
4.4 TRANSPORTATION AND CIRCULATION

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INTRODUCTION

This section describes the existing and future transportation and circulation network serving the Clover Valley project area. Transportation impacts resulting from the anticipated development of the proposed Clover Valley project are identified. Information presented in this section is drawn from a report prepared by transportation consultants DKS Associates¹ (see Appendix D of this Draft EIR). In addition, this section utilizes other more recent traffic data, including those presented in the Granite Lakes Estates EIR, and the Northwest Rocklin Annexation Sunset Ranchos EIR, in order to update the anticipated future traffic conditions along Sierra College Boulevard. This section also describes the South Placer Regional Transportation Authority (SPRTA) and the relationship to the Clover Valley project. Pertinent comments received in response to the Notice of Preparation (NOP) for the proposed project have been considered in this analysis.

ENVIRONMENTAL SETTING

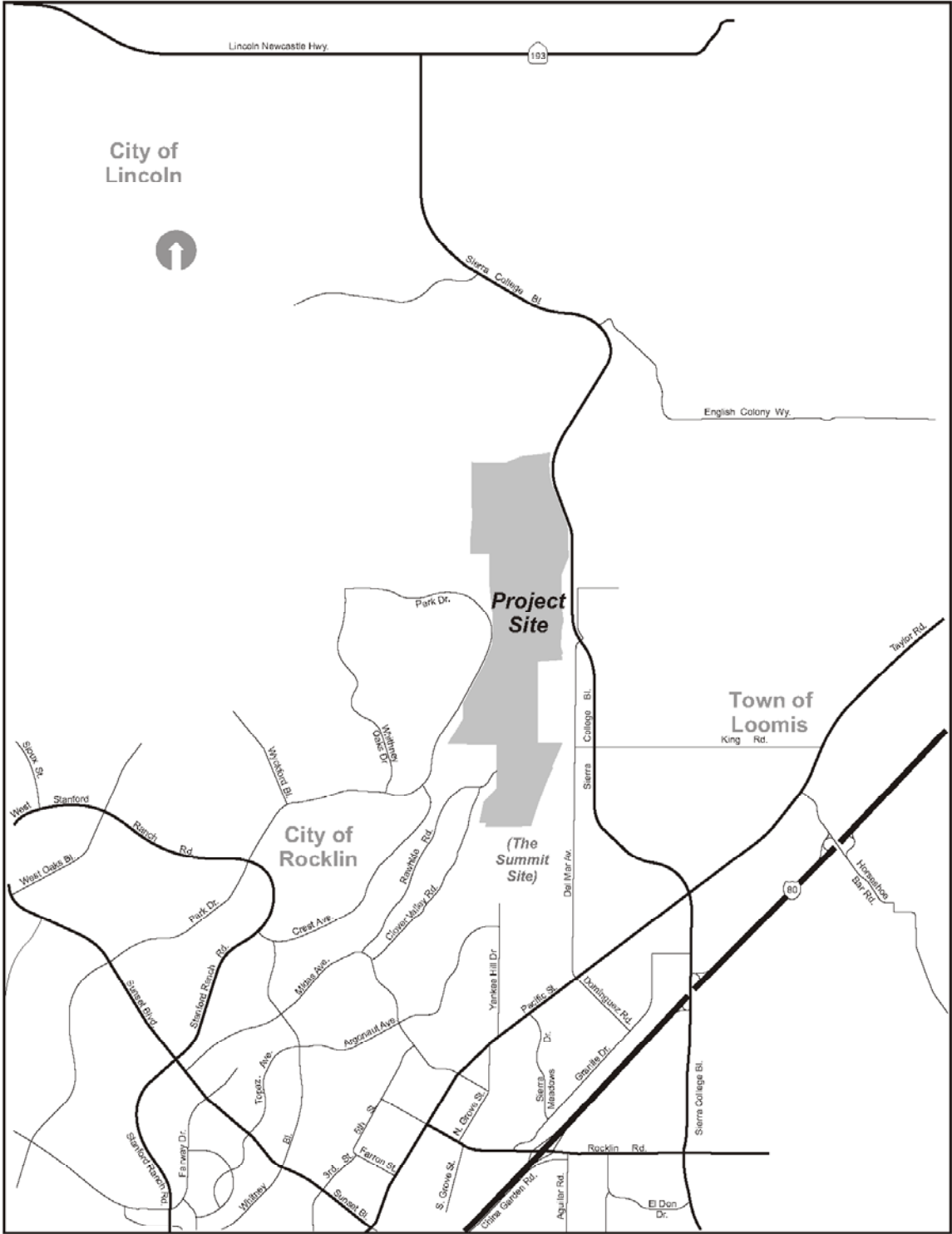
The Clover Valley project encompasses approximately 622 acres west of Sierra College Boulevard and north of Rocklin in the City limits. The project site is assumed to have an ultimate development of up to 558 single-family units, a 5-acre commercial site and a 5.3-acre park site. Primary access to the site would be provided by Sierra College Boulevard and Park Drive, located east and west of the site, respectively, with future roadway access and improvements into the Summit property to the south.

Because the buildout of the project site is anticipated to increase vehicle trips and potentially result in adverse traffic conditions, an analysis of the project's impacts on the transportation and circulation system is necessary. In order to determine the project's traffic-related impacts, a discussion of the existing street system conditions in the project study area is provided below.

Existing Conditions

The street system in the project area follows a basic hierarchical structure that includes roadway facilities ranging from local roads to an interstate freeway. Figure 4.4-1 shows the study area. Each roadway is described below:

**Figure 4.4-1
Project Site Location**



Existing Roadways

Interstate Route 80 (I-80)

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 to the Bay Area. To the east, the roadway continues through Placer County to Auburn, and eventually into Nevada. In the vicinity of the site, I-80 serves both local travel, such as commuter traffic, as well as interstate travel, including goods movement. Through the City of Rocklin, I-80 has three travel lanes in each direction. Access to I-80 within Rocklin is provided via interchanges at Taylor Road, Rocklin Road and Sierra College Boulevard.

State Route 193 (SR 193)

State Route 193 (SR 193) is an east-west highway that links the City of Lincoln with Newcastle and I-80. SR 193 is a two-lane roadway in the vicinity of the project.

Sierra College Boulevard

Sierra College Boulevard is a major north-south regional roadway running east of the proposed project area. Sierra College Boulevard intersects with Rocklin Road, I-80 and Pacific Street/Taylor Road and continues north to State Route 193. To the south, Sierra College Boulevard intersects with Douglas Boulevard, Eureka Road, and Roseville Parkway, and continues south into Sacramento County to U.S. 50, becoming Hazel Avenue. In the vicinity of the site, Sierra College Boulevard is mostly a two-lane roadway with a 55 miles per hour (mph) speed limit.

Rocklin Road

Rocklin Road is an east-west arterial in the City of Rocklin, connecting Sierra College Boulevard to I-80 (via the Rocklin Road interchange) and to downtown Rocklin to the west. East of Sierra College Boulevard, Rocklin Road extends to Barton Road in Loomis. Sierra Community College is located along the north side of Rocklin Road, between I-80 and Sierra College Boulevard. Rocklin Road is generally four lanes wide from west of Pacific Street in downtown Rocklin to the Loomis Town Limit, east of Sierra College Boulevard.

Park Drive

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. South of the Roseville/Rocklin City limit line, this road becomes Pleasant Grove Boulevard and provides access to SR 65 via an interchange.

Pacific Street

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*. Pacific Street has four lanes from the vicinity of the SR 65 overpass to north of Rocklin Road and two lanes east and west of that section (although a widening of this segment is currently underway).

Del Mar Avenue

Del Mar Avenue is a two-lane facility providing access to homes off of Sierra College Boulevard. Del Mar Avenue originates at Pacific Street (Taylor Road) in the City of Rocklin, intersects Sierra College Boulevard near the project, and terminates at English Colony Way. The Loomis Town Council has considered closing portions of Del Mar Avenue in the past.

Granite Drive

Granite Drive is a four-lane roadway with a continuous two-way left-turn lane, paralleling I-80 to the north. Granite Drive connects Sierra College Boulevard with Rocklin Road, with a concentration of commercial uses in the vicinity of Rocklin Road.

