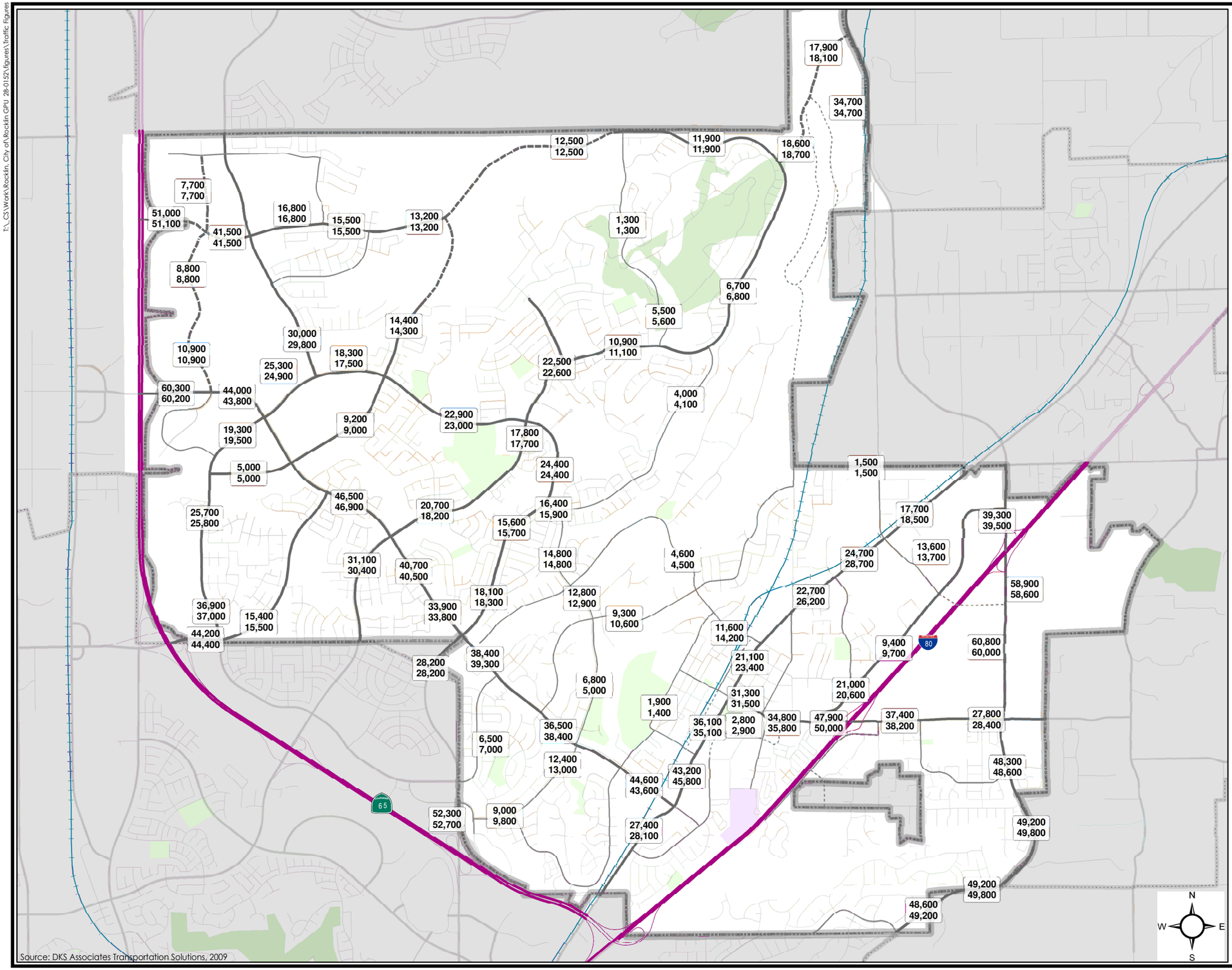


Projected Daily Traffic Volumes on Rocklin Roadways

18,200 Cumulative No Project
18,700 Cumulative Plus Project

Roadways

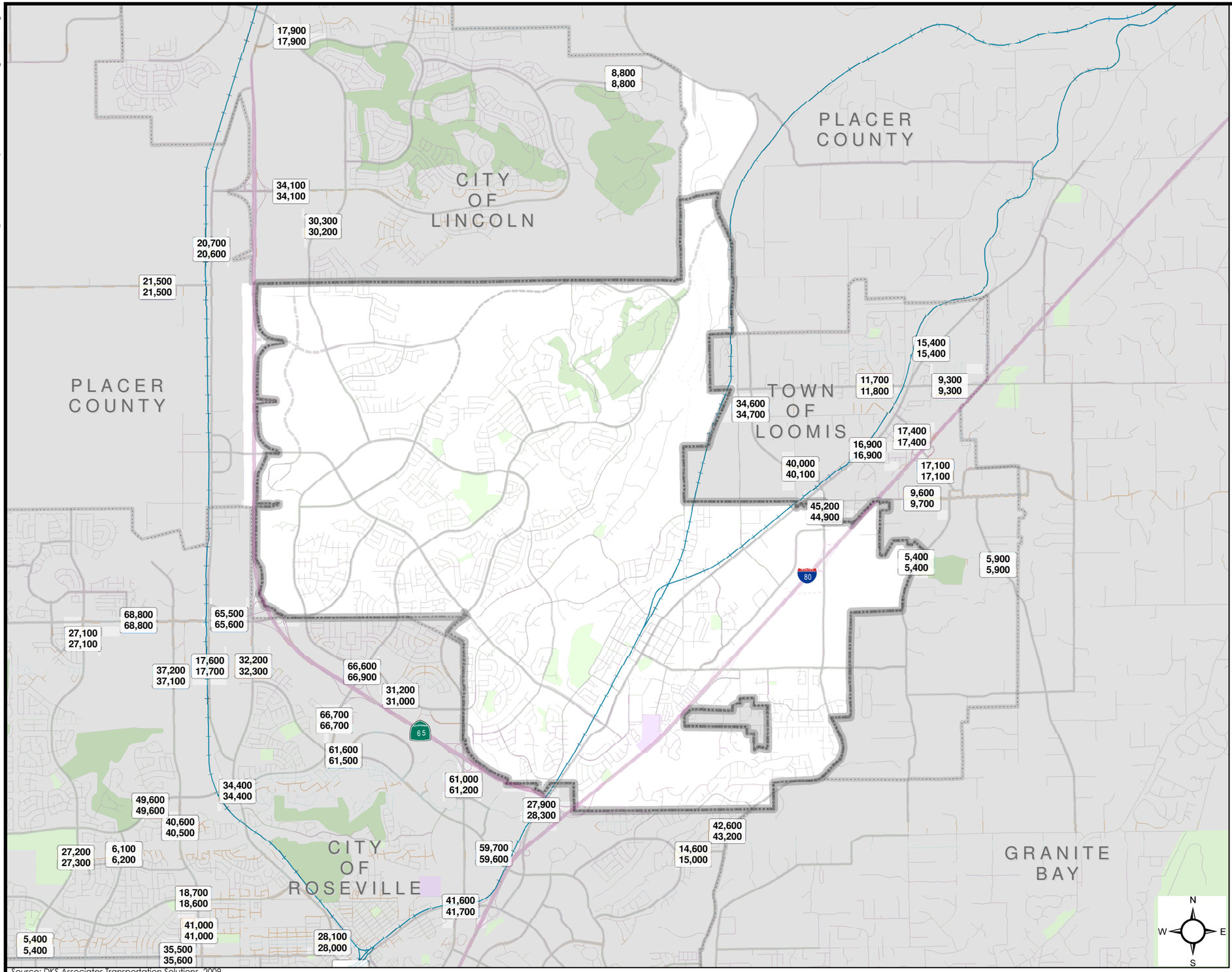
- ARTERIAL
- FUTURE ARTERIAL
- COLLECTOR
- FUTURE COLLECTOR
- FREEWAY
- FREEWAY RAMP

NO SCALE

N

Figure 4.4-15
Cumulative Daily Traffic Volumes on Rocklin Roadways

T:_CS\Work\Rocklin, City of\Rocklin GPU_28-0152\figures\Traffic Figures



Source: DKS Associates Transportation Solutions, 2009

Projected Daily Traffic Volumes on Non-Rocklin Roadways

18,200 Cumulative No Project
18,700 Cumulative Plus Project

NO SCALE

N

Figure 4.4-16
Cumulative Daily Traffic Volumes on Non Rocklin Roadways

TABLE 4.4-29
DAILY HIGHWAY VOLUMES – STATE/INTERSTATE HIGHWAY FACILITIES
CUMULATIVE CONDITIONS WITH BUILDOUT OF PROPOSED GENERAL PLAN

		Lanes			Cumulative Conditions with Buildout of Current General Plan			Cumulative Conditions with Buildout of Proposed General Plan			
		Main	Aux	HOV	AADT	V/C	LOS	AADT	Change	V/C	LOS
I-80	SR 65 to Rocklin Road	6	–	–	165,400	1.531	F	165,700	+300 (0.2%)	1.534	F
	Rocklin Road to Sierra College Boulevard	6	–	–	142,400	1.319	F	142,800	+400 (0.3%)	1.322	F
	Sierra College Boulevard to Horseshoe Bar Road	6	–	–	133,800	1.239	F	133,900	+100 (0.1%)	1.240	F
SR 65	I-80 to Stanford Ranch Road/Galleria Boulevard	6	2	–	161,500	1.205	F	161,500	–	1.205	F
