

C. Circulation Element

C. CIRCULATION ELEMENT

INTRODUCTION

The Circulation Element provides a description of streets and roads, highways, transit services, bicycle/pedestrian facilities, and other transportation services and facilities within the City and the planning area. This Element provides a plan for the future transportation, transit and bicycle/pedestrian services and facilities necessary to accommodate and serve the development of the City envisioned in the Land Use Element.

The City of Rocklin was incorporated in 1893, and was founded in the 1860s. A city that has been in existence for over 100 years has older areas that do not lend themselves to conventional roadway improvements or solutions such as road widening. In addition to the cost of acquiring right-of-way in older areas, road widening can adversely affect the developed fabric of the community and irreversibly impact its appearance and historic resources. In these areas, creative solutions to roadway congestion must be sought, such as one way streets, traffic calming measures, roundabouts, or modified improvement standards. It is also recognized that a certain amount of congestion and slowing of traffic must be accepted in these areas, and indeed can contribute to the charm or ambience of older areas of the community.

Pursuant to Government Code Section 65302(b)(2)(A) and (B), the City has embraced the concept of establishing “Complete Streets”, as well as, off-street bicycle and pedestrian trails, to the extent feasible. This commitment is expressed through goals and policies within various elements of the General Plan.

Complete streets are defined by the California Department of Transportation (Caltrans) as, “A transportation facility that is planned, designed, operated and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit, vehicles, truckers, and motorists, appropriate to the function and context of the facility. Complete street concepts apply to rural, suburban, and urban areas.”

Complete streets in a urban or suburban setting are considered to not only safely accommodate all modes of transportation, but they include landscaping and other amenities designed to improve the experience of all users, while providing direct access to goods, services, schools, parks, and other desirable destinations within the City. Additional potential benefits of a multimodal transportation network include offering solutions to roadway traffic conditions, the promotion of healthy active lifestyles for residents and greenhouse gas emission reductions.

Policies contained in the Land Use, Circulation, and Open Space, Conservation and Recreation Element articulate the City’s intent to implement the Complete Streets concept, by focusing on activities and efforts, including, but not limited to:

- Encouraging mixed land use patterns and pedestrian oriented streetscapes, particularly within the Rocklin Downtown Area. Mixed uses will also be considered in other appropriate locations in the City along major transportation corridors.

- Planning and providing accommodations for bicycles, pedestrians and Neighborhood Electric Vehicles (NEV) and other amenities on new streets or while upgrading existing streets, as funding and physical limitations permit.
- Evaluating opportunities to improve or provide for non-vehicular facilities and connections when modifications to existing streets, interchanges and over or under crossings are considered.
- Continuing to implement appropriate City street standards as new development is considered and approved.
- Continuing to implement the “Safe Routes to Schools” program in older sections of Rocklin where sidewalks do not currently exist.
- Continuing to implement development of the City’s urban forest, particularly along street rights-of-way.
- Continuing to provide for fixed route transit and dial-a-ride services within the community through contracts with Placer County Transit (PCT) or other providers.
- Pursuing grants and other sources of funding for roadway, bicycle, pedestrian and NEV improvements.
- Maintaining and periodically updating the City’s Bikeway Diagram, as well as, implementing planned bicycle improvements through both development and roadway projects.
- Applying land use patterns within the Community which will provide employment opportunities for residents and potentially reduce vehicle miles traveled (VMT) through and outside of Rocklin.
- Emphasizing the need for non-vehicular connections and amenities within new commercial development and between residential neighborhoods and commercial uses.
- Requiring that amenities such as bicycle parking be incorporated into new non-residential development proposals.

In the broader picture, traffic issues in the City of Rocklin cannot be isolated from the larger south Placer region of which it is a part. The City of Rocklin is virtually surrounded by other cities. Traffic to and from the cities of Roseville, Lincoln, and the Town of Loomis, all which Rocklin shares a boundary with, affects roadway volumes and Level of Service in Rocklin, and must be factored into traffic forecasts and future transportation system improvements. Traffic from Interstate 80 and State Route 65 must similarly be considered. The goals and policies of the Circulation Element also address these regional traffic issues.

The goals and policies are grouped by transportation mode: roadways, transit, and bikes/trails/NEV's.

In addition to the goals and policies, the following diagrams are a part of the Circulation Element:

- Functional Classification System
- Bikeway Diagram
- 2030 Road Improvements

The State General Plan Guidelines provide that the Circulation Element should also address the circulation of energy, water, sewage, storm drainage, and communications. In the Rocklin General Plan, those topics are addressed in the Public Services and Facilities Element.

This Section describes the existing transportation system, services and facilities within the City of Rocklin and the planning area, including streets and highways, transit services and bikeways.

STREETS AND HIGHWAYS

The Circulation Element classifies roadways according to the following hierarchy:

- State/Interstate Highway
- Arterial
- Collector
- Local

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

Interstate Route 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 both 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-lane 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 through 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, 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 three to two lane transition in the westbound 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. It 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. East and west of the city it 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-lane 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 runs 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. The facility is

four lanes 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 North West Rocklin (i.e., Whitney Ranch Parkway). West Oaks Boulevard ranges from two to four lanes between Lonetree Boulevard and Sunset Boulevard and is four lanes from Sunset Boulevard to its current terminus near Holly Drive. The segment that will be constructed from its current terminus into North West 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 where it becomes East Lincoln Parkway. This facility is currently four lanes and provides access to the newer Whitney Ranch development.

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 and portions have not yet been built. 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.

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 out to four lanes at its intersections with Park Drive and Sierra College Boulevard.

Figure 4-6 displays existing average daily traffic volumes on a number of major roadways in the planning area.

Existing Levels of Service

Level of Service (LOS) is a term that describes the operating performance of an intersection or roadway. LOS is measured quantitatively and reported on a scale from “A” to “F,” with LOS “A” representing the best performance and LOS “F” the worst. Table 4-7 relates the LOS letter designation to a general description of traffic operations.