King Road

King Road is a two-lane roadway in Loomis that connects Sierra College Boulevard with Taylor Road. Between Auburn-Folsom Road and I-80, King Road is classified as a rural arterial.

Intersections are a key component of the roadway system and serve as the “nodes” that connect and interconnect all individual roadway segments of the system. The intersections are usually the critical elements of the roadway system in assuring adequate capacity, minimizing delays, maximizing safety, and minimizing environmental impacts. The following intersections were analyzed in DKS Associates Traffic Impact Analysis:

- SR-193/Sierra College Boulevard (Placer County)
- English Colony Way/Sierra College Boulevard (Placer County)
- Del Mar Avenue/Sierra College Boulevard (Town of Loomis)
- King Road/Sierra College Boulevard (Town of Loomis)
- Taylor Road/Sierra College Boulevard (Town of Loomis)
- Granite Drive/Sierra College Boulevard (City of Rocklin)
- I-80 Westbound Ramps/Sierra College Boulevard (City of Rocklin)
- I-80 Eastbound Ramps/Sierra College Boulevard (City of Rocklin)
- Pacific Street/Del Mar Avenue (City of Rocklin)
- North Grove Street/Pacific Street (City of Rocklin)

- Pacific Street/Midas Street (City of Rocklin)
- Pacific Street/Rocklin Road (City of Rocklin)
- Granite Drive/Rocklin Road (City of Rocklin)
- Rocklin Road/I-80 Westbound Ramps (City of Rocklin)
- Rocklin Road/I-80 Eastbound Ramps (City of Rocklin)
- Valley View Parkway/Park Drive (City of Rocklin)
- Sierra College/Valley View Parkway (City of Rocklin)

Levels of Service

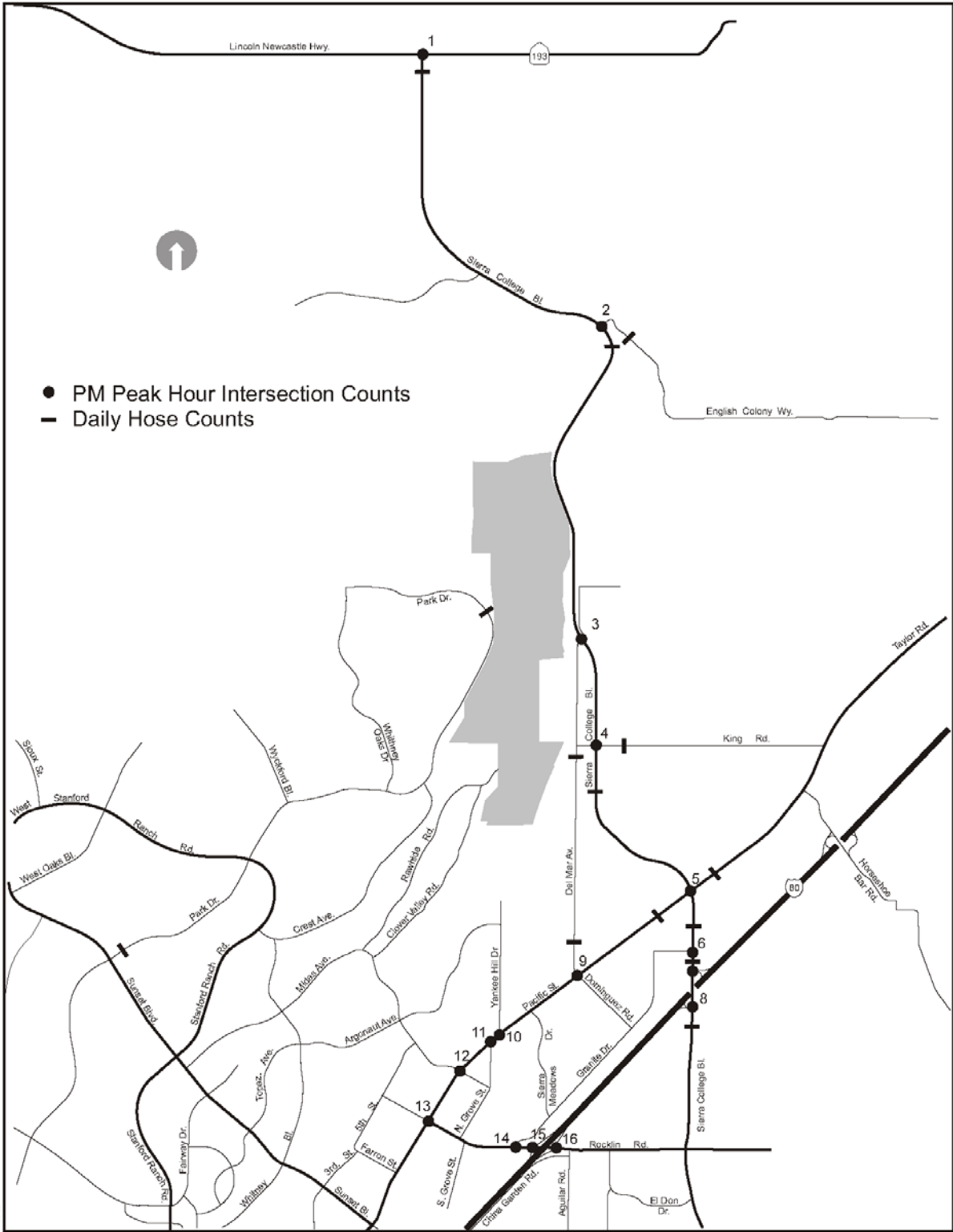
“Levels of service” (LOS) describe the operating conditions as experienced by motorists. LOS is a qualitative measure of the effect of a number of factors, including speed and travel time, traffic interruptions, freedom to maneuver, driving comfort, and convenience. The levels are designated A through F from best to worst, and cover the entire range of potential traffic operations and occurrences. Table 4.4-1 relates the LOS letter designation to a general description of traffic operations.

Table 4.4-1 Levels of Service (LOS) Description	
Designation	Description
A	Represents a free flow. Individual users are unaffected by the presence of others in the traffic stream.
B	Stable flow, but the presence of other users in the traffic stream begins to be noticeable.
C	Stable flow, but marks the beginning of the range of flow in which that operation of individual users becomes significantly affected by interactions with others in the traffic stream.
D	Represents high-density, but stable flow.
E	Represents operating condition at or near the capacity level.
F	Represents forced or breakdown flow.
Source: <i>Highway Capacity Manual, Special Report 209</i> , Transportation Research Board, 1985.	

Existing Traffic Volumes and Intersection Level of Service

Peak hour turn movements have been collected at sixteen intersections in the vicinity of the proposed project. All Traffic Data (ATD) of Roseville performed all traffic counts (See Figure 4.4-2 for count station locations). Figures 4.4-3(a) and (b), show the existing PM peak hour turning movement volumes at the 17 study area intersections. Figure 4.4-4, shows the existing daily two-way traffic volumes on roadway segments adjacent to the study area intersections. As Figure 4.4-4 shows, Sierra College Blvd. in the vicinity of I-80 has the highest traffic volumes of the surface streets in the project vicinity.

