# 4.3 TRANSPORTATION AND CIRCULATION

## 4.3.1 INTRODUCTION

This section evaluates the potential impacts from development of the Amoruso Ranch Specific Plan (ARSP or Proposed Project) on local and regional transportation facilities. The existing transportation setting such as current levels of service, bicycle facilities, and transit services is described. The City of Roseville's Capital Improvement Program (CIP) defines the roadway improvements that would be needed to meet the City's adopted level of service (LOS) policy under full buildout of all vacant land within the City (plus some potential redevelopment of properties in the City's Downtown area) and "market levels" of development in the rest of the region. As part of the Proposed Project, the City would update the CIP to include the Proposed Project. This section evaluates the effects of the Proposed Project under existing conditions, 2035 CIP Conditions, 2035 Cumulative Conditions, and SuperCumulative Conditions.

The following documents were used in preparation of this section:

- *Traffic Study for the ARSP* (Fehr & Peers, 2016a; **Appendix M**)
- *City of Roseville General Plan 2025*, as amended June 2015 (City of Roseville, 2015a)
- *Draft ARSP*, 2016 (City of Roseville, 2016)
- *Creekview Specific Plan Final Environmental Impact Report (EIR)*, April 2011 (City of Roseville, 2011a)
- *South Placer County Bus Rapid Transit (BRT) Service Plan* (PCTPA, 2008)
- *South Placer County Regional Dial-A-Ride Study*, (PCTPA, 2007a)
- *Transit Master Plan for South Placer County* (PCTPA, 2007b)
- *Placer County 2035 Regional Transportation Plan* (RTP), (PCTPA, 2010)
- *City of Roseville Short Range Transit Plan* (PCTPA, 2011)
- *City of Roseville Bicycle Master Plan* (City of Roseville, 2008b)
- *City of Roseville Pedestrian Master Plan* (City of Roseville, 2011b)
- *Placer County Countywide CIPs* (Placer County, 2014a)
- *Sacramento Area Council of Governments Metropolitan Transportation Plan/ Sustainable Communities Strategy* (SACOG, 2012a)
- *Placer Vineyards Specific Plan*, as amended January 2015 (Placer County, 2015a)
- *Placer Vineyards Specific Plan Final EIR Addendum* (Placer County, 2015b)
- *Sutter Pointe Specific Plan* (Sutter County, 2008)
- *Sutter Pointe Specific Plan Final EIR* (Sutter County, 2009)
- *Regional University Specific Plan Final EIR*, September 2008 (Placer County, 2008a)
- *Sierra Vista Specific Plan Final EIR*, May 2010 (City of Roseville, 2010c)
- *West Roseville Specific Plan,* February 2004 (City of Roseville, 2004a)

The documents listed above are available for review during normal business hours (Monday through Friday 8 a.m. to 5 p.m.) at:

**City of Roseville Permit Center**
311 Vernon Street
Roseville, CA 95678

In response to the Notice of Preparation (NOP; **Appendix C**), the City received several transportation and circulation related comments from various entities, as described below. Refer to **Appendix C** of this EIR to view the comments received on the Proposed Project in response to the NOP.

The Sacramento County Department of Transportation (SCDOT) requested that any Sacramento County roadways that would experience increased traffic volumes from the development be studied in the Draft EIR. SCDOT stated that there was a possibility for increased traffic flow along Watt Avenue, Walerga Road, and Antelope Road. SCDOT also stated that if the Proposed Project would have any impacts on the transportation facilities in Sacramento County, mitigation measures should be included in the Draft EIR to address those impacts. SCDOT requested that the City of Roseville enter into an agreement with Sacramento County to implement any mitigation measures if impacts are found in the Draft EIR.

The Placer County Community Development/Resource Agency (PCCDRA) stated that the developer will need to submit improvement plans for review and approval by Placer County prior to issuance of an encroachment permit or execution of an encroachment agreement for construction of frontage improvements along Sunset Boulevard West, the proposed Emergency Vehicular Access (EVA), the temporary EVA connection, and potential future roadway connection of Westbrook. The PCCDRA requested that these items be included in the required agency permits/approvals section of the Draft EIR. The PCCDRA also noted that the Proposed Project shall be conditioned to require dedication of right-of-way (ROW) for Placer Parkway and construction frontage improvements along Sunset Boulevard West, both of which would need to be reviewed and approved by Placer County.

The California Department of Transportation (Caltrans) recommended that a Traffic Study be prepared to assess impacts of the Proposed Project to the State Highway System. Caltrans stated that the Traffic Study should address several traffic scenarios, including existing and cumulative conditions, and that it should provide LOS analysis for nearby intersections. Caltrans also stated that the Traffic Study should include analysis for freeway mainlines, ramps, ramp terminal intersections, and trip distribution, and that merge/diverge analysis should be performed for freeway and ramp junctions.

The South Placer Regional Transportation Agency (SPRTA) stated that the Proposed Project should reflect the latest corridor alignment of the proposed Placer Parkway and that the proposed interchange on Placer Parkway at Westbrook Boulevard is not included in the current Placer Parkway Alternative 5 corridor and would need to be pursued as a separate project.

Member of the public stated that the Draft EIR should address traffic, specifically potential impacts to Sunset Boulevard West.

## 4.3.2 ENVIRONMENTAL SETTING

### Study Area Roadways and Intersections

#### *Roadway Functional Classification*

The existing street network in the City of Roseville consists of both roadways that have provided access to the older portions of the City for decades and roadways that were designed to serve newer specific

plan areas. In each of the City's specific plan areas and the North Industrial Planning Area, arterial and collector roadway classifications have been defined and most of these roadways have been constructed.

The primary function of arterial roadways is to move large volumes of traffic through the City to other sections and beyond. In the specific plan areas, the ROW for arterials varies from 76 feet to 100 feet and generally incorporates four to six travel lanes, bicycle lanes, and a landscaped median. On-street parking on existing arterials in the specific plan areas is prohibited, and access is limited to minimize cross traffic turning movements in order to improve traffic safety and allow for more efficient traffic flow. Outside the City's specific plan areas, some roadways function as arterials due to the current high traffic volumes and their key linkages between one section of the City and another. For these roadways, current ROW widths vary, but most contain more than two traffic lanes.