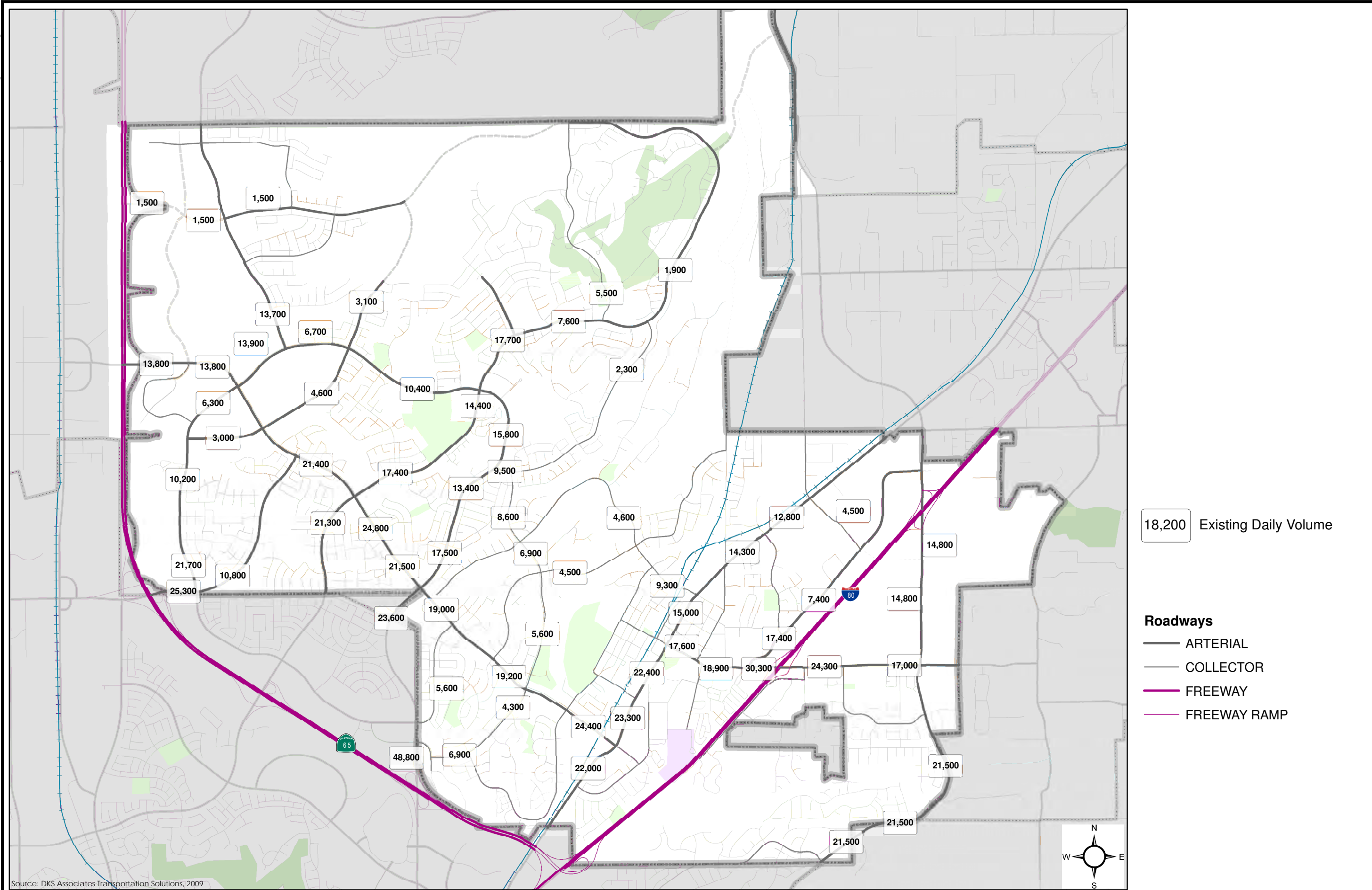


Table 4-7 Intersection Level of Service Description			
Level of Service	Description ¹	Signalized Intersections (Volume-to-Capacity Ratio)	Unsignalized Intersections (Average Delay Per Vehicle)
A	Represents free flow. Individual users are virtually unaffected by others in the traffic stream.	≤ 0.60	≤ 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 – 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	15.1 – 25.0 sec/veh
D	Represents high-density, but stable flow.	0.81-0.90	25.1 – 35.0 sec/veh
E	Represents operating conditions at or near the capacity level.	0.91-1.00	35.1 – 50.0 sec/veh
F	Represents forced or breakdown flow.	>1.00	> 50 sec/veh

¹ Average conditions over the course of the peak hour.
Source: *Highway Capacity Manual – Special Report 209* (Transportation Research Board, 1994) and *Interim Materials on Highway Capacity - Circular 212* (Transportation Research Board, 1980).

The City of Rocklin has typically utilized the *Interim Materials on Highway Capacity - 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. However, with this 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 are approximately 5 percent higher than the published Circular 212 capacities. This methodology determines the Level of Service by comparing the volume-to-capacity (v/c) ratio of critical intersection movements to the thresholds shown in Table 4-7. Unsignalized intersections, signalized intersections at State highway interchanges, and intersections within the Town of Loomis were analyzed using the methodology described in the Highway Capacity Manual, Special Report 209 (Transportation Research Board, 1994) consistent with the City of Rocklin standards.

Table 4-8 displays the existing p.m. peak hour Level of Service at the major signalized intersections within the City and several just outside of the City. As shown, all intersections in the City currently operate at LOS “C” or better during the p.m. peak hour, with the exception of SR 65/Sunset Boulevard, Whitney Boulevard/Sunset Boulevard, and Sunset Boulevard/Park Drive. The p.m. peak hour was used (rather than the a.m. peak hour) because traffic volumes at most of the City’s signalized intersections are highest during the PM peak hour (generally between 4:30 PM and 5:30 PM) on an average weekday.