**Figure 4.4-2
Traffic Count Station Locations**



DKS Associates

**Figure 4.4-3
 Existing PM Peak Hour Intersection Volumes**

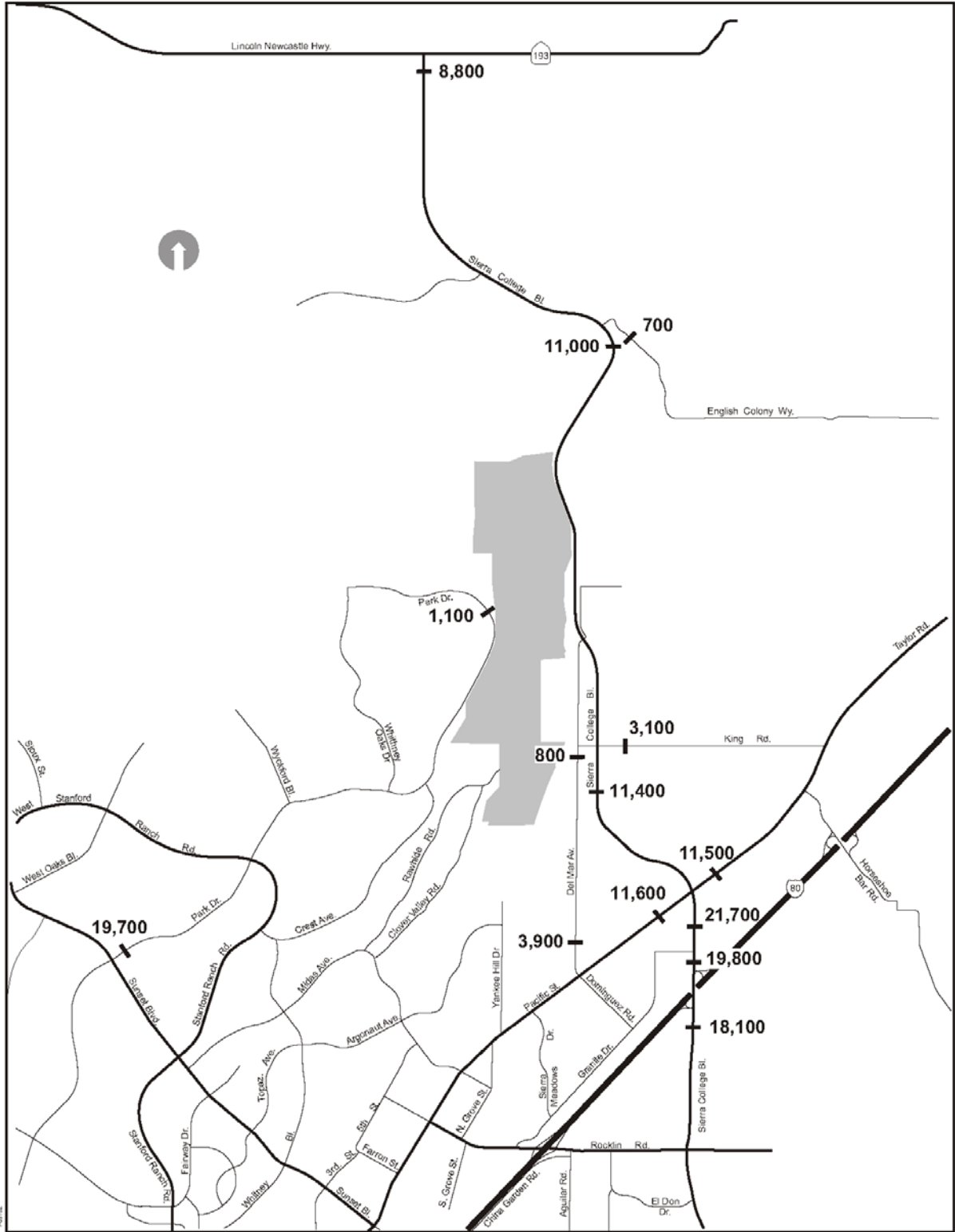
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Figure 4.4-3 (Continued)
Existing PM Peak Hour Intersection Volumes

Signal	Signal	Signal
13 Granite Dr/Rocklin Rd	14 I-80 WB Ramps/Rocklin Rd	15 I-80 EB Ramps/Rocklin Rd
N/A	N/A	
16 Park Dr/Valley View Pkwy	17 Sierra College Blvd/Valley View Pkwy	

**Figure 4.4-4
 Existing Daily Traffic Volumes**



DKS Associates

The LOS at study intersections was determined by comparing the average daily traffic volume to the LOS thresholds in Table 4.4-1. It should be noted that for intersections with one or two-way stop sign control, LOS is based on overall intersection average delay per vehicle. An intersection may operate with an acceptable average delay per vehicle even though vehicles on the minor approach experience much more lengthy delays. Because the number of vehicles on the minor approach may be small compared to the overall intersection volume, their long delays may not have a major effect on the intersection's overall average delay per vehicle. The City's LOS policy is based on overall intersection delay, not individual movement or approach delay.

Table 4.4-2, shows the LOS for the sixteen existing study intersections. The table shows that all but two intersections operate at overall intersection LOS C or better. The westbound and eastbound ramps of the I-80/Sierra College Boulevard interchange currently operate at LOS D and E respectively. Levels of service at the interchange are expected to improve when the planned reconstruction of the interchange is completed.

**Table 4.4-2
 Existing P.M. Peak Commuter Hour Intersection Operating Conditions**

Intersection		Jurisdiction	Existing Conditions		
			Traffic Control Device	Criteria ¹	LOS
1.	Sierra College Blvd. and SR 193 (overall)	Placer Co	All Way Stop	15.6 sec	C
2.	Sierra College Blvd. and English Colony Rd. (overall) <i>-Westbound Approach</i>	Placer Co	E/W Stop	1.1 sec <i>12.4 sec</i>	A <i>B</i>
3.	Sierra College Blvd. and Del Mar Ave. (overall) <i>-Westbound Approach</i>	Placer Co	E/W Stop	0.9 sec <i>18.9 sec</i>	A <i>C</i>
4.	Sierra College Blvd. and King Rd. <i>-Eastbound Approach</i>	Loomis	E/W Stop	3.4 sec <i>20.0 sec</i>	A <i>C</i>
5.	Sierra College Blvd. and Taylor Rd/Pacific St.	Loomis	Signal	0.671 V/C	B
6.	Sierra College Blvd. and Granite Dr.	Rocklin	Signal	0.623 V/C	B
7.	Sierra College Blvd. and I-80 WB Ramps	Rocklin	Signal	0.834 V/C	D
8.	Sierra College Blvd. and I-80 EB Ramps	Rocklin	Signal	0.951 V/C	E
9.	Del Mar Ave. and Pacific St.	Rocklin	Signal	0.526 V/C	A
10.	N. Grove St. and Pacific St. <i>-Northbound Approach</i>	Rocklin	N/S Stop	0.9 sec <i>13.5 sec</i>	A <i>B</i>
11.	Pacific St. and E Midas Ave.	Rocklin	Signal	0.659 V/C	B
12.	Pacific St. and Rocklin Rd.	Rocklin	Signal	0.730 V/C	C
13.	Granite Dr. and Rocklin Rd.	Rocklin	Signal	0.658 V/C	B
14.	Rocklin Rd. and I-80 Westbound Ramps	Rocklin	Signal	0.691 V/C	B
15.	Rocklin Rd. and I-80 Eastbound Ramps	Rocklin	Signal	0.647 V/C	B
16.	Valley View Pkwy. and Park Dr.	Rocklin	N/A	N/A	N/A
17.	Sierra College Blvd. and Valley View Pkwy.	Rocklin	N/A	N/A	N/A

¹ Signalized intersection - volume-capacity ratio (V/C); Unsignalized intersection - average vehicle delay (seconds)
 Source: DKS Associates, Transportation/Circulation Report, December 2005.

Existing Transit Facilities

Placer County Transit (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 SR 65 corridor area into Lincoln, and the Highway 49 corridor. Some of the routes are “deviated.” A “deviated route” is a route that generally travels 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. Currently, PCT provides 13 runs a day between Auburn and Rocklin. The route connecting with Roseville Transit and Sacramento Regional Transit (RT) makes deviations. Other deviated routes provide service to Granite Bay and Loomis. While Sacramento RT does not currently extend light rail service to Rocklin, PCT plans to provide connecting service through Rocklin to Sacramento RT’s light rail system. Roseville, Lincoln and Auburn operate their own transit system with some cooperation at city boundaries for transferring passengers.

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 on the Highway 49 corridor and wheelchair access on coaches.

Existing Bicycle Facilities

Existing bikeway facilities in the vicinity of the project consist of Class II and Class III. A *Class II* Lane is defined as an on-street bike lane with signs, striped lane markings, and pavement legends. A *Class III* Route is defined as an on-street bike route designated by signs, with pavement markings being optional. According to the Placer County Transportation Planning Agency (PCTPA) bikeways currently exist on the following roadways near the project site:

- Sierra College Boulevard: *Class III* from Rocklin Road to Pacific Street and from Delmar Ave to SR 193, *Class II* from Pacific Street to Delmar Ave.
- Taylor Road: *Class II* from Sierra College Boulevard to Downtown Loomis
- Park Drive: *Class II* from Stanford Ranch Road to its current terminus
- Granite Drive: *Class III* from Sierra College Boulevard to Rocklin Road
- King Road: *Class III* from Sierra College Boulevard to Taylor Road

REGULATORY CONTEXT

Local

City of Rocklin General Plan

The following goal and policies contained in the Circulation Element of the City of Rocklin General Plan relate to the provision of transportation facilities in the City as well as minimum acceptable operating levels for roadways and intersections within the City and are relevant to this Chapter.