Collector streets generally link local residential streets and the commercial and office parking areas to the arterials. In the specific plan areas, the ROW for these streets varies from 54 feet to 60 feet and contains two traffic lanes and bicycle lanes. Outside the specific plan areas, a number of roadways function as collector roadways due to moderate traffic volumes and their linkage to the arterial roadway system. The ROW widths for these roadways vary, but most contain two traffic lanes.

The existing state highway and arterial systems within the City of Roseville are described below.

### *State Highway System*

Roseville is served by an interstate highway (I-80) and a state highway, State Route 65 (SR 65). I-80 is a transcontinental highway that links Roseville not only to Sacramento and the Bay Area, but crosses the Sierra Nevada to link Roseville to the rest of the United States. It carries commute traffic between Placer and Sacramento counties, as well as interregional and interstate business, freight, tourist, and recreational travel. Roseville is connected to I-80 by five interchanges: Riverside Avenue, Douglas Boulevard, Eureka Road/Atlantic Street, Taylor Road, and SR 65. I-80 has eight lanes west of Riverside Avenue and six lanes through the remainder of Roseville. High Occupancy Vehicle (HOV) lanes currently exist on I-80 in Sacramento County but terminate at the Placer County line.

SR 65 is generally a north–south State Route that connects Roseville with the cities of Lincoln and Marysville (via SR 70). In Roseville, this highway is a four-lane freeway with access from four interchanges: I-80, Galleria Boulevard/Stanford Ranch Road, Pleasant Grove Boulevard, and Blue Oaks Boulevard.

### *Arterial Street System*

The arterial network links residential areas to both commercial and employment centers and links all of these uses to the regional freeway system. The existing arterial network in the western portion of the City of Roseville is described below.

***Blue Oaks Boulevard*** is an east–west arterial that links the cities of Roseville and Rocklin to each other and to SR 65. Between SR 65 and Crocker Ranch Road it has four lanes. From Crocker Ranch Road to west of Fiddyment Road it has six lanes. Blue Oaks Boulevard has recently been extended west of Fiddyment Road as part of the West Roseville Specific Plan (WRSP)/ Fiddyment Ranch development.

***Fiddyment Road*** is a north–south arterial connecting western Roseville with Placer County and the City of Lincoln. Fiddyment Road has recently been widened and realigned as part of the WRSP. It is currently four lanes between Pleasant Grove Boulevard and the north Roseville city limits.

***Foothills Boulevard*** is the major north–south arterial in Roseville west of I-80. It extends as far south as Cirby Way, where it becomes Roseville Road and continues south into Sacramento County. North of Cirby Way it traverses portions of the City's Infill Area and Northwest Roseville Specific Plan and North Industrial Planning Area and ends at Duluth Avenue at the northern city limits. This roadway (along with Washington Boulevard, Harding Boulevard, and SR 65) provides one of only four grade-separated crossings of the Union Pacific railroad main line.

***Junction Boulevard*** is an east–west arterial in west Roseville that has four lanes from Washington Boulevard to Baseline Road.

***Pleasant Grove Boulevard*** is an east–west arterial that extends from the WRSP to the City of Rocklin where it becomes Park Drive and connects the WRSP, the Del Webb Specific Plan, the Northwest Roseville Specific Plan, the North Central Roseville Specific Plan, and the Highland Reserve North Specific Plan Area to each other and to SR 65. It has four lanes from its western terminus at Market Drive to west of Foothills Boulevard. It has six lanes from west of Foothills Boulevard to SR 65.

***Washington Boulevard*** is a major north–south arterial. It connects SR 65 and Blue Oaks Boulevard on the north to Oak Street in downtown Roseville. Most of Washington Boulevard has four lanes, except a two-lane segment north and south of where it crosses under the Union Pacific railroad north-south tracks and it varies from 2 to 4 lanes between Pleasant Grove and Oak Street.

***Woodcreek Oaks Boulevard*** is a north–south arterial that extends from Baseline Road to the northern boundary of the City. This arterial has four lanes from Baseline Road to north of Pleasant Grove Boulevard, two lanes north to Blue Oaks Boulevard, and varies from 2 to 4 lanes between Blue Oaks Boulevard and the northern City Boundary.

***Baseline Road*** is an east–west arterial that links Roseville with the unincorporated Dry Creek Area and SR 70/99. From the City limits east, Baseline Road provides two westbound lanes and one eastbound lane until it becomes Main Street at Foothills Boulevard.

### *Local Street System*

***Hayden Parkway*** is a two-lane collector street with a 50-foot ROW to accommodate a 12-foot wide landscape median with restricted median breaks.

***Parkway One*** is a two-lane connector that is proposed from the Creekview Specific Plan (CSP) eastern boundary through the Fiddyment Farms portion of the WRSP to Fiddyment Road.

***Westbrook Boulevard*** is planned as a six-lane facility with a 100-foot ROW extending between a future extension of Blue Oaks Boulevard in the WRSP Area and Baseline Road in the Sierra Vista Specific Plan

(SVSP) Area. As indicated in **Section 2.0**, **Project Description**, Westbrook Boulevard would be extended northward with the CSP Area.

### *Existing Traffic Levels of Service*

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

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

The City revised its LOS policy with the update of the CIP, which was adopted in September 2002 and updated on June 20, 2007. The current LOS policy calls for the City to maintain an LOS C standard at a minimum of 70 percent of all signalized intersections in the City during the PM peak hour. The traffic flow and capacity of Roseville's arterial/collector system is principally controlled by the capacity of its signalized intersections. Intersection operations were evaluated using procedures described in the *Highway Capacity Manual* (HCM), which represent conditions during the busiest 15 minutes of the peak hour (Transportation Research Board, 2000).

**Figure 4.3-1** shows the existing signalized study intersections in the City of Roseville.

**Table 4.3-1** presents the average delay range in seconds at signalized intersections for each LOS category based on HCM procedures and the corresponding volume-to-capacity (v/c) ratios based on the Transportation Research Board *Interim Materials on Highway Capacity – Circular 212* methodology, along with a definition of each LOS category. While the PM peak hour has typically been used in the operational analysis of the City's roadway system since it generally represents the highest hour for overall traffic volumes during the day, the City has decided that AM peak hour analysis should now be conducted as well.

Roadways within Rocklin, Sutter County, Sacramento County, and Placer County are analyzed in accordance with daily volume thresholds established by each jurisdiction. **Table 4.3-2** shows the volume thresholds used to determine segment-based levels of service on roadways in other jurisdictions.