	Stanford Ranch Road/Galleria Boulevard to Pleasant Grove Boulevard	6	2	–	154,500	1.153	F	154,600	+100 (0.1%)	1.154	F
	Pleasant Grove Boulevard to Blue Oaks Boulevard	6	2	–	136,000	1.015	F	136,000	–	1.015	F
	Blue Oaks Boulevard to Sunset Boulevard	4	2	–	121,900	1.244	F	121,900	–	1.244	F
	Sunset Boulevard to Twelve Bridges Drive	4	–	–	106,300	1.476	F	106,300	–	1.476	F

Source: DKS Associates 2011

Notes: Shaded segments do not meet LOS standard.

Table 4.4-29 shows that local segments of both highways are projected to operate at LOS F under cumulative conditions with or without implementation of the proposed General Plan Update. Implementation of the General Plan Update causes some minor increases in volume (less than half of 1 percent) on portions of I-80 and SR 65. For highways, any additional volume on a facility already operating at LOS F is considered as exacerbating an already deficient condition and is therefore considered a significant impact. The additional volume added on I-80 between SR 65 and Horseshoe Bar Road and on SR 65 between Stanford Ranch Road/Galleria Boulevard and Pleasant Grove Boulevard thus represents a **significant** impact. Beyond those specific highway segments, it is recognized that additional cumulative development in Rocklin and the south Placer region will further decrease highway level of service. Therefore, impacts to state/interstate highway segments are considered **significant**.