Circulation Element

- | | |
|-----------|--|
| 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. |
| Policy 3 | To require bike lanes in the design and construction of major new street and highway improvements, and to establish bike lanes on those City streets wide enough to accommodate bicycles safely. |
| Policy 5 | To promote and support coordinated public transit services that meet residents' needs. |
| Policy 6 | To promote pedestrian convenience through development conditions requiring sidewalks, walking paths, or hiking trails that connect residential areas with commercial, shopping, and employment centers. |
| Policy 10 | To promote the use of public transit throughout development conditions requiring park-and-ride lots, bus turnouts and passenger shelters along major streets. |
| Policy 12 | To promote and support the development of regional bikeway links as established in the County Bikeway Master Plan. |
| Policy 13 | 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. |
| Policy 16 | To coordinate with adjacent jurisdictions on the completion and improvement of roads which extend into other communities. |

The City of Rocklin adopted a policy stating, "average daily traffic volumes on existing collector streets with residential frontage in excess of 12,000 vehicles are considered to be a significant impact" as part of the North Rocklin Circulation Element Update EIR.

Town of Loomis General Plan

Although the project site is entirely within the jurisdiction of the City of Rocklin, a portion of the traffic distribution may affect the adjacent Town of Loomis. The goals and policies of the Town of Loomis do not provide guidance to the City of Rocklin; however, the Loomis General Plan policies may provide some perspective for consideration of impacts to the adjacent jurisdiction's roadways.

The following goal and policies contained in the Circulation Element of the Town of Loomis General Plan relate to minimum acceptable operating levels for roadways and intersections relevant to this Chapter:

Circulation

Goal To strive for service levels that reflect a balance between mobility, cost-effectiveness, and financial resources.

Level of Service Policy In order to minimize congestion, maintain Level of Service C on all roads and intersections within the Town of Loomis. Level of Service D may be allowed in conjunction with development approved within the Town as an exception to this standard, at the intersections of King and Taylor, Horseshoe Bar Road and Taylor, Horseshoe Bar Road and I-80, Sierra College and Brace Road, and Webb and Taylor, when:

1. The deficiency is substantially caused by "through" traffic, which neither begins nor ends in Loomis, and is primarily generated by non-residents; or
2. The deficiency will be temporary (less than three years), and a fully-funded plan is in place to provide the improvements needed to remedy the substandard condition.

South Placer Regional Transportation Authority

In January 2002, the cities of Rocklin, Roseville, Lincoln, the County of Placer, and the Placer County Transportation and Planning Agency entered into a Joint Powers Authority (JPA) known as the South Placer Regional Transportation Authority (SPRTA). The primary purpose of the JPA is to generate revenue to construct a program of transportation improvements. These improvements include:

- Sierra College Boulevard from SR-193 to the South Placer County line;
- SR-65 Lincoln Bypass;
- Douglas Boulevard/Interstate 80 Interchange;
- Placer Parkway; and
- Transit/Passenger Rail Improvements.

The estimated completion date for the above projects will be established after the JPA board of directors establishes their respective priorities. In general, the improvements are

expected to be made during the next several years, but the timing of these roadway and transit system projects is ultimately dependent on the collection of the fees necessary to fund them.

Because Sierra College Boulevard would serve as a primary transportation link to the Clover Valley project, the improvements related to this roadway included in the JPA are described below:

Sierra College Boulevard is a major north-south arterial that provides a link from State Route 193 in Lincoln to I-80 in Rocklin and on to the Sacramento County line. Sierra College Boulevard traverses Lincoln, unincorporated Placer County, Loomis, Rocklin, and Roseville. The improvements to Sierra College Boulevard would consist of widening the roadway to four or six lanes from State Route 193 to the Sacramento County line, excluding improvements to the interchange at I-80, which will be funded by a combination of Rocklin and state funds.

The Sierra College Boulevard segments affected by the Clover Valley development and to be funded or credited by the fee program include:

Segment 1 – from State Route 193 to the northern city limits of the City of Rocklin. This segment would consist of a four-lane facility.

Segment 2a – from the northern city limits of the City of Rocklin to the northern boundary of the Town of Loomis. This facility would also be built to four lanes.

Segment 5 – Interstate 80 to Rocklin Road. This segment would consist of six lanes.

Segment 6 – Rocklin Road to the southern city limits of the City of Rocklin. This segment would consist of six lanes.

The creation of SPRTA resulted in the establishment of an impact fee schedule for new development in the participating jurisdictions. In the past, the primary source of funding for regional transportation projects in Placer County has been the State Transportation Improvement Program (STIP), which typically falls short of financing current project needs throughout the county. In addition, several jurisdictions in Placer County currently have some form of development fees for local transportation projects, but the County has not had a mechanism to fund large scale or multi-jurisdictional projects. Therefore, with the creation of SPRTA and a list of transportation improvements identified in the JPA, as well as the regional transportation impact fee schedule, the necessary funding for construction of regional improvements (including improvements to Sierra College Boulevard) has been ensured. It should be noted that the traffic modeling prepared for SPRTA considered the buildout of the Clover Valley area with up to 933 residential units, approximately 5 acres of commercial uses, and two parks, uses which are significantly more intensive than the development currently proposed for the project site.

IMPACTS AND MITIGATION MEASURES

Standards of Significance

Based on City of Rocklin General Plan policies, the proposed project would result in a significant traffic impact if any of the following could occur as a result of the proposed project:

- The proposed project would cause a study roadway or intersection to operate at an unacceptable level. Unacceptable service levels are defined as: LOS D or worse within the City of Rocklin when located more than ½ mile from a freeway; LOS E or worse within ½ mile of direct access to a freeway; LOS E or worse on a study freeway segment or interchange; or
- The addition of project traffic would cause an intersection to degrade from LOS “D” to LOS “E” or from LOS “E” to LOS “F”; or
- The addition of project traffic would cause an intersection that already operates at an unacceptable service level to have its volume-to-capacity (V/C) ratio increase by at least 0.05 or to have its overall intersection delay increase by at least 2.0 seconds; or
- The proposed project would cause a collector roadway with residential frontage to increase from less than 12,000 vehicles per day to more than 12,000 vehicles per day; or
- The proposed project would not meet the City of Rocklin’s policies related to transit and bikeways.

Method of Analysis

In order to assess the impacts of the proposed project on transportation/circulation issues, five scenarios are analyzed:

- Existing conditions;
- Existing plus project conditions;
- The year 2025 no project conditions (current General Plan roadway network);
- The year 2025 plus project conditions; and
- The year 2025 proposed General Plan plus project conditions.

The existing (2005) timeframe consists of scenarios for the existing conditions both with and without the proposed project. The 2025 timeframe consists of scenarios for the year 2025 transportation/circulation conditions with the current General Plan development implementation without the proposed project, current General Plan with the proposed project, and proposed General Plan with the proposed project. In all, five scenarios are analyzed.

Existing Conditions (2005)

Existing conditions are based on traffic counts performed in the spring of 2005. PM peak hour turning movement counts were performed at 17 intersections. These include intersections closest to the proposed project along Sierra College Boulevard and Pacific Street/Taylor Street, as well as intersections along Rocklin Road and Park Drive.

For intersection analysis, DKS Associates selected the PM peak hour for two reasons: the City of Rocklin has historically relied on PM counts and conditions for evaluation purposes, and PM conditions tend to have higher traffic volumes than AM conditions. Therefore, PM conditions are evaluated in the traffic study.

Existing daily two-way traffic volumes were counted at 14 locations in May 2005.

Signalized intersections were analyzed using the methodology described in *Interim Materials on Highway Capacity - Circular 212* (Transportation Research Board, 1980) consistent with City of Rocklin standards. 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 4.4-3.

Unsignalized intersections were analyzed using the methodology contained in the *Highway Capacity Manual 2000* (Transportation Research Board, 2000). Table 4.4-3 displays the average delay thresholds for each level of service category.