SOURCE: Fehr & Peers, 2015; AES, 12/17/2015

**Figure 4.3-1**
Signalized Study Intersections in Roseville - Existing Conditions

**TABLE 4.3-1**
LEVEL OF SERVICE THRESHOLDS AND DEFINITIONS AT SIGNALIZED INTERSECTIONS

| Level of Service (LOS) | Circular 212 (v/c Ratio)[1] | HCM (Average Delay per Vehicle) | Description |
|---|---|---|---|
| A | 0.00 – 0.60 | 0.0 – 10.0 | Free Flow/Insignificant Delays: No approach phase is fully utilized by traffic and no vehicle waits longer than one red signal indication. |
| B | 0.61–0.70 | > 10.0 – 20.0 | Stable Operation/Minimal Delays: An occasional approach phase is fully utilized. Many drivers begin to feel somewhat restricted within platoons of vehicles. |
| C[2] | 0.71–0.81 | > 20.0 – 35.0 | Stable Operation/Acceptable Delays: Major approach phases fully utilized. Most drivers feel somewhat restricted. |
| D | 0.82–0.90 | > 35.0 – 55.0 | Approaching Unstable/Tolerable Delays: Drivers may have to wait through more than one red signal indication. Queues may develop but dissipate rapidly, without excessive delays. |
| E | 0.91–1.00 | > 55.0 – 80.0 | Unstable Operation/Significant Delays: Volume at or near capacity. Vehicles may wait through several signal cycles. Long queues from upstream from intersection. |
| F | Greater than 1.00 | Greater than 80.0 | Forced Flow/Excessive Delays: Represents jammed conditions. Intersection operates below capacity with low volumes. Queues may block upstream intersections. |

1 - The ratio of the traffic volume demand at an intersection to the capacity of the intersection (volume-to-capacity; v/c).
2 - The City of Roseville has established a volume-to-capacity ratio of 0.81 at the LOS C threshold, other jurisdictions use 0.80
Source: Transportation Research Board, 2000; Fehr & Peers, 2016a.

**TABLE 4.3-2**
ROADWAY SEGMENT LEVEL OF SERVICE THRESHOLDS

| Facility Type | Maximum Average Daily Traffic (ADT) for Given LOS | | | | |
|---|---|---|---|---|---|
| | LOS A | LOS B | LOS C | LOS D | LOS E |
| **Placer[1] and Sacramento[2] County Roadways** | | | | | |
| Two-Lane Arterial | 10,800 | 12,600 | 14,400 | 16,200 | 18,000 |
| Four-Lane Arterial | 21,600 | 25,200 | 28,800 | 32,400 | 36,000 |
| Six-Lane Arterial | 32,400 | 37,800 | 43,200 | 48,600 | 54,000 |
| **City of Rocklin[3] Roadways** | | | | | |
| Four-Lane Divided Arterial | 20,250 | 23,625 | 27,000 | 30,375 | 33,750 |
| **Sutter County[4] Roadways** | | | | | |
| Two-Lane Rural Roadway | Volume Thresholds Not Provided | | 7,200 | 12,200 | 20,800 |
| Four-Lane Urban Arterial | | | 26,340 | 29,640 | 32,930 |
| Six-Lane Urban Arterial | | | 39,510 | 44,460 | 49,395 |

1 - Placer County study roadways analyzed as moderate access control facilities based on thresholds contained in *Riolo Vineyard Specific Plan Draft EIR* (Placer County, 2008b).
2 - Sacramento County study roadways analyzed as moderate access control facilities based on thresholds contained in *Traffic Impact Analysis Guidelines*.
3 - City of Rocklin study roadways analyzed as moderate access control facilities based on thresholds contained in 2001 *Northwest Rocklin Annexation Draft EIR*.
4 - Sutter County study roadways analyzed based on thresholds contained *in Sutter Pointe Specific Plan Draft EIR* (Sutter county, 2008).
Source: Fehr & Peers, 2016a (**Appendix M**).

## Existing Transit Service

Transit services are provided to the residents of the City of Roseville by Roseville Transit. The Roseville Transit routes within the vicinity of the Proposed Project are shown on **Figure 4.3-2**. Other transit systems operating adjacent to the City with links to Roseville Transit are Sacramento Regional Transit and Placer County Transit (PCT). Other systems which complement the current transit services in Roseville include taxicab services, Greyhound Bus Lines, and Amtrak. These existing transit services are described below.

### *City of Roseville Transit Service*

The City of Roseville operates Roseville Transit, which has a local fixed route service, a peak hour commuter service, and a dial-a-ride service. Roseville Transit provides approximately 435,000 trips annually. **Figure 4.3-2** shows the transit routes within the City.

*Roseville Transit Commuter Service* (commute service) is a fixed route weekday commute period service between Roseville and downtown Sacramento. Currently Roseville Transit operates nine routes between Roseville and downtown Sacramento.

*Roseville Transit Local Service* (fixed route service) has 12 scheduled routes, most of which operate Monday through Friday from 5:45 a.m. to 10:00 p.m. and on Saturdays from 8:00 a.m. to 5:00 p.m. There are five transfer points where convenient connections between buses can be made: Sierra Gardens, Galleria Mall, Civic Center, Louis/Orlando, and Woodcreek Oaks/Junction. The Roseville Transit system connects to both PCT (at Galleria Mall and Louis/Orlando transfer points) and Sacramento Regional Transit (at Louis/Orlando transfer point).