Proposed General Plan Update Policies That Provide Mitigation

The following proposed General Plan policies would assist in avoiding or minimizing regional traffic impacts:

Policy C-11 *Coordinate with adjacent jurisdictions toward the completion and improvement of streets that extend into other communities through individual cooperation and/or use of the Placer County Transportation Planning Agency (PCTPA), joint powers authorities, and similar entities.*

Policy C-12 *Encourage improvements to the existing Federal Interstate and State highway system, and the addition of new routes that would benefit the City of Rocklin.*

Policy C-13 *Consider a variety of funding mechanisms, either independently or with other government agencies, to fund needed regional improvements.*

Mitigation Measures

As discussed in the Regulatory Framework subsection above, the City provides funding for highway facility improvements in the southern portion of Placer County through collection of traffic impact fees under SPRTA and the Highway 65 Interchange Improvement Fee. However, the City does not have the authority to independently implement improvements to state/interstate highways and highway ramp intersections. The City recognizes the need for local development to contribute to highway facility improvements. Beyond the SPRTA and Highway 65 Interchange Improvement fees noted above, the City also collects fees for improvements to highway interchange and ramp intersection improvement projects through its Capital Improvement Program (CIP) and Traffic Impact Mitigation (TIM) fee program. The City conditions projects to contribute their fair share to the cost of circulation improvements via the existing citywide TIM fee program that is applied as a uniformly applied development policy and standard. The TIM fee is one of the various methods that the City of Rocklin uses for financing improvements identified in the CIP. The CIP, which is overseen by the City's Engineering Division, is updated periodically to assure that growth in the city and surrounding jurisdictions does not degrade the level of service on the city's (and to some degree the state's) roadways.

The roadway improvements that are identified in the CIP in response to anticipated development and population growth are consistent with the City's Circulation Element. The TIM fee program collects funds from new development in the city to finance a portion of the roadway improvements that result from traffic generated by new development. Fees are calculated on a citywide basis, differentiated by type of development in relationship to their relative traffic impacts. The intent of the fee is to provide an equitable means of ensuring that future development contributes its fair share of roadway improvements, so that the City's General Plan circulation policies and quality of life can be maintained.

The City's decision to include highway interchange and ramp intersections in its CIP is consistent with the Caltrans policy that has encouraged local and private funding of state highway improvements for the last 20 years. Caltrans notes that projects constructed on the state highway system that are sponsored by a city, county, local transportation authority, local transit agency, or private entity generally use local or private funding. Thus, the City's CIP, SPRTA, and Highway 65 Interchange Improvement fee programs are consistent with Caltrans policy, which encourages local agencies to develop and implement local funding programs that supplement federal and state funding programs to meet their current and future transportation needs.

The City's decision to include highway interchange and ramp intersections in its CIP is also consistent with the Caltrans policy that compels the local or private entities sponsoring state highway system projects to be responsible for the construction contract administration when such projects are financed with local and private funds (Caltrans 2004). Moreover, cooperation with local agencies in identifying and implementing mitigation is a general Caltrans policy and a responsibility for the Caltrans Deputy District Directors of Planning. The Caltrans Deputy Directive Number DD-25-R1 "Local Development—Intergovernmental Review" (June 2005) notes that the Deputy District Directors of Planning must: (1) ensure potential significant impacts to state highway facilities are fully identified evaluated and articulated and that reasonable measures that avoid or adequately mitigate identified potential impacts are recommended consistent with state planning priorities; and (2) work with local jurisdictions to identify mitigation measures that adequately address development impacts. Caltrans has previously cooperated with local agencies in Placer County to construct a number of highway improvement projects funded largely by developer impact fees. For instance, the recently completed Sierra College Boulevard at I-80 interchange reconstruction project was advanced in its timing due to the City of Rocklin's work with Caltrans, the California Transportation Commission, the Placer County Transportation and Planning Agency (PCTPA), and local developers in putting together a creative financing plan. The City advanced $5 million and worked with local developers to have them advance $20 million in order to build the project sooner than Caltrans had scheduled delivery of the project. As another example, Caltrans cooperated with PCTPA and the City of Roseville to construct the $35 million Douglas/I-80 interchange improvement project, where over $24 million of the cost was funded from development-paid traffic impact mitigation fees collected by the City of Roseville; only about $11 million came from federal and state highway monies.

However, while the City has policies and traffic impact fees currently in place that are expected to help reduce impacts to highway segments, the City does not have the complete jurisdiction, authority, or capability to fund implementation of improvements to highway segments. Since mitigation of this impact is outside of the City's control, the impact is considered to be **significant and unavoidable**.

As discussed in Section 3.0, Project Description, and under Impact 4.1.1 above, the project includes the Sixth Amendment to the Redevelopment Plan and the CAP, both of which would be consistent with the proposed General Plan Update and with the development assumptions analyzed throughout this DEIR. As these project components would not result in land use activities, population growth, or increased traffic beyond what is identified in the General Plan Update, they would not result in impacts to highway segments beyond what is analyzed for the General Plan Update above. The CAP would provide emission reduction measures that would also assist in reducing vehicle miles traveled generated in the city.

Impacts to State/Interstate Highway Intersections

Impact 4.4.3 Implementation of the proposed project would contribute to increased traffic volumes at state/interstate highway intersections at buildout. This impact is considered **significant**.

The City's proposed General Plan Policy C-10 applies to freeway ramp intersections. **Table 4.4-30** shows the PM peak hour levels of service at state/interstate highway study intersections under cumulative (2030) conditions with buildout of the current and proposed General Plan land use and roadway network assumptions, respectively.