Table 4.4-3 Intersection Level of Service Description			
Level of Service	Description	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 sec./veh.
B	Stable flow, but the presence of other users in the traffic stream begins to be noticeable.	0.61-0.70	10 – 20 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	20-35 sec./veh.
D	Represents high-density, but stable flow.	0.81-0.90	35-55 sec./veh.
E	Represents operating conditions at or near the capacity level.	0.91-1.00	55-80 sec./veh.
F	Represents forced or breakdown flow.	>1.00	> 80 sec./veh.

Source: *Highway Capacity Manual 2000* (Transportation Research Board, 2000) and *Interim Materials on Highway Capacity - Circular 212* (Transportation Research Board, 1980).

For intersections with one or two-way stop sign control, LOS is based on overall intersection average delay per vehicle. An intersection may operate with an acceptable average delay per vehicle even though vehicles on the minor approach experience much more lengthy delays. Because the number of vehicles on the minor approach may be small compared to the overall intersection volume, their long delays may not have a major effect on the intersection's overall average delay per vehicle. The City's LOS policy is based on overall intersection delay, not individual movement or approach delay.

2025 Scenarios

Traffic volumes and roadway network assumptions with and without the proposed project in 2025 are based on the City of Rocklin Travel Demand Model as used for the Capital Improvement Program (CIP) and General Plan Update. This model was updated and validated in 2001. The model translates estimates of development (e.g., 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 system into estimates of daily and peak hour traffic volumes. The model covers not only the City of Rocklin but also the entire Sacramento region.

Three scenarios are evaluated for 2025 conditions. Two scenarios represent roadway improvements included in the City's existing General Plan. These roadway improvements include the following roadway extensions:

- Argonaut Ave. from its current terminus to Del Mar Ave.
- Rocklin Road from its current terminus to Whitney Blvd.
- "Summit Connector" from Argonaut Ave. to the Clover Valley site.

The third scenario represents a circulation system based on the proposed Draft General Plan Update. This roadway system reflects all proposed circulation system changes that were confirmed in concept by the City Council during a hearing on January 25, 2005. Scenario three does not include the following roadway extensions:

- Argonaut Ave. from its current terminus to Del Mar Ave.
- Rocklin Road from its current terminus to Whitney Blvd.
- "Summit Connector" to Argonaut Ave.

Trip Generation

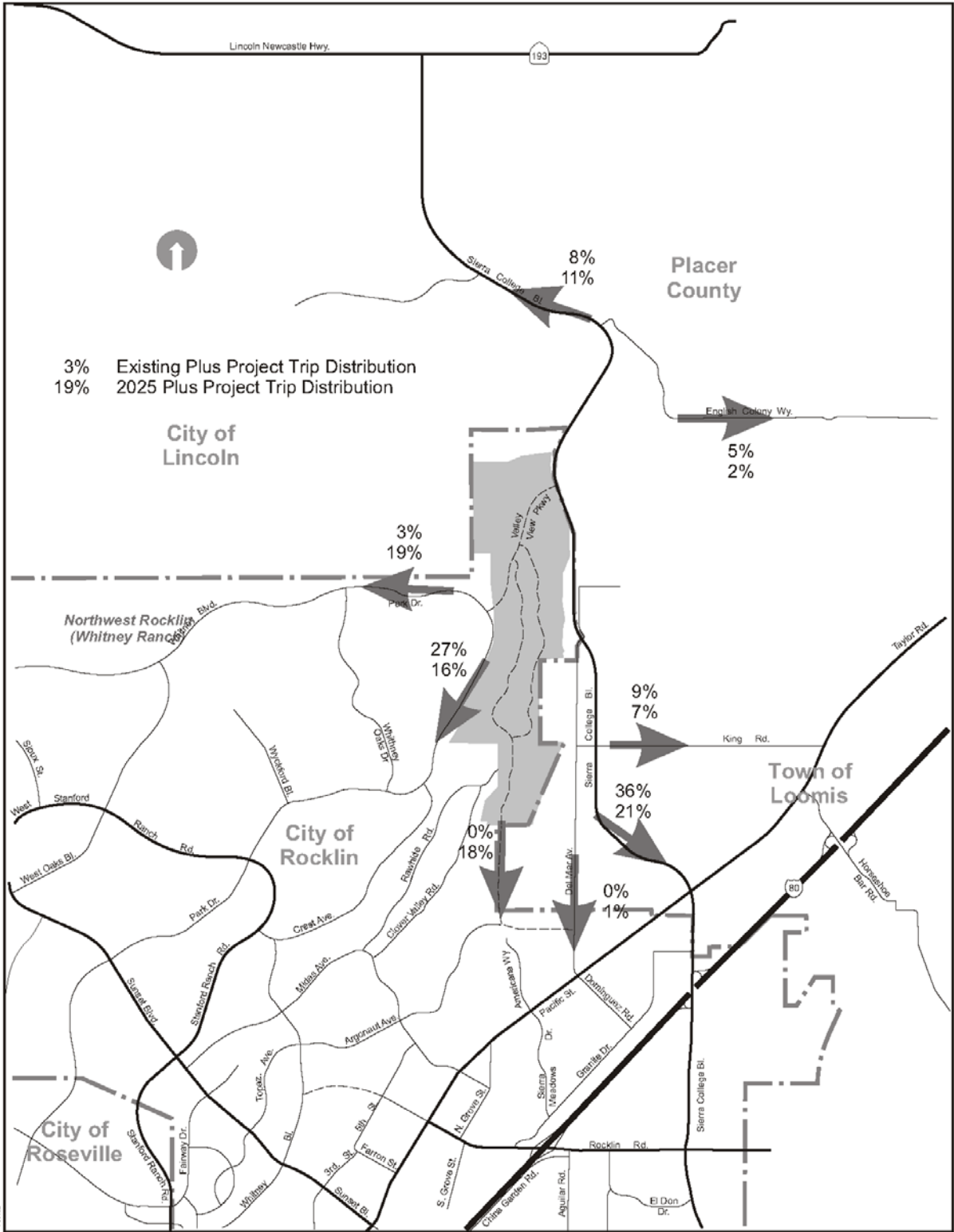
Trip generation of the proposed project was calculated based on an assumption that each dwelling unit creates nine daily vehicle trip ends. The proposed project includes 558 single-family dwelling units, thus resulting in a residential trip generation of 5,022 daily trip ends. A trip end represents one trip to or from a household. Therefore, a round trip generated by a household contains two trip ends. The proposed project also includes a 5-acre neighborhood commercial site. Based on a floor-area-ratio (FAR) of 0.25, the project commercial acreage represents approximately 54,450 square feet of commercial

space. Trip generation for proposed project commercial land uses is estimated at 35 daily vehicle trip ends per 1,000 square feet, or 1,906 daily vehicle trip ends total. Therefore, the proposed project is estimated to produce approximately 6,928 daily vehicle trips. It must be noted that because the proposed project consists of both residential and non-residential uses, some trips generated will be between uses within the project. Some vehicles will be traveling between residential and commercial locations within the project site and thus will not use roadways outside the project area.

Trip Distribution

Trip distribution associated with the proposed project was estimated using the City of Rocklin's Travel Model to determine an area-wide distribution of traffic. Due to major differences in regional land use and roadway networks between 2001 and 2025, the distribution of trips from the project site differs between the Existing Plus Proposed Project and the 2025 Plus Proposed Project conditions. The estimated trip distributions for both scenarios are displayed in Figure 4.4-5. It should be noted that the reason that the percentages do not add up to 100 percent is that some trips remain within the project site. It should also be noted that the trip distribution percentages cannot be multiplied by the trip generation to determine additional volumes on study area roadways. The model redistributes traffic based on land use and circulation system changes resulting from development.

**Figure 4.4-5
 Estimated Project Trip Distribution**



DKS Associates

Project-Specific Impacts and Mitigation Measures

4.4I-1 An increase in traffic on local streets and roads in the vicinity of the project site under Existing Plus Project conditions.

Under existing conditions, the addition of the proposed project would cause volume increases on some local roadways and at some local intersections (see Table 4.4-4).