Table 4-8 P.M. Peak Hour Intersection Level of Service - Existing Conditions				
Intersection		Control	Volume-to-Capacity Ratio or Average Delay	Level of Service
SR 65 SB/ Washington	Blue Oaks Boulevard	Traffic Signal	24.4	C
SR 65 NB Ramps	Blue Oaks Boulevard	Traffic Signal	7.3	A
Pacific Street	East Midas Avenue	Traffic Signal	0.50	A
Pacific Street	Rocklin Road	Traffic Signal	0.69	B
Wyckford Boulevard	Park Drive	Traffic Signal	0.32	A
Pleasant Grove Boulevard	Fairway Drive	Traffic Signal	0.68	B
Pleasant Grove Boulevard	NB SR 65 Ramps	Traffic Signal	27.2	C
Pleasant Grove Boulevard	SB SR 65 Ramps	Traffic Signal	19.8	B
80 EB ramps	Rocklin Road	Traffic Signal	26.1	C
80 WB Ramps	Rocklin Road	Traffic Signal	21.8	C
Granite Drive	Rocklin Road	Traffic Signal	0.63	B
Sierra College Boulevard	Granite Drive	Traffic Signal	0.56	A
Sierra College Boulevard	Rocklin Road	Traffic Signal	0.61	B
Stanford Ranch Road	Fairway Drive	Traffic Signal	0.60	B
Stanford Ranch Road	Five Star Boulevard	Traffic Signal	0.59	A
Stanford Ranch Road	SR 65 NB Ramps	Traffic Signal	26.6	C
Galleria Boulevard	SR 65 SB Ramps	Traffic Signal	34.1	C
Park Drive	Stanford Ranch Rd	Traffic Signal	0.57	A
SR 65	Sunset Boulevard	Traffic Signal	39.4	D
Atherton Drive	Sunset Boulevard	Traffic Signal	0.34	A
Pacific Street	Sunset Boulevard	Traffic Signal	0.64	B
Stanford Ranch Road	Sunset Boulevard	Traffic Signal	0.79	C
West Stanford Ranch	Sunset Boulevard	Traffic Signal	0.47	A
Whitney Boulevard	Sunset Boulevard	Traffic Signal	0.81	D
Sunset Boulevard	Park Drive	Traffic Signal	0.87	D
Sunset Boulevard	West Oaks Boulevard	Traffic Signal	0.35	A
Wildcat Boulevard	West Stanford Ranch Road	Traffic Signal	0.46	A
West Oaks Boulevard	Stanford Ranch Road	Traffic Signal	0.23	A
Note: Levels of Service are based on traffic counts conducted in Spring 2008. Source: DKS Associates, 2009.				

Regional Improvement Plans

The Placer County Transportation Planning Agency (PCTPA) has been designated in state law as the Regional Transportation Planning Agency for Placer County. PCTPA is also the County's Congestion Management Agency (CMA), a statutorily designated member of the Capitol Corridor Joint Powers Authority (CCJPA) and the airport land use planning body and hearing board for Lincoln, Auburn and Blue Canyon Airports. As part of their Joint Powers Agreement, PCTPA is the designated administrator for the South Placer Regional Transportation Authority

(SPRTA). Under an agreement with the Sacramento Area Council of Governments (SACOG), PCTPA also represents Placer jurisdictions in federal planning and programming issues. As a Regional Transportation Planning Agency (RTPA) with an urbanized population of over 50,000, PCTPA is responsible for preparing a Regional Transportation Plan (RTP) and Regional Transportation Improvement Plan (RTIP).

SACOG, the Metropolitan Planning Organization (MPO) for this six-county region, is responsible for preparing the federal Metropolitan Transportation Plan (MTP) every three years. Placer County and its cities, including Rocklin, contribute to this planning process through the PCTPA under an agreement with SACOG. PCTPA submits the state mandated RTP to SACOG for inclusion in the federal Metropolitan Transportation Plan. Pursuant to the agreement with SACOG, PCTPA receives a “fair share” allocation of both federal urbanized Surface Transportation Program (STP) funds and Congestion Air Quality Mitigation Improvement Program funds. PCTPA nominates projects for these funds, and SACOG has agreed to select these nominated projects unless they fail to meet a federal requirement. SACOG cannot add projects to the PCTPA nominations. Realistic funding sources must be shown to implement the projects in the MTP.

The “Bizz Johnson” Highway 65 Interchange Joint Powers Authority (JPA) was created in 1990 by the City of Rocklin, the City of Roseville, and the County of Placer to finance and construct four interchanges on Highway 65: at Stanford Ranch Road, Pleasant Grove Boulevard, Blue Oaks Boulevard and Sunset Boulevard. To date, all four of these interchanges have been constructed. The Authority has been working to finance the freeway interchanges with benefit assessments (traffic impact fees), developer fees, and State and Federal highway funds. The benefit area for traffic impact fees covers all of the cities of Rocklin and Roseville plus the Sunset Industrial Plan Area in unincorporated Placer County.

The South Placer Regional Transportation Authority (SPRTA) is a Joint Powers Authority (JPA) comprised of the Cities of Lincoln, Rocklin, Roseville and the County of Placer. The Authority was formed for the purpose of implementing a Regional Transportation and Air Quality Mitigation Fee to fund specified regional transportation projects. The following projects are currently being funded with SPRTA fees:

- Placer Parkway
- Sierra College Boulevard Widening
- Lincoln Bypass (State Route 65)
- I-80 / Douglas Boulevard Interchange
- State Route 65 Widening
- I-80 / Rocklin Road Interchange
- Auburn-Folsom Road Widening
- Transit Projects

Federal and State Transportation Improvement Programs

The State Transportation Improvement Program (STIP) includes the programming of funds from the State of California Highway Account for projects to increase the capacity of the transportation system. The STIP is a five-year capital improvement program, renewed every two years. Projects in the STIP may include projects on State highways, local roads, intercity rail, or public transit systems. The Regional Transportation Planning Agencies (RTPAs) propose 75% of STIP funding for regional transportation projects in their Regional Transportation Improvement Programs (RTIPs). The California Department of Transportation (Caltrans) proposes 25% of STIP funding for interregional transportation projects in the Interregional Transportation Improvement Program (ITIP). As noted previously, the Placer County Transportation Planning Agency (PCTPA) is the RTPA for Placer County.

The State Highway Operation and Protection Program (SHOPP) is a four-year programming document that includes projects designed to maintain the safety and integrity of the State highway system. It does not include projects to add through lanes to increase capacity. Most of the projects are for pavement rehabilitation, bridge rehabilitation, and traffic safety improvements. Other projects may include such things as operational improvements (e.g., traffic signalization) and roadside rest areas.