TABLE 4.4-30
PM PEAK HOUR LOS – STATE HIGHWAY RAMP INTERSECTIONS
CUMULATIVE CONDITIONS WITH BUILDOUT OF PROPOSED GENERAL PLAN

Intersection[1]		Cumulative Conditions with Buildout of Current General Plan		Cumulative Conditions with Buildout of Proposed General Plan		
		Delay	LOS	Delay	LOS	Change in Average Delay
201	Rocklin Road & I-80 Eastbound	66.9	E	65.9	E	-1.0
202	Rocklin Road & I-80 Westbound	67.5	E	71.4	E	3.9
203	Sierra College Boulevard & I-80 Westbound	32.9	C	32.9	C	0.0
204	Sierra College Boulevard & I-80 Eastbound	28.2	C	28.4	C	0.2
206	Sunset & SR 65 Southbound	12.3	B	12.3	B	0.0
207	Sunset & SR 65 Northbound	14.4	B	14.5	B	0.1
208	Whitney Ranch Parkway & SR 65 Southbound	32.2	C	32.5	C	0.3
209	Whitney Ranch Parkway & SR 65 Northbound	16.1	B	16.2	B	0.1
210	Blue Oaks Boulevard & SR 65 Southbound	27.0	C	27.0	C	0.0
211	Blue Oaks Boulevard & SR 65 Northbound Off-ramp	41.5	D	41.3	D	-0.2
212	Pleasant Grove Boulevard & SR 65 Northbound	19.2	B	19.3	B	0.1
213	Pleasant Grove Boulevard & SR 65 Southbound	9.4	A	9.8	A	0.4
214	Stanford Ranch Road & SR 65 Northbound	14.3	B	14.3	B	0.0
215	Stanford Ranch Road & SR 65 Southbound	10.2	B	10.1	B	-0.1
216	Sierra College Boulevard & SR 193	34.8	C	34.9	C	0.1

Source: DKS Associates 2011

Notes: Shaded intersections operate at LOS D or worse.

[1] See Figure 4.4-1 for locations of intersections by number.

As shown in **Table 4.4-30**, of the 15 intersections studied, 12 operate at LOS C or better with or without implementation of the proposed General Plan Update. One operates at LOS D and two operate at LOS E. The table shows that implementation of the proposed General Plan Update causes minor changes in average intersection delay per vehicle at some of the study intersections, but it does not impact LOS at any of the study intersections. The table also shows that none of the increases in average delay are equal to or greater than 5 seconds at any of the study intersections under cumulative conditions. As discussed in Impact 4.2.2 above, the Caltrans Transportation Concept Reports (TCRs) have specified LOS E as the desired LOS for both Interstate 80 and State Route 65 in the vicinity of the City of Rocklin; per Table 4.4-30, none of the state highway ramp intersections exceed the TCR-specified LOS E under cumulative conditions. Despite the fact that the proposed General Plan Update is projected to not impact LOS at any of the highway ramp intersections when applying the threshold criteria noted above, it is recognized that additional cumulative development within Rocklin and the south Placer region will further decrease highway level of service and highway ramp intersection level of service. Therefore, impacts to state/interstate highway intersections are considered **significant**.

Proposed General Plan Update Policies That Provide Mitigation

The proposed General Plan policies listed under Impacts 4.4.1 and 4.4.2 would assist in avoiding or minimizing impacts to highway ramp intersections.

Mitigation Measures

As discussed in the Regulatory Framework subsection above, the City provides funding for highway facility improvements in the southern portion of Placer County through collection of traffic impact fees under SPRTA and the Highway 65 Interchange Improvement Fee. However, the City does not have the authority to independently implement improvements to state/interstate highways and highway ramp intersections. The City recognizes the need for local development to contribute to highway facility improvements. Beyond the SPRTA and Highway 65 Interchange Improvement fees noted above, the City also collects fees for improvements to highway interchange and ramp intersection improvement projects through its Capital Improvement Program (CIP) and Traffic Impact Mitigation (TIM) fee program. The City conditions projects to contribute their fair share to the cost of circulation improvements via the existing citywide TIM fee program that is applied as a uniformly applied development policy and standard. The TIM fee is one of the various methods that the City of Rocklin uses for financing improvements identified in the CIP. The CIP, which is overseen by the City's Engineering Division, is updated periodically to assure that growth in the city and surrounding jurisdictions does not degrade the level of service on the city's (and to some degree the state's) roadways.

The roadway improvements that are identified in the CIP in response to anticipated development and population growth are consistent with the City's Circulation Element. The TIM fee program collects funds from new development in the city to finance a portion of the roadway improvements that result from traffic generated by new development. Fees are calculated on a citywide basis, differentiated by type of development in relationship to their relative traffic impacts. The intent of the fee is to provide an equitable means of ensuring that future development contributes its fair share of roadway improvements, so that the City's General Plan circulation policies and quality of life can be maintained.

The City's decision to include highway interchange and ramp intersections in its CIP is consistent with the Caltrans policy that has encouraged local and private funding of state highway improvements for the past 20 years (Caltrans 2004, pg. 9-1.1). Caltrans notes that projects constructed on the state highway system that are sponsored by a city, county, local transportation authority, local transit agency, or private entity generally use local or private funding. Thus, the City's CIP, SPRTA, and Highway 65 Interchange Improvement fee programs are consistent with the Caltrans policy, which encourages local agencies to develop and implement local funding programs that supplement federal and state funding programs to meet their current and future transportation needs.

The City's decision to include highway interchange and ramp intersections in its CIP is also consistent with the Caltrans policy that compels the local or private entities sponsoring state highway system projects to be responsible for the construction contract administration when such projects are financed with local and private funds (Caltrans 2004). Moreover, cooperation with local agencies in identifying and implementing mitigation is a general Caltrans policy and a responsibility for the Caltrans Deputy District Directors of Planning. The Caltrans Deputy Directive Number DD-25-R1 "Local Development—Intergovernmental Review" (June 2005) notes that the Deputy District Directors of Planning must: (1) ensure potential significant impacts to state highway facilities are fully identified evaluated and articulated and that reasonable measures that avoid or adequately mitigate identified potential impacts are recommended consistent

with state planning priorities; and (2) work with local jurisdictions to identify mitigation measures that adequately address development impacts. Caltrans has previously cooperated with local agencies in Placer County to construct a number of highway improvement projects funded largely by developer impact fees. For instance, the recently completed Sierra College Boulevard at I-80 interchange reconstruction project was advanced in its timing due to the City of Rocklin's work with Caltrans, the California Transportation Commission, the Placer County Transportation and Planning Agency (PCTPA), and local developers in putting together a creative financing plan. The City advanced $5 million and worked with local developers to have them advance $20 million in order to build the project sooner than Caltrans had scheduled delivery of the project. As another example, Caltrans cooperated with PCTPA and the City of Roseville to construct the $35 million Douglas/I-80 interchange improvement project, where over $24 million of the cost was funded from development-paid traffic impact mitigation fees collected by the City of Roseville; only about $11 million came from federal and state highway monies.