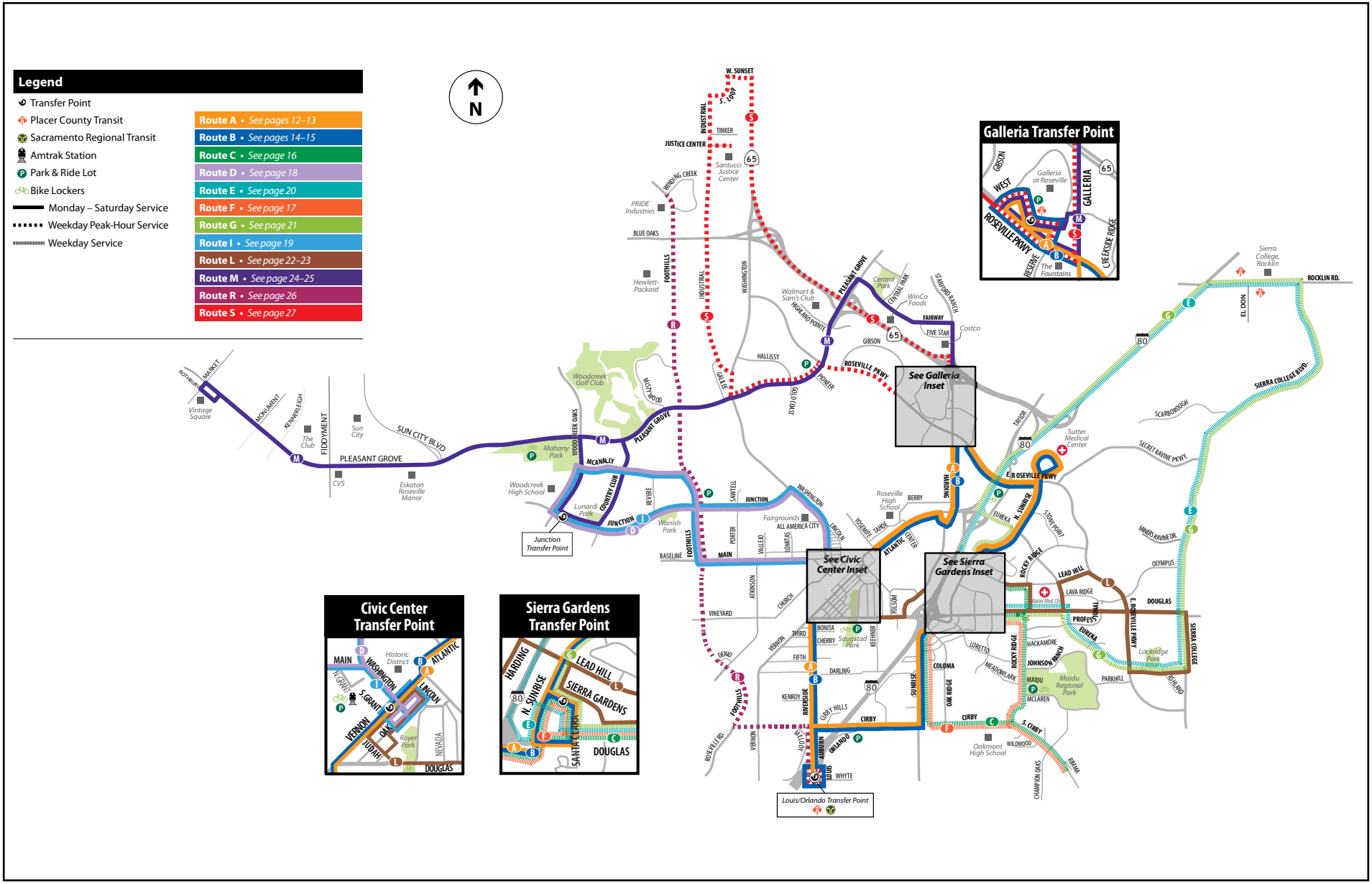
*Roseville Transit ADA Paratransit Service* is an appointment service required by the Americans with Disabilities Act (ADA) for persons with disabilities preventing them from using Local Service. ADA Paratransit Service operates within a three-quarter mile radius of Local Service routes during Local Service hours.

*Roseville Transit Dial-a-Ride (DAR) Service* provides curb to curb appointment bus service within the City of Roseville for the general public, seven days a week. Roseville Transit dial-a-ride services operate Monday through Friday from 5:45 a.m. to 10:00 p.m. and on weekends from 8:00 a.m. to 5:00 p.m.

There are currently no Roseville Transit routes directly serving the project site. The closest route is Route M. Route M's closest access is located at the intersection of Market Street and Pleasant Grove Boulevard, approximately three miles south of the project site. Route R travels within about 3.5 miles of the project site, with its closest access being at the intersection of Blue Oaks and Foothills Boulevard.

### *Placer County Transit Service*

PCT operates fixed-route, commuter, and dial-a-ride services adjacent to and connecting with Roseville Transit. PCT is operated by Placer County. PCT principally serves the I-80, Highway 49, and SR 65 corridors. PCT has an Auburn to Light Rail express route that stops at the Louis/Orlando transfer point where it connects to Roseville Transit and Sacramento Regional Transit before proceeding to the Watt/I-




SOURCE: City of Roseville, 2014; AES, 2015



**Figure 4.3-2**
City of Roseville Transit Routes

80 light rail station. PCT also has a Lincoln to Galleria to Sierra College route. Placer County also operates a commuter service between Colfax and downtown Sacramento with stops in Rocklin and Roseville (four daily runs Monday through Friday during peak hours).

### *Other Transit Service*

*Greyhound Bus Lines* has a station at the inter-modal facility (the Amtrak station) in Roseville. Greyhound Bus Lines offers two trips to Sacramento per day. From Sacramento, passengers can continue to destinations in any direction. Taxi service is provided by several private companies.

## Existing Pedestrian Facilities

The City of Roseville has an extensive network of pedestrian facilities. Most residential streets contain improved sidewalk facilities and crosswalks at intersections. Arterial roadways adjacent to existing residential development have wide sidewalks, often flanked by landscaping corridors. There currently are no sidewalk facilities along existing Sunset Boulevard West or elsewhere adjacent to the project site.