Each of California's fifteen Metropolitan Planning Organizations (MPOs) prepares a Federal Transportation Improvement Program (FTIP) incorporating all highway and transit projects funded with federal funds or of regional significance. SACOG is the Metropolitan Planning Organization for six regional counties - El Dorado, Placer, Sacramento, Sutter, Yolo and Yuba - and the 19 member cities, including Rocklin. The previously mentioned agreement with SACOG integrates the PCTPA Regional Transportation Plan (RTP) within the SACOG process. PCTPA receives a "fair share" allocation of both Federal urbanized Surface Transportation (STP) funds and Congestion Air Quality Mitigation Improvement Program funds (CMAQ). PCTPA nominates projects for these funds, and SACOG has agreed to select these nominated projects unless they fail to meet a federal requirement. SACOG cannot add projects to the PCTPA nominations.

EXISTING PUBLIC TRANSIT SERVICES

Transit

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, Highway 65 corridor area into Lincoln, and the Highway 49 corridor. Some of the rural 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-quarter 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 Louis Lane near Auburn Boulevard and 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 7 runs a day in each direction. 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 a dial-a-ride program in Granite Bay. The dial-a-ride also serves the portion of Roseville along the State Route 65 corridor adjacent to Rocklin.

Placer County also coordinates a commuter vanpool program serving residents of Placer County. Currently, there are a total of 10 vanpools in operation under this program. The vans are leased from a private provider and are driven by one of the vanpool participants. Placer County provides a subsidy for approximately half of the cost of this program.

The Capitol Corridor Intercity Train Service provides passenger rail service between Auburn and San Jose daily. There are three stations in Placer County: Auburn, Rocklin and Roseville. There are currently 9 runs per day in each direction, but only 1 run in each direction from Auburn to Oakland that serves Rocklin. There are 4 runs in each direction from Sacramento to Oakland and 4 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.

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 main line splits into two separate lines. The line which 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 (6) public railroad crossings in the planning area. Only one crossing, at Sunset Boulevard, is grade separated. However, the City has conducted a study which looked at the feasibility of constructing a railroad undercrossing or an overcrossing at Midas Avenue. Both options are considered viable depending upon 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).

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. Rocklin is served by the Amtrak Corridor service. Passenger service is available both westbound and eastbound from Rocklin to Sacramento and the San Francisco Bay area metro services.

Existing Bicycle Facilities

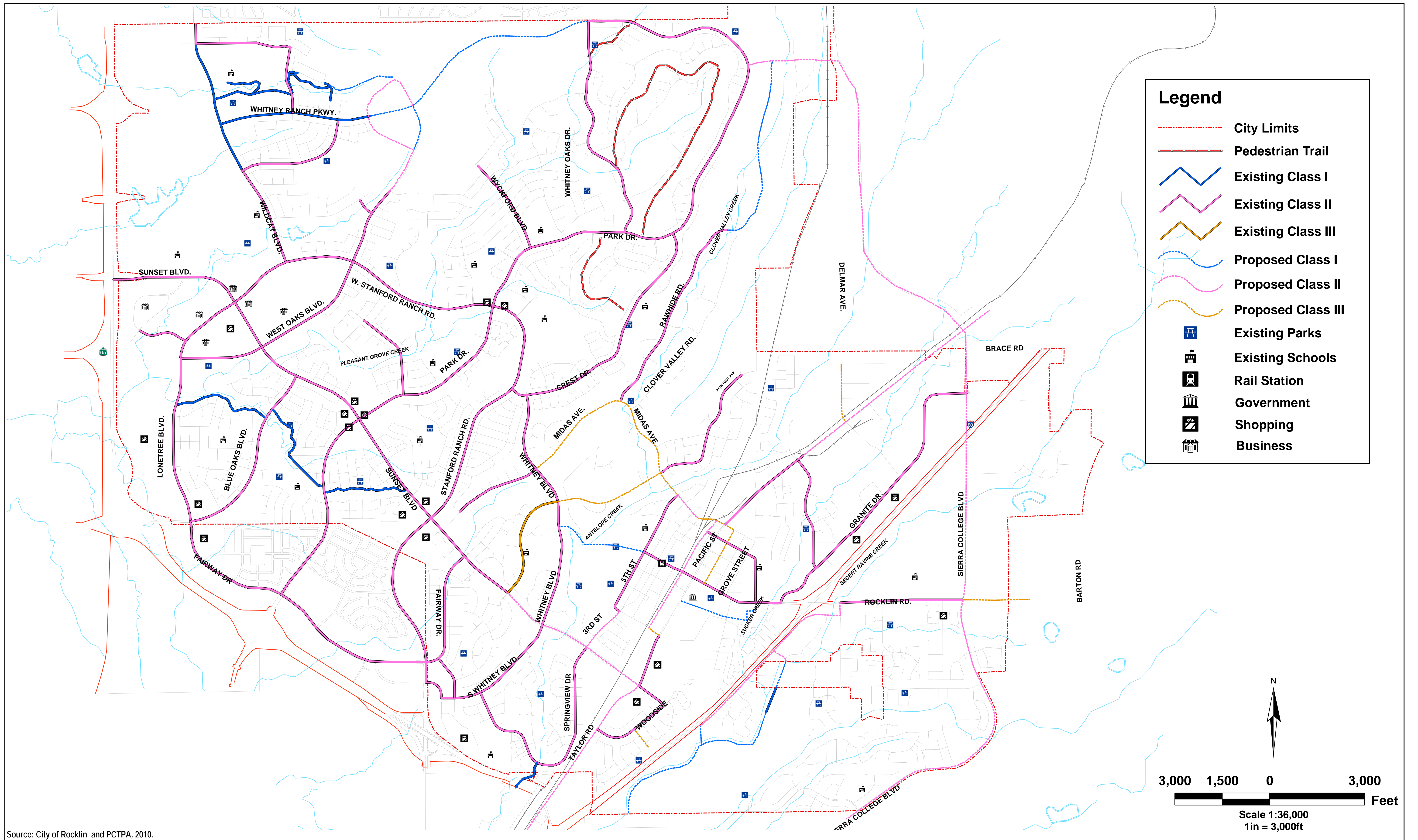
Bikeways are defined by the State of California Street and Highways Code as follows:

- **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 4-7), 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)
- Argonaut Avenue (partial)
- West Stanford Ranch Road
- Lonetree Boulevard
- Granite Drive
- Fairway Drive
- Whitney Boulevard
- Wildcat Boulevard
- Scarborough Drive
- Sierra College Boulevard from Rocklin Road to the southern city limits
- Sierra Meadows Drive
- Rawhide Road
- Woodside Drive
- Springview Drive
- West Oaks Boulevard
- Blue Oaks Boulevard
- Crest Drive
- Park Drive
- Fifth Street
- Meyers Street
- Wyckford Boulevard
- Farrier Road

Class I bikeways currently exist in the open space areas within Sunset West, portions of Whitney Ranch in North West 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.