However, while the City has policies and traffic impact fees currently in place that are expected to help reduce impacts to highway ramp intersections, the City does not have the complete jurisdiction, authority, or capability to fund implementation of improvements to highway ramp intersections. Since mitigation of this impact is outside of the City's control, the impact is considered to be **significant and unavoidable.**

As discussed in Section 3.0, Project Description, and under Impact 4.1.1 above, the project includes the Sixth Amendment to the Redevelopment Plan and the CAP, both of which would be consistent with the proposed General Plan Update and with the development assumptions analyzed throughout this DEIR. As these project components would not result in land use activities, growth, or increased traffic beyond what is identified in the General Plan Update, they would not result in impacts to highway ramp intersections beyond what is analyzed for the General Plan Update above. The CAP would provide emission reduction measures that would also assist in reducing vehicle miles traveled generated in the city.

Impacts to Intersections in Loomis

Impact 4.4.4 Implementation of buildout of the proposed project would contribute to increased traffic volumes at some Loomis intersections, which could result in operations at one or more intersections to deteriorate to levels below the LOS C standard, or for intersections that already operate below the LOS standard, the increased traffic could cause intersection operations to deteriorate by an average delay increase of at least 5 seconds. However, traffic modeling and analysis show that increases in traffic resulting from the proposed project would not exceed these thresholds. This impact is considered **less than significant**.

Table 4.4-31 shows the PM peak hour levels of service at Loomis study intersections under cumulative (2030) conditions with buildout of the current and proposed General Plan land use and roadway network assumptions, respectively. The table shows that six of the nine study intersections in Loomis are projected not to meet the Town's LOS C standard. Two intersections along Sierra College Boulevard are projected to operate at LOS D and one is projected to operate at LOS E, with or without implementation of the proposed General Plan Update. The intersection of Taylor Road and Horseshoe Bar Road is projected to operate at LOS F with or without implementation of the proposed General Plan Update. Two of the three intersections that are currently stop-controlled are projected to operate at LOS D–F without additional improvements. Since none of these stop-controlled intersections have funding identified for improvements, all three are assumed to have existing geometrics. None of these three stop-

controlled intersections would experience increases in average intersection delay of 5 seconds or more.

TABLE 4.4-31
PM PEAK HOUR LOS – TOWN OF LOOMIS INTERSECTIONS
CUMULATIVE CONDITIONS WITH BUILDOUT OF PROPOSED GENERAL PLAN

Intersection[1]			Cumulative Conditions with Buildout of Current General Plan		Cumulative Conditions with Buildout of Proposed General Plan		
			Delay	LOS	Delay	LOS	Change in Average Delay
Signalized Intersections							
301	Sierra College Boulevard & Brace Road		36.7	D	37.0	D	0.3
302	Sierra College Boule vard & Taylor Road		55.9	E	56.0	E	0.1
304	Sierra College Boulevard & King Road		35.5	D	34.6	D	-0.9
305	Taylor Road & King Road		30.3	C	30.3	C	0.0
306	Taylor Road & Horseshoe Bar		80.6	F	81.9	F	1.3
309	Horseshoe Bar Road & I-80 WB		26.4	C	26.4	C	0.0
Stop-Controlled Intersections							
307	Rocklin Road & Barton Road	Average intersection	23.6	C	22.5	C	-1.1
		Worst movement	25.7	C	24.9	C	-
308	Barton Road & Brace Road	Average intersection	61.9	F	65.7	F	3.8
		Worst movement	257.9	F	271.3	F	-
310	Horseshoe Bar Road & I-80 E/B	Average intersection	29.8	D	31.6	D	1.8
		Worst movement	103.3	F	107.3	F	-

Source: DKS Associates 2011

Notes: Shaded intersections do not meet LOS standard.

[1] See Figure 4.4-1 for locations of intersections by number.

Table 4.4-31 shows that the implementation of the proposed General Plan Update causes minor changes in average intersection delay per vehicle at some of the study intersections, but it does not impact LOS at any of the study intersections. None of the increases in average delay are equal to or greater than 5 seconds under cumulative conditions. Therefore, impacts to Intersections in Loomis are considered **less than significant**.

As discussed in Section 3.0, Project Description, and under Impact 4.1.1 above, the project includes the Sixth Amendment to the Redevelopment Plan and the CAP, both of which would be consistent with the proposed General Plan Update and with the development assumptions analyzed throughout this DEIR. As these project components would not result in land use activities, growth, or increased traffic beyond what is identified in the General Plan Update, they would not result in impacts to intersections in Loomis beyond what is analyzed for the General Plan Update. Implementation of the CAP would actually provide reduction measures that would assist in reducing vehicle miles traveled generated in the city. Impacts would be **less than significant**.

Proposed General Plan Update Policies That Provide Mitigation

The following proposed General Plan policies would assist in avoiding or minimizing impacts to intersections in Loomis and other regional traffic impacts:

Policy C-11 *Coordinate with adjacent jurisdictions toward the completion and improvement of streets that extend into other communities through individual cooperation and/or use of the Placer County Transportation Planning Agency (PCTPA), joint powers authorities, and similar entities.*

Policy C-13 *Consider a variety of funding mechanisms, either independently or with other government agencies, to fund needed regional improvements.*

Mitigation Measures

None required.