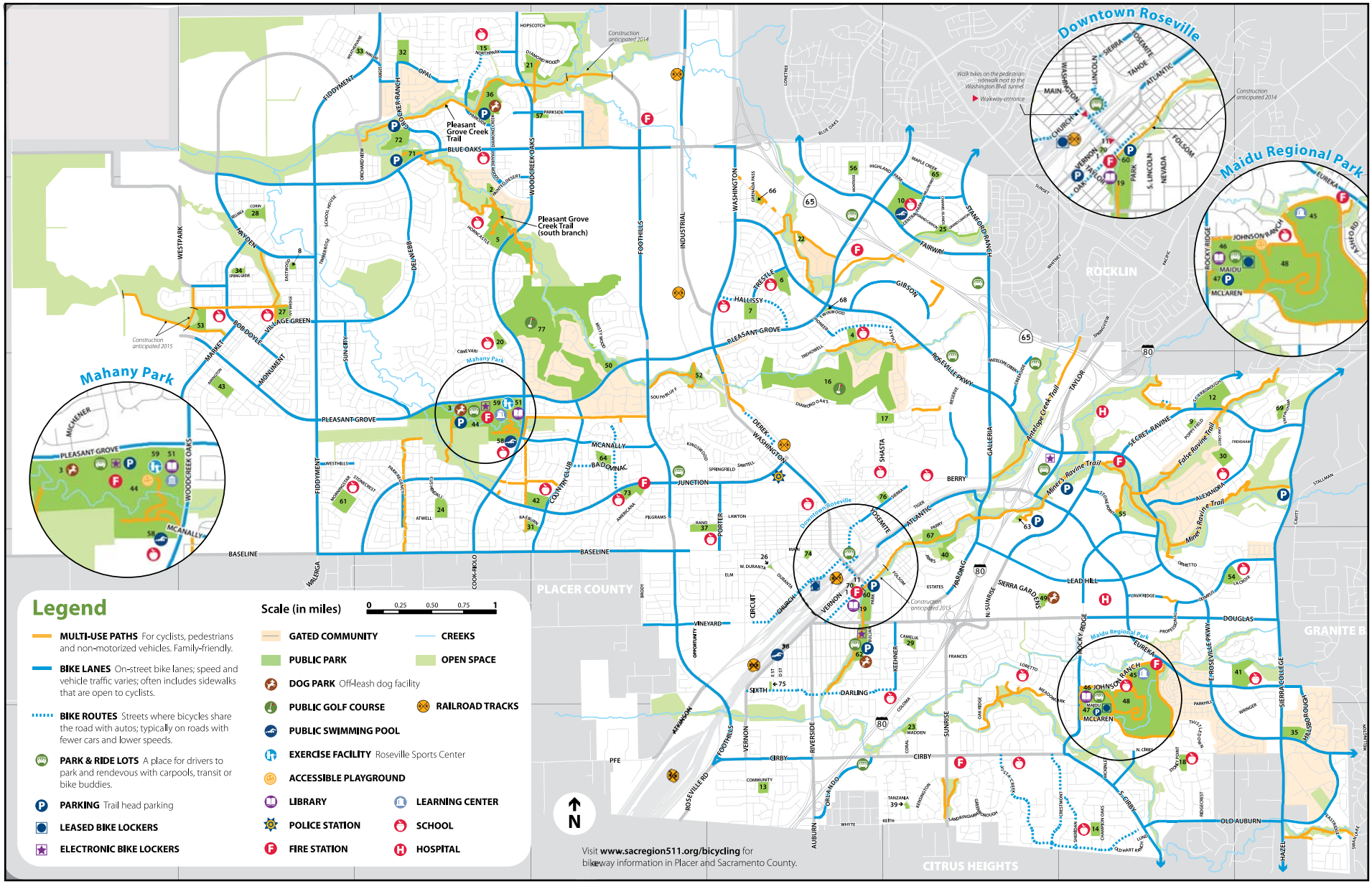
## Existing Bicycle Facilities

The City's existing bikeways are shown in **Figure 4.3-3**. Designated bikeways are specific routes that meet minimum local and state design standards. Roseville generally follows Caltrans' design standards for the following classes of bikeways:

- Class I bikeways are located within a completely separated ROW designated for the exclusive use of bicycles and pedestrians with cross flows by motorists minimized. Class I bikeways are a minimum of 10 feet wide. A 2-foot graded area should parallel the bikeway on both sides, and the bikeway should be a minimum of 5 feet from an adjacent roadway.
- Class II bikeways are frequently referred to as on-street bike lanes. Class II bikeways consist of a restricted ROW designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with cross-flows by pedestrians and motorists permitted. Class II bikeways are typically 4–6 feet wide in Roseville and separated from vehicle traffic by a solid white stripe.
- Class III bikeways consist of on-street right-of-way designated by signs or permanent markings that is shared with motorists.

Roseville has an additional classification for bikeways; Class IA facilities are shared pedestrian and bikeway paths within landscaped corridors along arterial and collector roadways and are separated from the roadway. They are a minimum of eight-feet wide. Caltrans does not consider sidewalk facilities to be Class IA facilities, and does not recommend that they be signed as bicycle routes. However, Class IA facilities are still desirable for bicyclists of lower skill levels, such as children, as well as others who are hesitant to use on-street routes.

The City of Roseville has an adopted Bicycle Master Plan, which provides guidelines for the development of a city-wide network of Class I, 1A, II, and III bicycle facilities and design standards (based on Caltrans standards) for new bicycle facilities within Roseville.




SOURCE: City of Roseville, 2014; AES, 2015



**Figure 4.3-3**
City of Roseville Existing Bicycle Facilities

Class II bike lanes currently exist near the project site on Fiddyment Road and Pleasant Grove Boulevard. The City's recommended bicycle network includes future Class II bike lanes on all arterial and collector roadways.

## Traffic Volumes

One of the key evaluation measures of a City's roadway system is a comparison of daily and peak period traffic volumes on its major roadway system. The traffic data within Roseville were collected by Fehr & Peers in January 2014. These data include traffic counts at all signalized intersections within the City of Roseville. Traffic count data for many project site roadways outside the City of Roseville were also available from a variety of sources including counts conducted in 2013–2014 and volumes shown in recent environmental documents.

**Figure 4.3-4** shows the existing average daily traffic (ADT) volumes for roadways within the vicinity of the project site. ADT represents the total volume passing a point or segment of roadway, in both directions, on an average weekday.