As shown in Table 4.4-4, three intersections would experience LOS D conditions or worse with the implementation of the proposed project: the westbound approach to Sierra College Blvd. and Del Mar Ave., the eastbound approach to Sierra College Blvd. and King Rd., and Sierra College Blvd. and I-80 eastbound ramps (the intersection of Sierra College Blvd. and I-80 westbound ramps is not included because a LOS D is acceptable within a half mile of a freeway). However, the westbound approach to Sierra College Blvd. and Del Mar Ave. and the eastbound approach to Sierra College Blvd. and King Rd. are both minor approaches.

The number of vehicles on a minor approach is small compared to the overall intersection volume, and longer delays would not have a major effect on the overall average delay per vehicle of the intersection. Furthermore, the City's LOS policy is based on overall intersection delay, not individual movement or approach delay. Therefore, the overall LOS levels for the Sierra College Boulevard and Del Mar Avenue and Sierra College Boulevard and King Road intersections would be used to determine the impact significance. Both intersections would operate at an overall LOS A, which is considered an acceptable level of service.

The Sierra College Blvd. and I-80 eastbound ramp currently operates at a LOS E and would continue to operate at LOS E with implementation of the proposed project. Because the intersection already operates at an unacceptable level, the volume-to-capacity (V/C) ratio becomes the indicator of impact significance. According to the City's LOS policy, V/C ratio increases of 0.05 or greater would result in a significant impact. The V/C ratio increase at the Sierra College Blvd. and I-80 eastbound ramps intersection with implementation of the proposed project is 0.007, which is well below the significance criterion. In addition, the LOS at the interchange is expected to improve when the planned reconstruction of the interchange is completed.

**Table 4.4-4
 Existing Plus Project P.M. Peak Commuter Hour Intersection Operating Conditions**

Intersection	Jurisdiction	Existing Conditions		Existing Plus Project Conditions	
		Criteria	LOS	Criteria	LOS
1. Sierra College Blvd. and SR 193 (overall)	Placer Co	15.6 sec	C	16.7 sec	C
2. Sierra College Blvd. and English Colony Rd. (overall) -Westbound Approach	Placer Co	1.1 sec 12.4 sec	A B	1.7 sec 17.3 sec	A C
3. Sierra College Blvd. and Del Mar Ave. (overall) -Westbound Approach	Placer Co	0.9 sec 18.9 sec	A C	1.0 sec 28.3 sec	A D
4. Sierra College Blvd. and King Rd. -Eastbound Approach	Loomis	3.4 sec 20.0 sec	A C	6.4 sec 43.1 sec	A E
5. Sierra College Blvd. and Taylor Rd/Pacific St.	Loomis	0.671 V/C	B	0.699 V/C	B
6. Sierra College Blvd. and Granite Dr.	Rocklin	0.623 V/C	B	0.644 V/C	B
7. Sierra College Blvd. and I-80 WB Ramps	Rocklin	0.834 V/C	D	0.869 V/C	D
8. Sierra College Blvd. and I-80 EB Ramps	Rocklin	0.951 V/C	E	0.958 V/C	E
9. Del Mar Ave. and Pacific St.	Rocklin	0.526 V/C	A	0.506 V/C	A
10. N. Grove St. and Pacific St. -Northbound Approach	Rocklin	0.9 sec 13.5 sec	A B	0.9 sec 12.8 sec	A B
11. Pacific St. and E Midas Ave.	Rocklin	0.659 V/C	B	0.621 V/C	B
12. Pacific St. and Rocklin Rd.	Rocklin	0.730 V/C	C	0.707 V/C	C
13. Granite Dr. and Rocklin Rd.	Rocklin	0.658 V/C	B	0.643 V/C	B
14. Rocklin Rd. and I-80 Westbound Ramps	Rocklin	0.691 V/C	B	0.688 V/C	B
15. Rocklin Rd. and I-80 Eastbound Ramps	Rocklin	0.647 V/C	B	0.626 V/C	B
16. Valley View Pkwy. and Park Dr.	Rocklin	N/A	N/A	0.282 V/C	A
17. Sierra College Blvd. and Valley View Pkwy.	Rocklin	N/A	N/A	0.379 V/C	A

Source: DKS Associates, Transportation/Circulation Report, December 2005.

Therefore, because the Sierra College Blvd. and Del Mar Ave. and Sierra College Blvd. and King Rd. intersections would operate at an overall LOS A and Sierra College Blvd. and I-80 eastbound ramps would increase the V/C ratio by 0.007, the impact from increased traffic on local streets and roads in the vicinity of the project site resulting from implementation of the proposed project would be *less-than-significant*.

Mitigation Measure(s)

None required.

4.4I-2 Increased demand for transit services.

The proposed project could generate additional demand for transit services, because a portion of the project residents may choose to use the bus; however, this increase is likely to be minor. Furthermore, City policy requires the promotion of public transit through development conditions requiring park-and-ride lots, and bus turnouts along major streets that have or are likely to have transit lines. The applicant will work with City staff to incorporate these facilities into the project design, where necessary, as part of the development review process. Therefore, because the City policy would ensure adequate park and ride lots and bus turnouts, the impact would be *less-than-significant*.

Mitigation Measure(s)

None required.

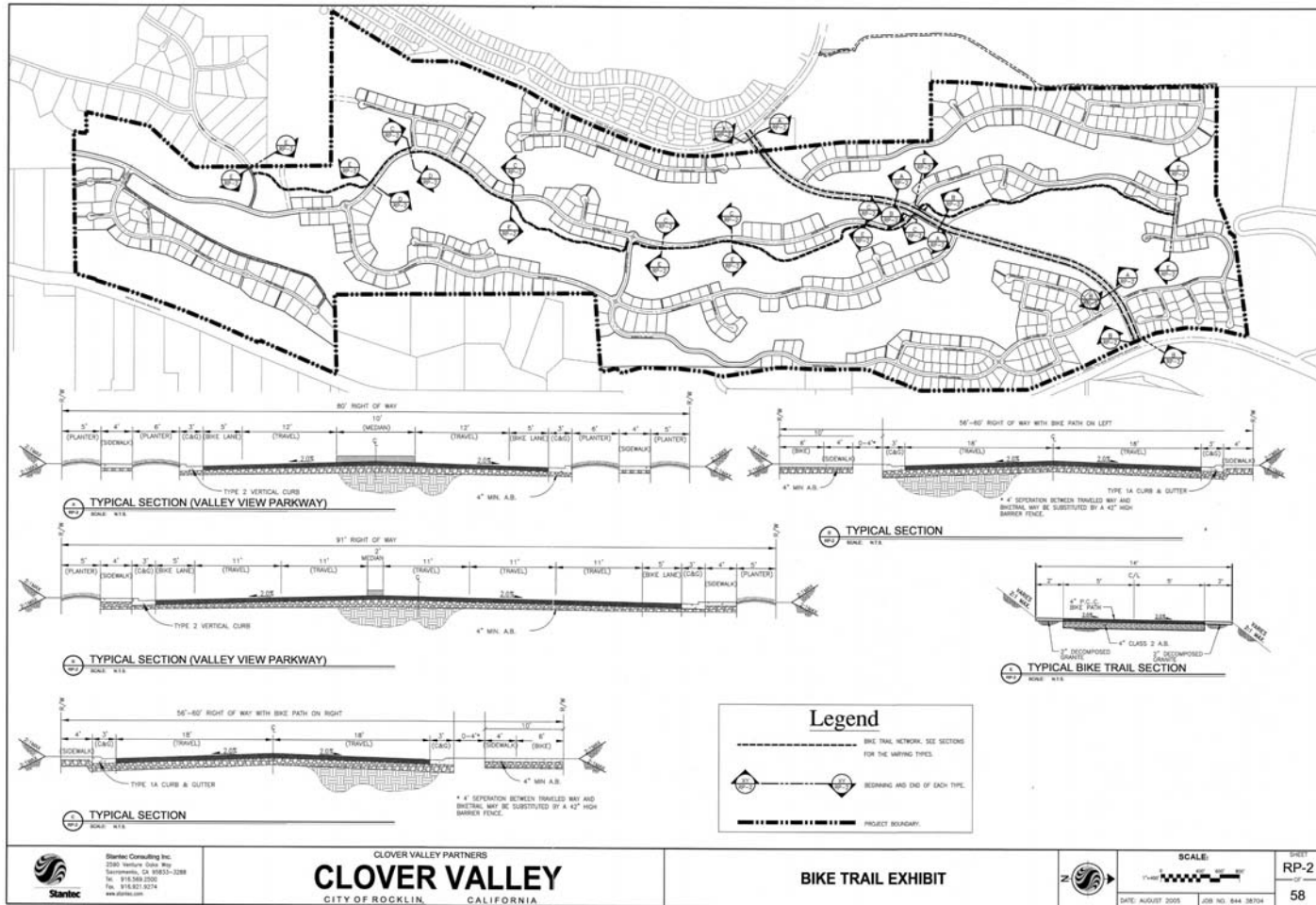
4.4I-3 Increased demand for bicycle facilities.