Impacts to the Intersections in the City of Roseville

Impact 4.4.5 Implementation of buildout of the proposed project would contribute to increased traffic volumes at some Roseville intersections, which could cause a signalized intersection previously identified in Roseville's CIP as functioning at LOS C or better to deteriorate to LOS D or worse, or at a signalized intersection previously identified in Roseville's CIP as functioning as LOS D or E conditions, to deteriorate to the next lowest LOS level. However, traffic modeling and analysis show that increases in traffic caused by the proposed General Plan Update would not exceed these thresholds. Therefore, this impact is considered **less than significant**.

Table 4.4-32 shows the PM peak hour levels of service at study intersections in Roseville under cumulative (2030) conditions with buildout of the current and proposed General Plan land use and roadway network assumptions, respectively. The table shows that, of the eight intersections studied, six operate at LOS D or worse with or without implementation of the proposed General Plan Update. One operates at LOS D, three operate at LOS E, and two operate at LOS F.

TABLE 4.4-32
PM PEAK HOUR LOS – ROSEVILLE INTERSECTIONS
CUMULATIVE CONDITIONS WITH BUILDOUT OF PROPOSED GENERAL PLAN

Intersection[1]		Cumulative Conditions with Buildout of Current General Plan		Cumulative Conditions with Buildout of Proposed General Plan	
		V/C	LOS	V/C	LOS
401	Pleasant Grove & Fairway	1.03	F	1.04	F
402	Stanford Ranch & Fairway	0.74	C	0.74	C
403	Stanford Ranch & Five Star	0.68	B	0.68	B
404	Pleasant Grove & Roseville Parkway	1.09	F	1.09	F
405	Galleria & Roseville Parkway	0.99	E	0.98	E

Intersection[1]		Cumulative Conditions with Buildout of Current General Plan		Cumulative Conditions with Buildout of Proposed General Plan	
		V/C	LOS	V/C	LOS
406	Roseville Parkway & Taylor	0.82	D	0.83	D
407	Roseville Parkway & North Sunrise	1.01	F	1.00	E
408	Sierra College & Secret Ravine	0.91	E	0.92	E

Source: DKS Associates 2011

Note: Shaded intersections do not meet LOS standard.

[1] See Figure 4.4-1 for locations of intersections by number.

Table 4.4-32 shows that the implementation of the proposed General Plan Update causes minor changes in volume-to-capacity ratio at some of the study intersections, but it does not impact LOS at any of the study intersections. None of the intersections degrade from an acceptable to an unacceptable LOS or from an unacceptable to a worse LOS under cumulative conditions. Therefore, impacts to intersections in the City of Roseville are considered **less than significant**.

As discussed in Section 3.0, Project Description, and under Impact 4.1.1 above, the project includes the Sixth Amendment to the Redevelopment Plan and the CAP, both of which would be consistent with the proposed General Plan Update and with the development assumptions analyzed throughout this DEIR. As these project components would not result in land use activities, growth, or increased traffic beyond what is identified in the General Plan Update, they would not result in impacts to intersections in Roseville beyond what is analyzed for the General Plan Update. Implementation of the CAP would actually provide emission reduction measures that would also assist in reducing vehicle miles traveled generated in the city. Impacts would be **less than significant**.

Proposed General Plan Update Policies That Provide Mitigation

The following proposed General Plan policies would assist in avoiding or minimizing impacts to intersections in Roseville and other regional traffic impacts:

Policy C-11 *Coordinate with adjacent jurisdictions toward the completion and improvement of streets that extend into other communities through individual cooperation and/or use of the Placer County Transportation Planning Agency (PCTPA), joint powers authorities, and similar entities.*

Policy C-13 *Consider a variety of funding mechanisms, either independently or with other government agencies, to fund needed regional improvements.*

Mitigation Measures

None required.

Impacts to Intersections in the City of Lincoln

Impact 4.4.6 Implementation of buildout of the proposed project would contribute to increased traffic volumes at some Lincoln intersections, which could cause

the operations at one or more intersections to deteriorate to levels below the LOS C standard, to deteriorate by one grade or its volume-to-capacity ratio to increase by at least 0.05. However, traffic modeling and analysis show that increases in traffic resulting from the proposed General Plan Update would not exceed these thresholds. Therefore, this impact is considered **less than significant**.

Table 4.4-33 shows the PM peak hour levels of service at study intersections in Lincoln under cumulative (2030) conditions with buildout of the current and proposed General Plan land use and roadway network assumptions, respectively.

TABLE 4.4-33
PM PEAK HOUR LOS – LINCOLN INTERSECTIONS
CUMULATIVE CONDITIONS WITH BUILDOUT OF PROPOSED GENERAL PLAN

Intersection[1]		Cumulative Conditions with Buildout of Current General Plan		Cumulative Conditions with Buildout of Proposed General Plan	
		V/C	LOS	V/C	LOS
501	East Joiner Parkway & Twelve Bridges Drive	0.83	D	0.84	D
502	Sierra College Boulevard & Twelve Bridges Drive	0.67	B	0.67	B

Source: DKS Associates 2011

Notes: Shaded intersections operate at LOS D or worse.

[1] See Figure 4.4-1 for locations of intersections by number.

Table 4.4-33 shows that one of the two intersections operates at LOS B under both scenarios and one operates at LOS D under both scenarios. While implementation of the proposed General Plan Update may cause minor increases in traffic volumes at these intersections, the increases would not cause the operations at one or more intersection to deteriorate to levels below a LOS C standard, nor if an intersection is already operating below a LOS C standard, cause intersection operations to deteriorate by one grade or its volume-to-capacity ratio to increase by at least 0.05. Therefore, impacts to intersections in the City of Lincoln are considered **less than significant**.