## Truck Routes

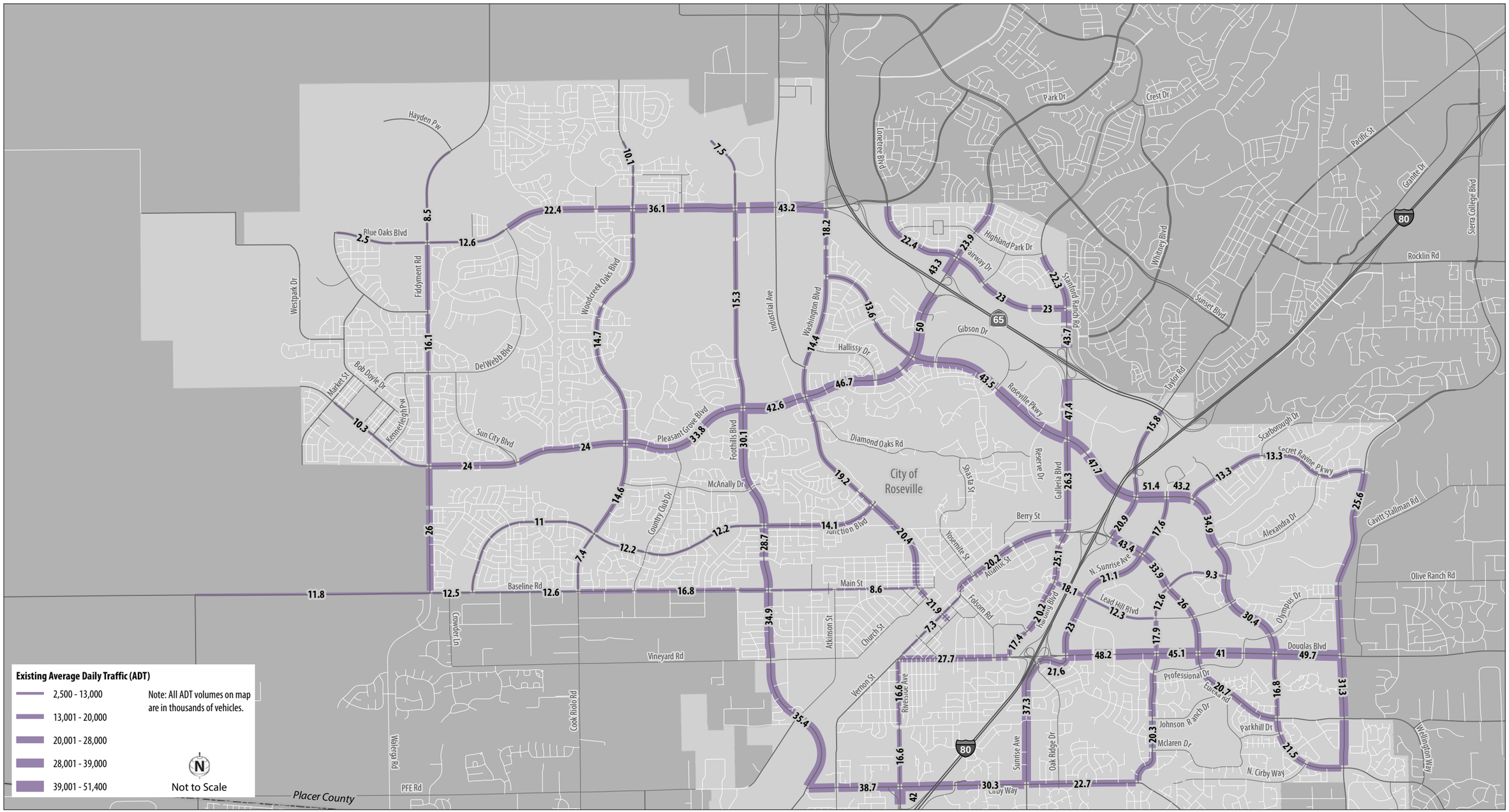
Truck routes within the Roseville City limits include the following:

- I-80
- SR 65
- Baseline Road west of Foothills Boulevard
- Foothills Boulevard south of Baseline Road
- Cirby Way between Foothills Boulevard and Sunrise Avenue
- Roseville Road south of Cirby Way
- Riverside Avenue/Auburn Boulevard south of Cirby Way
- Sunrise Avenue south of Cirby Way
- Douglas Boulevard between Eureka Road and Sierra College Boulevard
- Eureka Road between Douglas Boulevard and I-80
- Sierra College Boulevard
- Fiddyment Road between Baseline Road and Blue Oaks Boulevard
- Blue Oaks Boulevard west of SR 65

These trucks routes link with Sacramento County's designated truck routes on Roseville Road, Auburn Boulevard, Sunrise Boulevard, and Hazel Avenue.

## Rail

*Union Pacific*'s transcontinental rail line and its switching yard and maintenance facilities have played a major role in Roseville's history. The railroad facilities in the City have and will continue to have a significant effect on the area's economy. However, the railroad tracks and yard create a substantial barrier to both pedestrian and automobile circulation. The tracks and railroad yard concentrate vehicle




SOURCE: Fehr & Peers, 2015; AES, 12/17/2015



**Figure 4.3-4**
Average Daily Traffic Volume (ADT) on Roseville Roadways - Existing Conditions

traffic into a limited number of crossings and, thereby, have a large influence on travel patterns through Roseville.

The main line of the Union Pacific tracks crosses under SR 65 adjacent to Taylor Road; it then follows I-80 south to Atlantic Street, which it follows into downtown Roseville. The main line then connects with a northern spur and enters the Roseville switching yard. Adjacent land use in this vicinity is a mixture of commercial, industrial, and residential land use. The switching yard then continues south past the Roseville city limits. The only two at-grade crossings in the city limits are at Yosemite Street and Tiger Street. The main line crosses under Harding Boulevard, over Washington Boulevard, and under Foothills Boulevard, which together with SR 65 are the only four grade-separated crossings of the Union Pacific main line tracks within Roseville.

The northern spur of the Union Pacific rail line crosses under Blue Oaks Boulevard, adjacent to Industrial Avenue. The rail continues south and crosses over Washington Boulevard under Pleasant Grove Boulevard and under Sierra Boulevard before it joins the main line near the downtown area. There are no at-grade crossings of this spur line. The four grade-separated crossings are at Blue Oaks Boulevard, Pleasant Grove Boulevard, Washington Boulevard, and Sierra Boulevard.

*Amtrak* provides interstate rail service via stations in Roseville, Auburn, and Colfax. Amtrak's California Zephyr provides east–west service between Chicago and Oakland with one Roseville stop in each direction daily. Placer County residents can also access the California Zephyr at Truckee in Nevada County. Other Amtrak trains can be accessed at Sacramento, or by using the Amtrak Thruway Bus Connections to Roseville.

*Capitol Corridor* provides Intercity Rail links between the Bay Area, the City of Sacramento, and Placer County. At present, one round trip train accesses Roseville daily. However, feeder bus service is provided to additional trains in Sacramento. In the City of Roseville, all Capitol Corridor services occur at the City's inter-modal facility near the intersection of Church Street and Pacific Street, in the Historic Downtown area of Roseville.