Source: City of Rocklin and PCTPA, 2010.

CITY OF ROCKLIN
Bikeway Diagram

Figure 4-7

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 the Rocklin 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 proposed 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.

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.

FUNCTIONAL CLASSIFICATIONS

The objective of a functional classification system is to classify streets having similar functions, purposes and importance in the roadway network (e.g., arterial, collector, and local streets).

Roadways have two functions, which are incompatible from a design standpoint: to provide mobility and to provide land access. High and constant speeds are desirable for mobility, while low speeds are more desirable for land access. A functional classification system provides a functional specialization of meeting the access and mobility requirements of the roadways. Local streets emphasize the land access function, arterials emphasize a high level of mobility for through movement, and collectors offer a more balanced service for both functions.

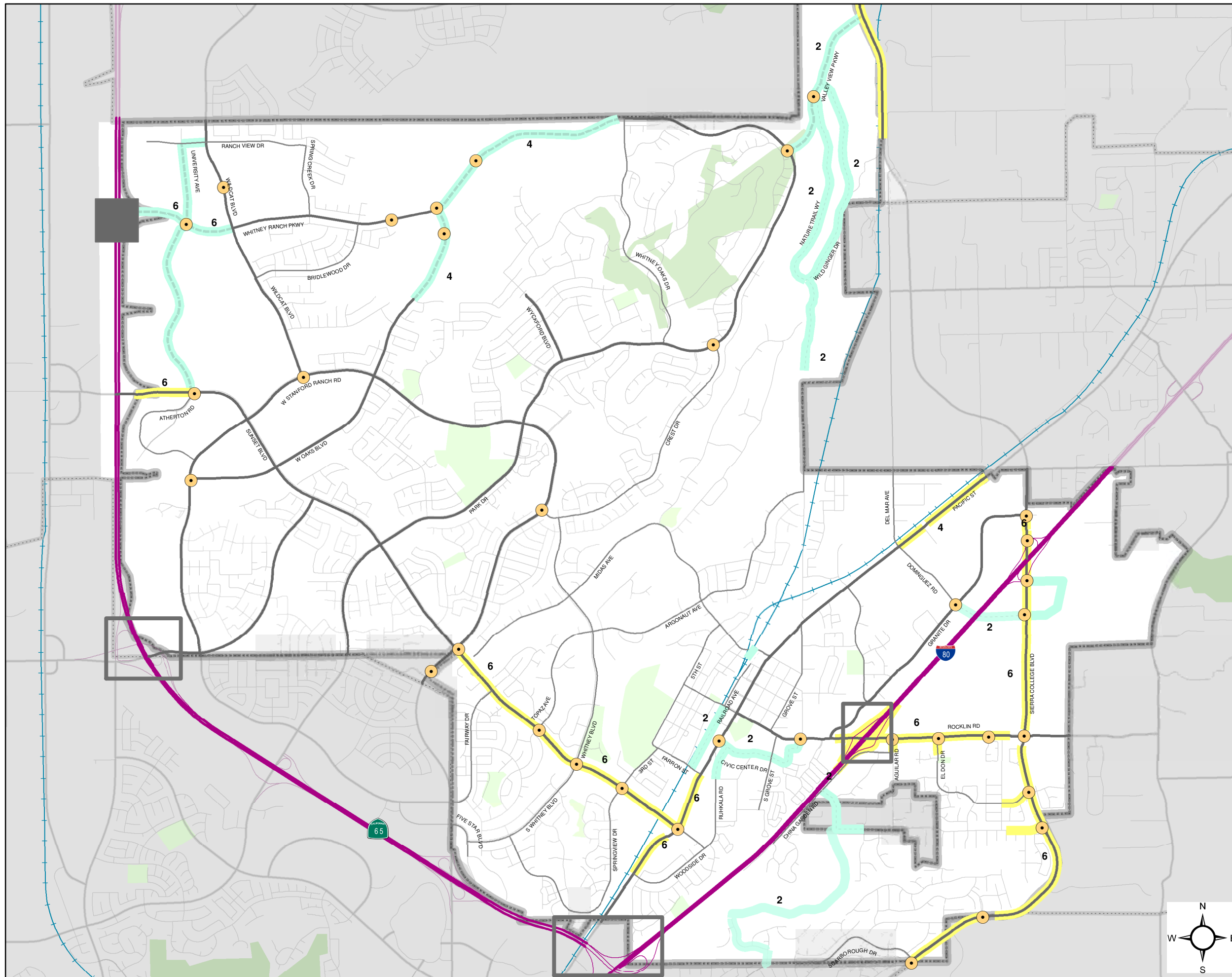
The existing street network in the City of Rocklin is a product of both roadways that have provided access to the older portions of the City for decades and roadways that were designed to serve developing areas.

The functional classification system in the Circulation Element has been updated to reflect recently approved developments. The revised system is shown in Figure 4-8. The functional classification system allows the development of distinct standards for each street class. Standards for right-of-way preservation and roadway cross-section are established, as well as a policy for access control and design speed.

Arterial streets carry heavy traffic volumes, and vehicles normally travel further on arterial streets than they do on collector, minor collector and local streets. Driveway access to individual residential properties is generally prohibited due to typical speeds and volumes. On the other hand, local streets should be designed to discourage high speeds and facilitate property access.

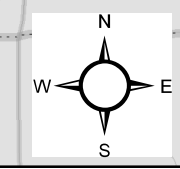
Collectors function as a transition between arterials and other streets at lower levels within the classification system. Collectors accommodate some direct property access; however, this is kept to a minimum to reduce conflicts to the extent possible. The design speed of a collector is also lower than what would be experienced on an arterial.

In addition to the citywide street system presented in Figure 4-8, the Rocklin Civic Center Plan added a proposed East-West Drive (now referred to as Civic Center Drive) as a collector street, changed the delineation of Ruhkala Road and altered the alignment of Winding Way. Figure 4-2 depicts the specific circulation plan in the Civic Center Area as modified by the recently developed Downtown Plan concept which shows Civic Center Drive aligning with Oakview Drive in the east before it turns northerly toward Rocklin Road.