As stated above, bikeways currently exist on the following roadways near the project site:

- Sierra College Boulevard
- Taylor Road
- Park Drive
- Granite Drive
- King Road

In addition, a Class II bikeway is planned on Valley View Parkway and a Class I path is planned along Clover Valley Creek on the proposed project site (see Figure 4.4-6, Bike Trail Exhibit). These facilities have been incorporated into the project design. Other roadways within the proposed project are considered local residential roadways and would thus not require specific bikeway striping. Therefore, the proposed project would accommodate bicycles consistent with the City's bikeway policies resulting in a *less-than-significant* impact.

**Figure 4.4-6
 Bike Trail Exhibit**



Mitigation Measure(s)

None required.

4.4I-4 Disruption to traffic and circulation as a result of the construction of the off-site sewer line.

Construction activities related to installation of the new 12-inch off-site sewer line in the streets of Rawhide, Midas, Argonaut and Union would be expected to disrupt the daily routines of residents in the proximity. Development would include digging a large trench, lowering the sewer pipe, and ultimately repaving the street. Typically, this construction process would be performed in segments, such that throughout the duration of the project, trenching, pipe-laying, and backfill activities would occur only along one portion of the entire alignment at any given time.

Construction in local and neighborhood streets related to the installation of a new sewer line would create temporary disruption of normal vehicular traffic on the applicable roads. Of particular concern would be the intersections of Midas and Rawhide at the entrance to the Sunset Whitney Country Club, Midas and Clover Valley Road, and the intersection of Midas and Argonaut. Because these are major junctions within the City of Rocklin, the traffic delays and detouring of normal traffic caused by the proposed construction would additionally affect circulation in other locations. In addition to vehicles, pedestrian and bicycle activities may also be temporarily disrupted in the area of construction and may also be temporarily rerouted. Therefore, the impact of the off-site sewer line construction required by the proposed project on local transportation and circulation would be considered *potentially significant*.

Mitigation Measure(s)

Implementation of the following mitigation measures would mitigate related potential impacts to a *less-than-significant* level:

4.4MM-4(a) The construction contractor shall submit a traffic control plan to the Director of Public Works for approval prior to issuance of an encroachment permit. The plan shall include the following measures:

- *The construction contractor shall provide detour routes during construction;*
- *At all times, the construction contractor shall provide at least one travel lane, including pedestrian and bicycle access. The construction contractor shall use flaggers to control vehicle, pedestrian, and bicycle traffic during construction;*

- *The construction contractor shall allow normal street travel patterns to the extent feasible during non-construction hours; and*
- *The construction contractor shall allow access to residential properties during construction.*

4.4MM-4(b) The maximum length of trench open at any one time shall not exceed 100 feet. Lengths up to, or greater than, 100 feet may be approved by the Director of Public Works. The decision to excavate greater than 100 feet in length shall be based on traffic-flow needs, emergency access, time of year that construction is taking place, and access to residential property. The maximum length of open trenching allowed overnight is 20 feet. These areas must be covered by plates overnight.

4.4MM-4(c) The construction contractor shall ensure that construction crews will resurface the street to the satisfaction of the Director of Public Works and within the timeframe specified in the encroachment permit.

Cumulative Impacts and Mitigation Measures

4.4I-5 Increased traffic on local streets and roads in Rocklin under cumulative conditions (2025 conditions).

Table 4.4-5 identifies the traffic conditions on local streets and roads in Rocklin in the year 2025 with the development anticipated in the General Plan, but without the development of the proposed project.

Using the “no project” 2025 data from Table 4.4-5 as the baseline, Table 4.4-6 compares the traffic conditions on local streets and roads in Rocklin in the year 2025 with the development planned in the General Plan and the proposed project.

As a further comparison, Table 4.4-7 presents the traffic conditions on local streets and roads in Rocklin in the year 2025 with the development planned in the General Plan with the proposed project (as in Table 4.4-6) as compared to the traffic conditions in the year 2025 with implementation of the proposed project and the development planned in the proposed General Plan.

**Table 4.4-5
 2025 No Project P.M. Peak Commuter Hour Intersection Operating Conditions**

Intersection		Jurisdiction	2025 No Project Conditions		
			Traffic Control Device	Criteria ¹	LOS
1.	Sierra College Blvd. and SR 193	Placer Co	Signal	0.968 V/C	E
2.	Sierra College Blvd. and English Colony Rd.	Placer Co	Signal	0.839 V/C	D
3.	Sierra College Blvd. and Del Mar Ave. (overall) <i>-Westbound Approach</i>	Placer Co	E/W Stop	2.0 sec <i>121.7 sec</i>	A F
4.	Sierra College Blvd. and King Rd.	Loomis	Signal	0.739 V/C	C
5.	Sierra College Blvd. and Taylor Rd/Pacific St.	Loomis	Signal	0.904 V/C	E
6.	Sierra College Blvd. and Granite Dr.	Rocklin	Signal	0.725 V/C	C
7.	Sierra College Blvd. and I-80 WB Ramps	Rocklin	Signal	0.756 V/C	C
8.	Sierra College Blvd. and I-80 EB Ramps	Rocklin	Signal	0.715 V/C	C
9.	Del Mar Ave. and Pacific St.	Rocklin	Signal	0.537 V/C	A
10.	N. Grove St. and Pacific St. <i>-Northbound Approach</i>	Rocklin	N/S Stop	1.0 sec <i>15.4 sec</i>	A C
11.	Pacific St. and E Midas Ave.	Rocklin	Signal	0.792 V/C	C
12.	Pacific St. and Rocklin Rd.	Rocklin	Signal	0.899 V/C	D
13.	Granite Dr. and Rocklin Rd.	Rocklin	Signal	0.799 V/C	C
14.	Rocklin Rd. and I-80 Westbound Ramps	Rocklin	Signal	0.876 V/C	D
15.	Rocklin Rd. and I-80 Eastbound Ramps	Rocklin	Signal	0.893 V/C	D
16.	Valley View Pkwy. and Park Dr.	Rocklin	N/A	N/A	N/A
17.	Sierra College Blvd. and Valley View Pkwy.	Rocklin	N/A	N/A	N/A

¹ Signalized intersection - volume-capacity ratio (V/C); Unsignalized intersection – average vehicle delay (seconds)
 Source: DKS Associates, Transportation/Circulation Report, December 2005.