## Aviation

There are no aviation facilities within the Roseville City limits. Lincoln Airport is located roughly 10 miles north of Roseville along SR 65. Other airports in the vicinity are McClellan Airfield, approximately 8.0 miles south; Mather Airport, located approximately 17 miles south; Auburn Airport, located approximately 20 miles northeast of Roseville near Highway 49, north of I-80; Rio Linda Airport, approximately 11 miles southwest of Roseville; and the Sacramento International Airport, located approximately 17 miles, by roadway, southwest of Roseville along I-5 north of I-80.

## Existing Levels of Service

**Table 4.3-3** shows the LOS at currently signalized intersections Citywide and highlights those intersections currently operating at LOS D or worse during the AM and PM peak periods with ***bold, italicized*** text. These LOS calculations are based on the traffic counts conducted by Fehr & Peers in January 2014. As of January 2014, there were 159 signalized intersections in the City of Roseville

(excluding 8 located within the Pedestrian Overlay District [POD]). As shown, one signalized intersection in Roseville operates at a level worse than LOS C during the AM peak hour. No others operate at unacceptable levels (worse than LOS C) during the AM peak hour. During the PM peak hour, 30 intersections operate at levels worse than LOS C. Of these 30, 24 operate at LOS D, 6 operate at LOS E, and none operate at LOS F.

It should be noted that the City requested that all signalized intersections in the City be renumbered for the Proposed Project's Traffic Study to provide better overall organization. The numbering system sequentially numbers all existing and future signalized intersections starting from west to east along arterial streets starting from the north. As shown in the LOS tables, this numbering system results in some gaps in numbering under existing conditions, since some intersections would not require signals until a future year. However, the numbering is continuous under the future-year scenarios.

**TABLE 4.3-3**
LEVEL OF SERVICE AT ROSEVILLE SIGNALIZED INTERSECTIONS – EXISTING CONDITIONS

| Intersection | | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|---|
| | | Avg. Delay | LOS | Avg. Delay | LOS |
| 6 | Blue Oaks Blvd/Fiddyment Rd | 18 | B | 18 | B |
| 7 | Blue Oaks Blvd/Orchard View Rd | 3 | A | 3 | A |
| 8 | Blue Oaks Blvd/Del Webb Blvd | 7 | A | 10 | A |
| 9 | Blue Oaks Blvd/Crocker Ranch Rd | 8 | A | 7 | A |
| 10 | Blue Oaks Blvd/Diamond Creek Blvd | 21 | C | 20 | B |
| 11 | Blue Oaks Blvd/Woodcreek Oaks Blvd | 30 | C | ***37*** | ***D*** |
| 12 | Blue Oaks Blvd/Woodmeadow Dr | 6 | A | 11 | B |
| 13 | Blue Oaks Blvd/New Meadow Dr | 7 | A | 19 | B |
| 15 | Blue Oaks Blvd/Foothills Blvd | 32 | C | 33 | C |
| 17 | Blue Oaks Blvd/Washington Blvd/SR 65 SB Ramps | 29 | C | ***42*** | ***D*** |
| 20 | Pleasant Grove Blvd./Westbrook Blvd. | 10 | B | 7 | A |
| 22 | Market St/Pleasant Grove Blvd | 17 | B | 15 | B |
| 23 | Monument Dr/Pleasant Grove Blvd | 14 | B | 12 | B |
| 25 | Pleasant Grove Blvd/Fiddyment Rd | 26 | C | 27 | C |
| 26 | Pleasant Grove Blvd/Sun City Blvd | 4 | A | 5 | A |
| 27 | Pleasant Grove Blvd/Rose Creek Rd | 4 | A | 4 | A |
| 28 | Pleasant Grove Blvd/Michener Dr | 6 | A | 6 | A |
| 29 | Pleasant Grove Blvd/Woodcreek Oaks Blvd | 26 | C | 28 | C |
| 30 | Pleasant Grove Blvd/Country Club Dr | 15 | B | 10 | A |
| 31 | Pleasant Grove Blvd/Foothills Blvd | 31 | C | ***52*** | ***D*** |
| 32 | Pleasant Grove Blvd/Washington Blvd | 31 | C | ***41*** | ***D*** |
| 33 | Pleasant Grove Blvd/Hallissy Dr | 14 | B | 25 | C |
| 34 | Pleasant Grove Blvd/Roseville Pkwy | 27 | C | ***67*** | ***E*** |
| 35 | Highland Pointe Dr/Pleasant Grove Blvd | 23 | C | ***47*** | ***D*** |
| 36 | Pleasant Grove Blvd/Hwy-65 SB Ramps | 12 | B | 11 | B |
| 37 | Pleasant Grove Blvd/Hwy-65 NB Ramps | 22 | B | 21 | B |