**Roadways
Facility Type**

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



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Figure 4-8
Functional Classification Diagram: City of Rocklin

LEVEL OF SERVICE

While a primary goal of the City's Circulation Element is "to create a balanced and coordinated transportation system which utilizes all transportation modes efficiently and promotes sound land use," the City recognizes that automobiles are and will continue to be the primary transportation mode for the City's residents and employees. To that end, the City must strive to provide adequate roadway capacity so that its system of roadways operates free of excessive traffic congestion and delay. The operational performance of the City's roadway system is expressed using "Levels of Service" which generally describe traffic operations as perceived by the motorist. There are six Levels of Service (LOS) ranging from "A" through "F", with LOS "A" representing the best range of operating conditions (high speeds and low delay) and LOS "F" representing the worst (low speeds and high delay). Level of Service definitions at signalized and unsignalized intersections are described in Table 4-7.

The Level of Service policy in the 1991 General Plan was as follows:

To maintain a minimum traffic Level of Service "C" for all streets and intersections, except for intersections located within ½ mile from direct access to an interstate freeway where a Level of Service "D" will be acceptable. Exceptions may be made for peak hour traffic where not all movements exceed the acceptable Level of Service.

The Level of Service of the City's arterial and collector roadway system is primarily determined by the capacity and operations of its signalized intersections. Traffic volumes at most of the City's signalized intersections are highest during the PM peak hour (generally between 4:30 PM and 5:30 PM) on an average weekday. Therefore, the revised Level of Service policy in this Circulation Element focuses on the operations of signalized intersections during the weekday PM peak hour. Intersection Levels of Service for signalized intersections within the City (with the exception of signalized intersections at State highway interchanges) shall be evaluated using the Transportation Research Board (TRB) Circular 212 (critical movement) method, with modified capacities.

The City's Capital Improvement Program (CIP) defines the roadway and intersection improvements needed to maintain the adopted Level of Service policy. Traffic volumes and Levels of Service are estimated for future travel conditions using forecasted development levels of the General Plan.

The City recognizes 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. While it is still the City policy to maintain a minimum traffic Level of Service "C" for its signalized intersections, it has redefined the exceptions to that policy in this Circulation Element.

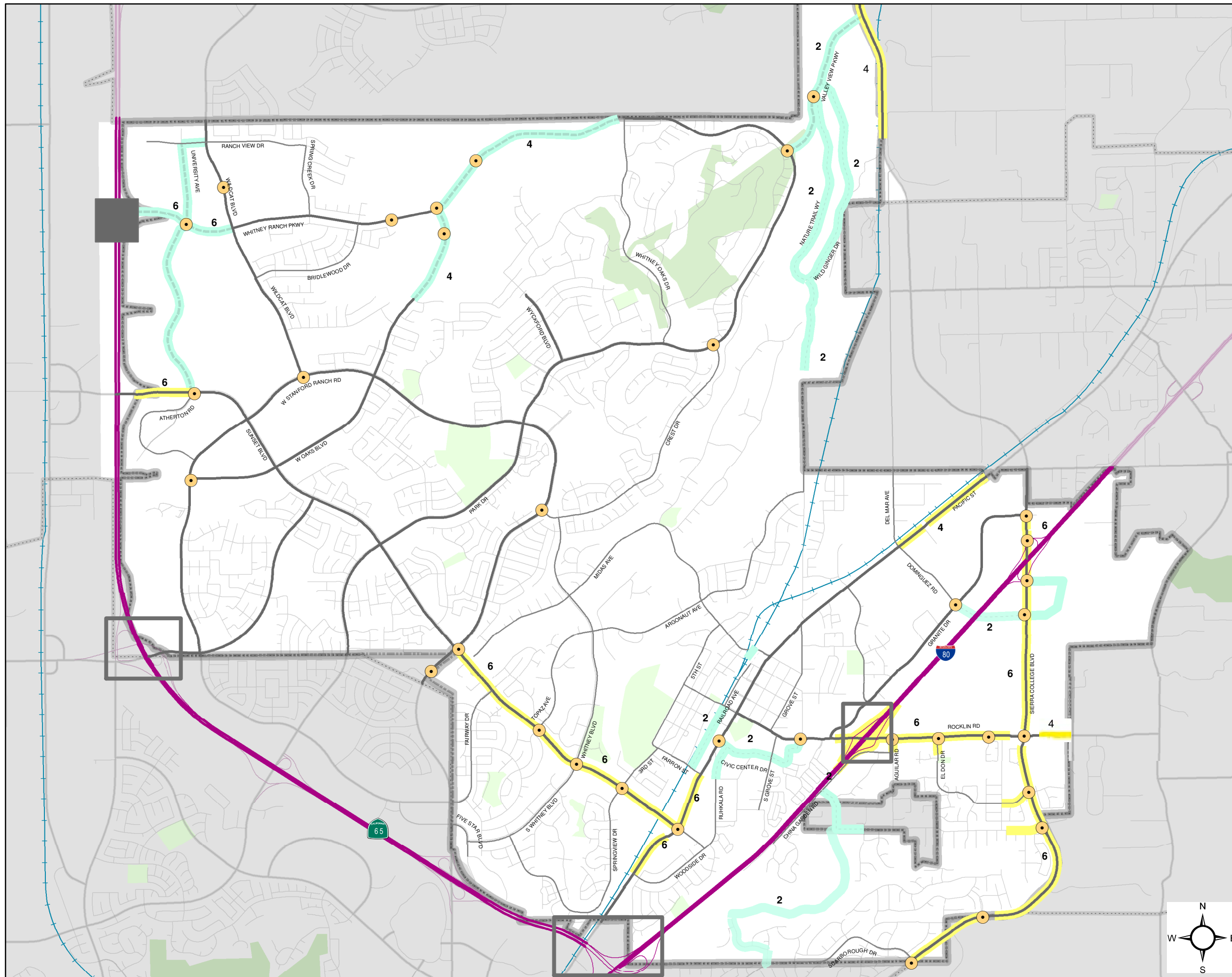
GENERAL PLAN ROADWAY SYSTEM

The City regularly monitors traffic on City streets to include in the City's Capital Improvement Plan those improvements needed to maintain an acceptable level of service through the use of traffic fees and other financing mechanisms. Table 4-9 outlines the functional classification system and shows the existing (2008) and required 2025 travel lanes under the current CIP. Figure 4-9 illustrates the roadway improvements needed to support projected 2030 development levels under this Circulation Element.