**Table 4.4-6
 2025 Current General Plan Plus Proposed Project
 P.M. Peak Commuter Hour Intersection Operating Conditions**

	Intersection	Jurisdiction	2025 No Project Conditions		2025 Plus Project Conditions	
			Criteria ¹	LOS	Criteria ¹	LOS
1.	Sierra College Blvd. and SR 193	Placer Co	0.968 V/C	E	0.931 V/C	E
2.	Sierra College Blvd. and English Colony Rd.	Placer Co	0.839 V/C	D	0.827 V/C	D
3.	Sierra College Blvd. and Del Mar Ave. (overall) -Westbound Approach	Placer Co	2.0 sec 121.7 sec	A F	3.7 sec 244.4 sec	A F
4.	Sierra College Blvd. and King Rd.	Loomis	0.739 V/C	C	1.001 V/C	F
5.	Sierra College Blvd. and Taylor Rd/Pacific St.	Loomis	0.904 V/C	E	0.865 V/C	D
6.	Sierra College Blvd. and Granite Dr.	Rocklin	0.725 V/C	C	0.732 V/C	C
7.	Sierra College Blvd. and I-80 WB Ramps	Rocklin	0.756 V/C	C	0.750 V/C	C
8.	Sierra College Blvd. and I-80 EB Ramps	Rocklin	0.715 V/C	C	0.703 V/C	C
9.	Del Mar Ave. and Pacific St.	Rocklin	0.537 V/C	A	0.519 V/C	A
10.	N. Grove St. and Pacific St. -Northbound Approach	Rocklin	1.0 sec 15.4 sec	A C	1.1 sec 14.2 sec	A B
11.	Pacific St. and E Midas Ave.	Rocklin	0.792 V/C	C	0.701 V/C	C
12.	Pacific St. and Rocklin Rd.	Rocklin	0.899 V/C	D	0.853 V/C	D
13.	Granite Dr. and Rocklin Rd.	Rocklin	0.799 V/C	C	0.758 V/C	C
14.	Rocklin Rd. and I-80 Westbound Ramps	Rocklin	0.876 V/C	D	0.874 V/C	D
15.	Rocklin Rd. and I-80 Eastbound Ramps	Rocklin	0.893 V/C	D	0.890 V/C	D
16.	Valley View Pkwy. and Park Dr.	Rocklin	N/A	N/A	0.829 V/C	D
17.	Sierra College Blvd. and Valley View Pkwy.	Rocklin	N/A	N/A	0.771 V/C	C

¹ Signalized intersection - volume-capacity ratio (V/C); Unsignalized intersection – average vehicle delay (seconds)
 Source: DKS Associates, Transportation/Circulation Report, December 2005.

**Table 4.4-7
 2025 Proposed General Plan Plus Project
 P.M. Peak Commuter Hour Intersection Operating Conditions**

Intersection	Jurisdiction	2025 Current G.P. Plus Project Conditions		2025 Proposed G.P. Plus Project Conditions		
		Criteria ¹	LOS	Criteria ¹	LOS	
		1.	Sierra College Blvd. and SR 193	Placer Co	0.931 V/C	E
2.	Sierra College Blvd. and English Colony Rd.	Placer Co	0.827 V/C	D	0.845 V/C	D
3.	Sierra College Blvd. and Del Mar Ave. (overall)	Placer Co	3.7 sec	A	4.0 sec	A
	-Westbound Approach		244.4 sec	F	271.3 sec	F
4.	Sierra College Blvd. and King Rd.	Loomis	1.001 V/C	F	1.017 V/C	F
5.	Sierra College Blvd. and Taylor Rd/Pacific St.	Loomis	0.865 V/C	D	0.870 V/C	D
6.	Sierra College Blvd. and Granite Dr.	Rocklin	0.732 V/C	C	0.741 V/C	C
7.	Sierra College Blvd. and I-80 WB Ramps	Rocklin	0.750 V/C	C	0.759 V/C	C
8.	Sierra College Blvd. and I-80 EB Ramps	Rocklin	0.703 V/C	C	0.717 V/C	C
9.	Del Mar Ave. and Pacific St.	Rocklin	0.519 V/C	A	0.509 V/C	A
10.	N. Grove St. and Pacific St.	Rocklin	1.1 sec	A	1.1 sec	A
	-Northbound Approach		14.2 sec	B	16.7 sec	B
11.	Pacific St. and E Midas Ave.	Rocklin	0.701 V/C	C	0.791 V/C	C
12.	Pacific St. and Rocklin Rd.	Rocklin	0.853 V/C	D	0.833 V/C	D
13.	Granite Dr. and Rocklin Rd.	Rocklin	0.758 V/C	C	0.765 V/C	C
14.	Rocklin Rd. and I-80 Westbound Ramps	Rocklin	0.874 V/C	D	0.876 V/C	D
15.	Rocklin Rd. and I-80 Eastbound Ramps	Rocklin	0.890 V/C	D	0.894 V/C	D
16.	Valley View Pkwy. and Park Dr.	Rocklin	0.829 V/C	D	0.862 V/C	D
17.	Sierra College Blvd. and Valley View Pkwy.	Rocklin	0.771 V/C	C	0.793 V/C	C

¹ Signalized intersection - volume-capacity ratio (V/C); Unsignalized intersection – average vehicle delay (seconds)
 Source: DKS Associates, Transportation/Circulation Report, December 2005.

When the “no project” conditions are used as the baseline for assessment, the lack of difference between traffic conditions associated with the planned development in the current General Plan and the *proposed* General Plan (including the proposed project in both conditions) becomes apparent. The two conditions are generally equal with the exception of traffic from the Summit property only being able to exit through Clover Valley, not south to Argonaut Avenue. Therefore, the impacts from both the current General Plan 2025 and proposed General Plan 2025 conditions are considered equal and evaluated as such.

The greatest increases in daily traffic volume in Rocklin occur on Park Drive. Park Drive increases by 9,000 daily vehicles northwest of the project entrance and increases by 5,100 south of the project entrance. The increases on Park Drive are due not only to the new development introduced on the Clover Valley site, but also the addition of Valley View Parkway, which would provide new access from Park Drive through to Sierra College Boulevard. East-west connectors such as Valley View Parkway are rare in the City; thus, Valley View Parkway would be used by existing Rocklin residents with the implementation of the proposed project. It should also be noted that volume increases on King Road in Loomis are not necessarily due to Clover Valley residents going through Loomis. The addition of Valley View Parkway (which is in the City of Rocklin’s current General Plan) provides new access from SR 65 to I-80. Whether or not the land uses of Clover Valley are built, the addition of Valley View Parkway would result in increases on King Road through Loomis because King Road provides one of the more direct routes to I-80. Loomis residents would also use this route to get to points west of Clover Valley as well.

As shown in Table 4.4-7, when compared with the “no project” conditions, the intersection of Valley View Parkway and Park Drive would operate at unacceptable levels. Therefore, the increased traffic at Valley View Parkway and Park Drive would result in a *potentially significant* impact.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the impacts from increased traffic on local streets and roads in the vicinity of the project site to a *less-than-significant* level.

- 4.4MM-5(a) *Prior to final map approval, the project applicant shall include in the project entry design, for review and approval by the City Engineer, accommodation for the projected PM peak hour traffic volumes including, but not limited to, receiving lanes for the northbound and westbound right turn lanes at the intersection of Valley View Parkway and Park Drive.*

The above mitigation measure would reduce the service level of the Valley View Parkway and Park Drive intersection to LOS B.

4.4I-6 Increased traffic on local streets and roads outside of Rocklin under cumulative conditions (2025 conditions).

As shown in Table 4.4-7, when compared with the “no project” conditions, the intersections of Sierra College Boulevard and King Road, and the westbound approach to Sierra College Boulevard and Del Mar Avenue would operate at unacceptable levels. However, as stated in Impact 4.4I-1, the westbound approach to Sierra College Boulevard and Del Mar Avenue is a minor approach.

The number of vehicles on a minor approach is small compared to the overall intersection volume, and longer delays would not have a major effect on the overall average delay per vehicle of the intersection. Furthermore, the City’s LOS policy is based on overall intersection delay, not individual movement or approach delay. Therefore, the overall LOS levels for the Sierra College Boulevard and Del Mar Avenue intersection would be used to determine the impact significance. The intersection would operate at an overall LOS A, which is considered an acceptable level of service.

At the intersection of Sierra College Boulevard and King Road, a number of improvements are necessary to bring this intersection back to LOS “C” under 2025 Plus Project conditions, which include the following:

- A second southbound left turn lane (requires additional right of way on King Road to accept two left turn lanes) should be added;
- East/west signal phasing “split phase” should be created;
- The westbound approach should be striped as one through/left lane and one exclusive right turn lane; and
- A receiving lane on Sierra College Boulevard should be added for westbound right turns.

However, the Sierra College Boulevard and King Road intersection is in the Town of Loomis, not Rocklin, and thus the City of Rocklin has no direct control over improvements that take place at the intersection. Therefore, the increased traffic at the intersections of Sierra College Boulevard and King Road would result in a *significant* impact.

Mitigation Measure(s)

Because the intersection of Sierra College Boulevard and King Road is in the Town of Loomis, and the City of Rocklin thus has no direct control over improvements at this intersection, the impact would remain *significant and unavoidable*.

Endnotes

¹ DKS Associates, Transportation/Circulation Report, December 2005.