As discussed in Section 3.0, Project Description, and under Impact 4.1.1 above, the project includes the Sixth Amendment to the Redevelopment Plan and the CAP, both of which would be consistent with the proposed General Plan Update and with the development assumptions analyzed throughout this DEIR. As these project components would not result in land use activities, growth, or increased traffic beyond what is identified in the General Plan Update, they would not result in impacts to intersections in Lincoln beyond what is analyzed for the General Plan Update. Implementation of the CAP would actually provide emission reduction measures that would also assist in reducing vehicle miles traveled generated in the city. Impacts would be **less than significant**.

Proposed General Plan Update Policies That Provide Mitigation

The following proposed General Plan policies would assist in avoiding or minimizing impacts to intersections in Lincoln and other regional traffic impacts:

Policy C-11 *Coordinate with adjacent jurisdictions toward the completion and improvement of streets that extend into other communities through individual cooperation and/or use of the Placer County Transportation Planning Agency (PCTPA), joint powers authorities, and similar entities.*

Policy C-13 *Consider a variety of funding mechanisms, either independently or with other government agencies, to fund needed regional improvements.*

Mitigation Measures

None required.

Impacts to Intersections in Placer County

Impact 4.4.7 Implementation of buildout of the proposed project would contribute to increased traffic volumes at Placer County intersections, which would cause roadway or intersection operations to deteriorate to levels below the LOS C standard or LOS D within one-half mile of state highways, or if an intersection already operates below the LOS standard, cause roadway or intersection operations to deteriorate by one grade or its volume-to-capacity ratio to increase by at least 0.05. However, traffic modeling and analysis show that increases in traffic resulting from the proposed General Plan Update would not exceed these thresholds. Therefore, this impact is considered **less than significant**.

Table 4.4-34 shows the PM peak hour levels of service at the one Placer County study intersection under cumulative (2030) conditions with buildout of the current and proposed General Plan land use and roadway network assumptions, respectively.

TABLE 4.4-34
PM PEAK HOUR LOS – PLACER COUNTY INTERSECTIONS
CUMULATIVE CONDITIONS WITH BUILDOUT OF PROPOSED GENERAL PLAN

Intersection[1]		Cumulative Conditions with Buildout of Current General Plan		Cumulative Conditions with Buildout of Proposed General Plan	
		V/C	LOS	V/C	LOS
601	Sierra College Boulevard & English Colony Way	0.89	D	0.88	D

Source: DKS Associates 2011

Notes: Shaded intersections operate at LOS D or worse.

[1] See Figure 4.4-1 for locations of intersections by number.

Table 4.4-34 shows that the intersection operates at LOS D under both scenarios. Implementation of the proposed General Plan Update may cause minor decreases in traffic volumes at this intersection. Because the intersection already operates below the Placer County LOS standard of C, the impact is not considered significant because the intersection does not deteriorate by one grade nor does its volume-to-capacity ratio increase by more than 0.05 under cumulative conditions. Therefore, impacts to intersections in Placer County are considered **less than significant**.

As discussed in Section 3.0, Project Description, and under Impact 4.1.1 above, the project includes the Sixth Amendment to the Redevelopment Plan and the CAP, both of which would be consistent with the proposed General Plan Update and with the development assumptions analyzed throughout this DEIR. As these project components would not result in land use activities, growth, or increased traffic beyond what is identified in the General Plan Update, they would not result in impacts to intersections in Placer County beyond what is analyzed for the General Plan Update. Implementation of the CAP would actually provide emission reduction measures that would also assist in reducing vehicle miles traveled generated in the city. Impacts would be **less than significant**.

Proposed General Plan Update Policies That Provide Mitigation

The following proposed General Plan policies would assist in avoiding or minimizing impacts to intersections in Placer County and other regional traffic impacts:

Policy C-11 *Coordinate with adjacent jurisdictions toward the completion and improvement of streets that extend into other communities through individual cooperation and/or use of the Placer County Transportation Planning Agency (PCTPA), joint powers authorities, and similar entities.*

Policy C-13 *Consider a variety of funding mechanisms, either independently or with other government agencies, to fund needed regional improvements.*

Mitigation Measures

None required.

Impacts to Transit Service

Impact 4.4.8 Implementation of buildout of the proposed project would result in increased demand for transit services, which could cause a conflict with adopted policies, plans, or programs supporting alternative transportation. However, the proposed General Plan Update's mitigating policies and their associated action steps ensure the impact will be **less than significant**.

Both residential and non-residential development resulting from buildout of the proposed General Plan Update would generate a significant demand for new transit services. If a significant increase in transit services is not provided in the city, "unmet transit needs" would likely be identified prior to buildout of the proposed General Plan Update. Such unmet transit needs are defined by the Placer County Transportation Planning Agency (PCTPA) and are reviewed on a regular basis. The City has identified improvements to its transit services as part of PCTPA's Short Range Transit Plan that was adopted in 2005. However, buildout of the proposed General Plan Update is beyond the scope of this five-year plan.

The major land use change associated with the proposed General Plan Update would result in redevelopment of the Downtown Rocklin Plan Area to include additional residential land uses on and around Pacific Street. It is intended that this residential redevelopment consist primarily of mixed-use and higher-density residential development, which generally tend to be high users of transit. As stated in the Existing Setting subsection, Placer County Transit (PCT) currently operates a fixed-route transit route that operates along Pacific Street in Rocklin. The additional residential units proposed in the area could cause a need for additional capacity along this route.