The City's CIP was most recently updated in 2004 and 2007. A previous update was conducted in conjunction with the North Rocklin Circulation Study and the resulting North Rocklin Circulation Element Amendment (GPA-93-03). That amendment consisted of two parts: the Base Circulation Element for the year 2020 and the Long-Range Planning Options. The amendment stated that the Long-Range Planning Options were included "to allow the City of Rocklin the flexibility to consider future densities in its planning reserves as well as allowing for possible roadways that may be needed beyond the year 2020 horizon."

Some of those Long-Range Planning Options are part of the North West Rocklin Annexation Area, including the extensions of Whitney Ranch Parkway and Wildcat Boulevard, and thus have been included in the list of projects in the City's 2025 traffic fee program. Yet, like the North Rocklin Circulation Element Amendment, this Circulation Element recognizes that the City of Rocklin still needs the flexibility to allow for possible roadways that may be needed beyond that horizon. Therefore, Figure 4-9 and Table 4-9 show some "post- 2025" roadway extensions and widenings. Rights-of-way for these Post- 2025 Improvements, as well as actual construction of some of the improvements, could be required prior to 2025 depending on the pace of development. Therefore, these improvements will be addressed in the CIP.

Extensions of Rocklin Road (from 5th Street to Whitney Boulevard) and Argonaut Avenue (to Delmar Avenue) were included in the 1991 General Plan and North Rocklin Circulation Element Amendment because they would (1) reduce traffic on Midas Avenue; (2) limit congestion at the Sunset Boulevard/Pacific Street intersection, and (3) improve emergency vehicle access. However, due to concerns about the location, difficulties and high costs associated with construction, as well as the impacts these extensions might have, they have been eliminated from the General Plan roadway system as part of the 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

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Figure 4-9

Table 4-9 Functional Classifications and Travel Lanes				
Roadway	Segment	Travel Lanes		
		2008	2025 CIP	Post- 2025
Arterial Roadways				
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 Blvd. to West Stanford Ranch Road	4	4	
Pacific Street	Roseville City limits to Southwest of Sunset Blvd.	4	4	6
	West of Sunset Blvd. to East of Sunset Blvd.	4	6	
	East of Sunset Blvd. 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 Blvd.	2	4	
	East of Sierra College Blvd to I-80 EB 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 Dr to Pacific Street - Includes on-street parking in Downtown Plan Area	4	4	
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 Rd. to Stanford Ranch Road	6	6	
	Stanford Ranch Road to Pacific Street	4	6	
University Avenue	Sunset Boulevard to West Ranch View	NA	4	
Valley View Parkway	Park Drive to 500 feet east of Park Drive	NA	4	
	500 feet east of Park Drive to 500 feet west of Sierra College Boulevard	NA	2	
	500 feet west of Sierra College Boulevard to Sierra College Boulevard	NA	4	
West Oaks Boulevard	Lonetree Boulevard to Sunset Boulevard	2	2	
	Sunset Boulevard to current terminus	4	4	
	Current terminus to Whitney Ranch Parkway	NA	4	
West Stanford Ranch Road	Stanford Ranch Road to Sunset Boulevard	6	6	
Whitney Ranch Parkway	SR 65 to East of Wildcat Boulevard	NA	6	
	East of Wildcat Boulevard to Whitney Oaks Drive	NA	4	
Wildcat Boulevard	West Stanford Ranch Road to current terminus	4 to 2	4	
	Current terminus to Lincoln City limits	2	4	
Argonaut Avenue	Midas Avenue to current terminus	2	2	

Table 4-9 Functional Classifications and Travel Lanes				
Roadway	Segment	Travel Lanes		
		2008	2025 CIP	Post- 2025
Collector Roadways				
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	NA	2	
Crest Drive	All	2	2	
Delmar Avenue	All	2	2	
Dominguez Road	Extension from Granite Dr to Sierra College Blvd	NA	2	
	East of Sierra College Boulevard	NA	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	NA	2	
Nature Trail Way	All	N/A	2	
Grove Street	All	2	2	
Railroad Avenue	Farron Street to Midas Avenue – Includes on street parking in Downtown Plan Area	N/A	2	
Ranch View Drive	All	2	2	
Rocklin Road	Pacific Street to West of Pacific Street	4	4	
	West of Pacific Street to 5 th Street	2	2	
Ruhkala Road	Woodside to Civic Center Drive	NA	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	N/A	2	
Woodside Drive	All	2	2	
Wyckford Boulevard	All	2	2	

CIRCULATION ELEMENT GOALS AND POLICIES

GOAL FOR TRANSPORTATION SYSTEM: To create a balanced and coordinated transportation system which utilizes all transportation modes efficiently and promotes sound land use.

Policies for Transportation System

- C-1 Provide for a circulation pattern for regional, community, and neighborhood traffic needs.
- C-2 Coordinate land use and transportation planning to support transit services, NEV facilities and non-motorized transportation.
- C-3 Promote the use of Neighborhood Electric Vehicles (NEV) by providing accommodations (i.e., lane striping and signage) to facilitate the use of these vehicles where feasible within existing and planned rights-of-way.
- C-4 Promote the use of non-motorized transportation by providing a system of bicycle routes and pedestrian ways.
- C-5 Coordinate with public transit providers to meet residents' needs.
- C-6 Encourage non-residential development proposals to incorporate features that promote ridesharing or use of alternative transportation modes.

GOAL FOR CITY AND REGIONAL STREET SYSTEM: To provide a safe and well maintained system of streets that meets community needs.

Policies for City and Regional Street System

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

- 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.
- C-11 Continue to participate 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.
- 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.
- C-13 Consider a variety of funding mechanisms, either independently or with other government agencies, to fund needed regional improvements.
- C-14 Prohibit residential driveways along collector or arterial streets within newly developing residential areas. This policy does not apply to multi-family residential uses, or where past decisions have created existing lots with residential frontages on collector or arterial streets.
- C-15 Reduce the potential for the use of local residential streets as shortcuts for through traffic on streets that are not improved to full City standards.
- C-16 Provide each new elementary school site with a minimum of two full street frontages.
- C-17 Keep truck traffic away from residential areas and streets not structurally designed for truck traffic by designating truck routes.
- C-18 Designate truck routes that can be used for the hauling of hazardous materials.

- C-19 Maintain existing streets in a safe condition and require that new streets be built to City standards.
- C-20 Maintain street design standards for arterials, collectors and local streets.
- C-21 Apply appropriate street design standards for private streets.
- 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.
- C-23 Require street designs where appropriate to connect neighborhoods. These connections allow for vehicular and pedestrian use and for the efficient movement of service and emergency vehicles.
- C-24 Require landscaping and tree planting along major new streets, properties abutting highways/freeways and along existing streets as appropriate.
- C-25 Minimize the impact of road construction on the natural terrain and the character of existing neighborhoods.
- C-26 Minimize the impact of road construction on creek corridors and related floodplain and riparian areas.
- C-27 Design and phase construction of road improvements to minimize disruption to local residents and traffic, to the extent feasible.
- C-28 Design new street alignments to minimize the number of creek crossings and adverse impacts to existing wildlife habitats.
- C-29 Conduct a comprehensive inventory of the vegetative structure of riparian corridors prior to specific siting of new road alignments and creek crossings. This inventory will be used as a factor in the selection of an alignment which minimizes impacts to mature riparian vegetation, while still meeting the alignment or access and engineering requirements of siting the alignment or crossing.
- C-30 Restore streambed and bank contours as near as possible to pre-project conditions following construction of creek crossings.
- C-31 Design road improvements and new road alignments to avoid or minimize disturbance to identified cultural resources, where feasible.

Special Street Improvement Policies

- C-32 Restrict vehicular access to emergency vehicles only from the Clover Valley Community Area onto the existing portions of Clover Valley Road and Rawhide Road within the Mission Hills-Clover Valley Community Area to minimize traffic volume increases on Midas Avenue.
- C-33 Seek improvement to existing railroad crossings and construction of new grade separated crossings or undercrossings where appropriate and feasible.
- C-34 Provide for the extension of Dominguez Road over I-80 as a future improvement to relieve the Sierra College Boulevard/I-80 and Rocklin Road/I-80 interchanges and create access to the southeast quadrant of the Sierra College Boulevard/I-80 interchange.
- C-35 Increase traffic capacity at Rocklin Road and I-80, as traffic conditions require, by widening, overcrossings, or other design features, to allow for more efficient traffic movement and pedestrian and bike facilities.
- C-36 Develop a new east/west road connection between State Route 65 and Sierra College Boulevard. The road shall traverse the Northwest Rocklin area, connect to Park Drive in the northern portion of Whitney Oaks, and extend from Park Drive through Clover Valley to intersect with Sierra College Boulevard.
- C-37 Develop a new north/south road connection between Sunset Boulevard and the new east/west road connection described in Policy C-36.
- C-38 Provide primary vehicular access to future development within the Parcel K planning area of the North West Rocklin General Development Plan by at least two points of access. The access points shall consist of one street that intersects with Wyckford Boulevard and another that connects to the extension of Kali Place. These facilities shall be open non-gated public streets.
- C-39 Prohibit extension of Wyckford Boulevard north of Parcel K into the Whitney Ranch / Sunset Ranchos Planning Area.
- C-40 Provide for the connection of Woodside Drive and Ruhkala Road in the Civic Center area.
- C-41 Create a Civic Center street/drive network south of Rocklin Road that provides access to Pacific Street and South Grove Street.
- C-42 Improve and extend Railroad Avenue between Farron Street and Midas Avenue to provide an alternative north/south route to Pacific Street.
- C-43 Minimize the need to sever existing developed parcels for new roads designed to serve the Southeast Rocklin area.

- C-44 Prohibit an easterly extension of Greenbrae Road that would connect with Southside Ranch Road.
- C-45 Extend Monument Springs Drive southerly across Secret Ravine Creek to developing areas south of Greenbrae Road.
- C-46 Sever Aguilar Road at a time specified by the City of Rocklin. The severing shall occur at or near the Aguilar tributary crossing to preclude through traffic.
- C-47 Design road improvements and new alignments to avoid or minimize encroachments into existing yards on Aguilar Road, Greenbrae Road and Foothills Road by minimizing the use of standard curb, gutter and sidewalks, where appropriate.
- C-48 Acknowledge that new taxes, fees, or assessments to finance the severing of Aguilar Road and the Monument Springs Bridge/extension identified in the policies above shall not be levied upon fully developed parcels that cannot be further subdivided.
- C-49 Encourage use of a free span bridge design over Secret Ravine Creek as the environmentally preferred option whenever feasible, to minimize the fragmenting effects of any bridge crossing on riparian habitat. Pre-cast concrete bridge joists should be used, whenever possible, to avoid prolonged construction and reduce construction disturbances in riparian corridors.

GOAL FOR PUBLIC TRANSPORTATION: To promote a safe and efficient public transit system, utilizing both bus and rail modes, to provide viable non-automotive means of transportation and help reduce traffic congestion.

Policies for Public Transportation

- 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.
- 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.
- C-52 Require landscaping and tree planting along railroad right-of-way and along existing streets as appropriate.
- C-53 Support the expansion of intercity rail passenger services, such as the Capitol Corridor, and implementation of regional rail passenger services.
- C-54 Support the study of developing rail passenger services within the Highway 65 corridor.

GOAL FOR TRAILS, BIKEWAYS, NEIGHBORHOOD ELECTRIC VEHICLES (NEVs) AND PEDESTRIAN WAYS: To provide a safe, comprehensive and integrated system of trails, bikeways, pedestrian ways and accommodations for NEVs that encourage the use of alternative modes for commuting, recreation and other trips.

Policies for Trails, Bikeways, Neighborhood Electric Vehicles (NEVs) and Pedestrian Ways

- 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.
- C-56 Improve bicyclist and pedestrian safety through such methods as signage, lighting, traffic controls, and crosswalks.
- 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.
- C-58 Consult with adjacent jurisdictions regarding the development of regional bikeway and NEV links.
- 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.
- C-60 Consider NEV routes in the design and construction of major new streets and consider the establishment of NEV routes on existing City streets wide enough to accommodate NEV lanes.

CIRCULATION ACTION PLAN

Please refer to Chapter II, Summary of Goals and Policies and Action Plans, for the Circulation Element Action Plan.