Proposed General Plan Update Policies That Provide Mitigation

The following proposed General Plan Update policies address public transportation impacts:

Policy C-50 *Work with transit providers to plan, fund and implement additional transit services that are cost-effective and responsive to existing and future transit demand.*

Policy C-51 *Promote the use of public transit through development conditions such as requiring park-and-ride lots, bus turnouts and passenger shelters along major streets.*

Policy C-53 *Support the expansion of intercity rail passenger services, such as the Capitol Corridor, and implementation of regional rail passenger services.*

Policy C-54 *Support the study of developing rail passenger services within the Highway 65 corridor.*

As identified above, the City of Rocklin works with transit providers to plan, fund, and implement additional transit services. These ongoing efforts will help to ensure that there will not be a conflict with adopted policies, plans, or programs supporting alternative transportation. Therefore, impacts to transit service are considered **less than significant**.

As discussed in Section 3.0, Project Description, and under Impact 4.1.1 above, the project includes the Sixth Amendment to the Redevelopment Plan and the CAP, both of which would be consistent with the proposed General Plan Update and with the development assumptions analyzed throughout this DEIR. As these project components would not result in land use activities, growth, or increased traffic beyond what is identified in the General Plan Update, they would not result in impacts to transit services beyond what is analyzed for the General Plan Update. The CAP transportation reduction measures include measures to further promote the use of transit (CAP reduction measures 12, 13, 21, and 22). Impacts would be **less than significant**.

Mitigation Measures

None required.

Impacts to Bicycle and Pedestrian Facilities

Impact 4.4.9 Implementation of buildout of the proposed project would result in increased demand for bicycle and pedestrian facilities, which could conflict with adopted policies, plans, or programs supporting alternative transportation. However, the proposed General Plan Update's mitigating policies and associated action steps ensure the impact would be less than significant. Therefore, this impact is considered **less than significant**.

The proposed General Plan Update would generate a demand for additional safe and convenient bicycle facilities. The General Plan Update Circulation Element includes policies that would address the demand for additional bicycle and pedestrian facilities.

Proposed General Plan Update Policies That Provide Mitigation

The following proposed General Plan Update policies address pedestrian and bicycle facilities impacts:

Policy C-55 *Require Class II bike lanes in the design and construction of major new streets and to establish bike lanes on those City streets wide enough to accommodate bicycles safely.*

Policy C-56 *Improve bicyclist and pedestrian safety through such methods as signage, lighting, traffic controls, and crosswalks.*

Policy C-57 *Maintain the Rocklin Bikeway Diagram and update it as necessary with the approval of major new developments and/or general plan amendments not considered in the adopted Diagram.*

Policy C-58 *Coordinate the development of regional bikeway and NEV links with adjacent jurisdictions.*

Policy C-59 *Promote pedestrian convenience and recreational opportunities through development conditions requiring sidewalks, walking paths, or hiking trails connecting various land uses including residential areas, commercial areas, schools, parks, employment centers and open space.*

Continued implementation of the City's policies to address the demand for additional bicycle and pedestrian facilities within Rocklin should mitigate any potential impacts. Therefore, impacts to bicycle and pedestrian facilities are considered **less than significant**.

As discussed in Section 3.0, Project Description, and under Impact 4.1.1 above, the project includes the Sixth Amendment to the Redevelopment Plan and the CAP, both of which would be consistent with the proposed General Plan Update and with the development assumptions analyzed throughout this DEIR. As these project components would not result in land use activities, growth, or increased traffic beyond what is identified in the General Plan Update, they would not result in impacts to bicycle and pedestrian facilities beyond what is analyzed for the General Plan Update. The CAP transportation reduction measures include measures to further promote bicycle and pedestrian use (CAP reduction measures 13, 17, 18, 19, 20, and 21). Impacts would be **less than significant**.

Mitigation Measures

None required.

At-Grade Railway Conflicts

Impact 4.4.10 Implementation of the proposed project would result in an increase in traffic volumes as well as potential increases in pedestrians and bicycle users that could substantially increase hazards due to design features or incompatible uses. This is considered a **less than significant** impact based on proposed General Plan Update Policy C-33.

The implementation of the proposed General Plan Update would increase the amount of vehicle and non-vehicle traffic and the number of potential conflicts with at-grade railway

crossings of the Union Pacific railroad line through the city. Current public at-grade crossings include Delmar Avenue, Americana Way, Midas Avenue, Rocklin Road, and Farron Street. Modern construction design standards such as double arm gates and grade-separated crossings would reduce the number of potential conflicts. The rail crossing gates are actuated and remain down as long as necessary to allow trains to pass. Where applicable, the rail crossing gates are coordinated with the roadway intersection signalization, which provides sufficient clearance times to clear the intersection as well as the railroad tracks before the crossing gates close.

Proposed General Plan Update Policies That Provide Mitigation

The following proposed General Plan policies would assist in avoiding or minimizing at-grade railway crossing impacts:

> *Policy C-33* *Seek safety and circulation improvements to existing railroad crossings and construction of new grade separated crossings or undercrossings where appropriate and feasible.*

Implementation of the above policy would help to ensure that at-grade railroad crossing safety is adequately addressed and mitigated as part of subsequent project evaluation. Thus, this impact is **less than significant**.

As discussed in Section 3.0, Project Description, and under Impact 4.1.1 above, the project includes the Sixth Amendment to the Redevelopment Plan and the CAP, both of which would be consistent with the proposed General Plan Update and with the development assumptions analyzed throughout this DEIR. As these project components would not result in land use activities, growth, or increased traffic beyond what is identified in the General Plan Update, they would not result in impacts related to at-grade railway conflicts beyond what is analyzed for the General Plan Update. Impacts would be **less than significant**.

Mitigation Measures

None required.

REFERENCES

California Department of Transportation (Caltrans). 2004. Construction Manual, Chapter 9, Section 1 "Construction Contract Administration for Projects Funded by Others."

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