| Intersection | | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|---|
| | | Avg. Delay | LOS | Avg. Delay | LOS |
| 38 | Fairway Dr/Pleasant Grove Blvd | 28 | C | ***41*** | ***D*** |
| 39 | Highland Park Dr/Pleasant Grove Blvd | 17 | B | 25 | C |
| 49 | Baseline Rd/Watt Ave | 13 | B | 31 | C |
| 56 | Baseline Rd/Fiddyment Rd | 28 | C | ***41*** | ***D*** |
| 57 | Baseline Rd/Junction Blvd | 12 | B | 11 | B |
| 58 | Baseline Rd/Woodcreek Oaks Blvd | 25 | C | 23 | C |
| 59 | Baseline Rd/Foothills Blvd | 33 | C | ***36*** | ***D*** |
| 60 | HP-Central Dwy/Foothills Blvd | 3 | A | 5 | A |
| 61 | Roseville Pkwy/Washington Blvd | 12 | B | 16 | B |
| 62 | Trestle Rd/Roseville Pkwy | 11 | B | 9 | A |
| 64 | Roseville Pkwy/Chase Dr | 9 | A | 12 | B |
| 65 | Roseville Pkwy/Gibson Dr | 13 | B | 13 | B |
| 66 | West Mall/Roseville Pkwy | 5 | A | 25 | C |
| 67 | Roseville Pkwy/Reserve Dr | 12 | B | ***37*** | ***D*** |
| 68 | Roseville Pkwy/Galleria Blvd | 22 | C | ***53*** | ***D*** |
| 69 | Roseville Pkwy/Creekside Ridge Dr | 10 | A | ***37*** | ***D*** |
| 70 | E. Roseville Pkwy/Taylor Rd | 29 | C | ***57*** | ***E*** |
| 71 | E. Roseville Pkwy/N. Sunrise Ave | 21 | C | ***39*** | ***D*** |
| 72 | E. Roseville Pkwy/Secret Ravine Pkwy | 17 | B | 32 | C |
| 73 | Alexandra Dr/E. Roseville Pkwy | 12 | B | 16 | B |
| 74 | Rocky Ridge Dr/E. Roseville Pkwy | 8 | A | 17 | B |
| 75 | Orvietto Dr/Roseville Pkwy | 15 | B | 28 | C |
| 76 | Olympus Dr/Roseville Pkwy | 17 | B | 28 | C |
| 77 | Douglas Blvd/Roseville Pkwy | 33 | C | ***48*** | ***D*** |
| 78 | Village Dr/E. Roseville Pkwy | 13 | B | 15 | B |
| 79 | Eureka Rd/E. Roseville Pkwy | 22 | C | 26 | C |
| 80 | E. Roseville Pkwy/N. Cirby Way | 7 | A | 8 | A |
| 81 | E. Roseville Pkwy/Sierra College Blvd | 23 | C | 25 | C |
| 82 | Atlantic St/Yosemite St | 16 | B | 14 | B |
| 83 | Atlantic St/Tiger Way | 15 | B | 11 | B |
| 84 | Atlantic St/Wills Rd | 12 | B | 12 | B |
| 85 | Atlantic St/I-80 WB Ramps | 9 | A | 10 | B |
| 86 | Eureka Rd/Taylor Rd | 29 | C | ***44*** | ***D*** |
| 87 | Eureka Rd/N. Sunrise Ave | 21 | C | ***35*** | ***D*** |
| 88 | Eureka Rd/Rocky Ridge Dr | 22 | C | 33 | C |
| 89 | Lead Hill Blvd/Eureka Rd | 19 | B | 25 | C |
| 90 | Douglas Blvd/Eureka Road | 27 | C | 43 | D |
| 91 | Eureka Rd/Deer Valley Apts Dwy | 11 | B | 10 | A |
| 92 | Eureka Rd/Ashland Dr | 12 | B | 9 | A |
| 93 | Eureka Rd/Sierra College Blvd | 26 | C | 31 | C |
| 94 | Douglas Blvd/Judah St | 10 | B | 13 | B |

| Intersection | | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|---|
| | | Avg. Delay | LOS | Avg. Delay | LOS |
| 95 | Douglas Blvd/Park Dr | 9 | A | 9 | A |
| 96 | Douglas Blvd/Keehner Ave | 9 | A | 10 | A |
| 97 | Douglas Blvd/Folsom Rd | 21 | C | 19 | B |
| 98 | Douglas Blvd/Harding Blvd | 28 | C | ***48*** | ***D*** |
| 99 | Douglas Blvd/I-80 WB Ramps | 32 | C | ***41*** | ***D*** |
| 100 | Douglas Blvd/I-80 EB Ramps | 6 | A | 11 | B |
| 101 | Douglas Blvd/North Sunrise Ave | 31 | C | ***61*** | ***E*** |
| 102 | Douglas Blvd/Santa Clara Dr | 9 | A | 28 | C |
| 103 | Douglas Blvd/Sierra Gardens Dr | 16 | B | ***43*** | ***D*** |
| 104 | Douglas Blvd/Target Dwy | 9 | A | 30 | C |
| 105 | Douglas Blvd/Rocky Ridge Drive | 26 | C | ***59*** | ***E*** |
| 106 | Douglas Blvd/Sierra College Blvd | ***37*** | ***D*** | ***44*** | ***D*** |
| 107 | Cirby Way/Roseville Rd | 24 | C | ***40*** | ***D*** |
| 108 | Cirby Way/Vernon St | 24 | C | 34 | C |
| 109 | Cirby Way/Lindsay Dr | 6 | A | 6 | A |
| 110 | Cirby Way/Melody Ln | 11 | B | 9 | A |
| 111 | Cirby Way/Riverside Ave | 35 | C | ***60*** | ***E*** |
| 112 | Cirby Way/Orlando Ave | 12 | B | 18 | B |
| 113 | Cirby Way/San Simeon Dr | 7 | A | 7 | A |
| 114 | Cirby Way/Sunrise Ave | ***49*** | ***D*** | ***59*** | ***E*** |
| 115 | Cirby Way/Oakridge Dr | 16 | B | 14 | B |
| 116 | Cirby Way/Parkview Dr | 10 | A | 5 | A |
| 117 | Cirby Way/Rocky Ridge Dr | 21 | C | 28 | C |
| 118 | Cirby Way/Champion Oaks Dr | 9 | A | 10 | A |
| 119 | Old Auburn Rd/Cirby Way | 19 | B | 16 | B |
| 125 | Lead Hill Blvd/Wal*Mart | 2 | A | 4 | A |
| 131 | Fiddyment Rd/Hayden Pkwy (North) | 6 | A | 7 | A |
| 133 | Hayden Pkwy (South)/Fiddyment Rd | 8 | A | 8 | A |
| 134 | Village Green Dr/Fiddyment Rd | 16 | B | 17 | B |
| 141 | Horncastle Ave/Woodcreek Oaks Blvd | 13 | B | 13 | B |
| 142 | Camino Capistrano/Woodcreek Oaks Blvd | 16 | B | 15 | B |
| 143 | Canevari Dr/Woodcreek Oaks Blvd | 18 | B | 15 | B |
| 144 | McAnally Dr/Woodcreek Oaks Blvd | 22 | C | 14 | B |
| 145 | Trailee Ln/Woodcreek Oaks Blvd | 19 | B | 13 | B |
| 146 | Albertsons Dr/Foothills Blvd | 11 | B | 10 | A |
| 147 | HP-South Dwy/Foothills Blvd | - | C | - | C |
| 149 | Mistywood Dr/Foothills Blvd | 10 | A | 8 | A |
| 150 | McAnally Dr/Foothills Blvd | 15 | B | 18 | B |
| 151 | Junction Blvd/Foothills Blvd | 29 | C | 34 | C |
| 152 | Pilgrim Dr/Foothills Blvd | 7 | A | 6 | A |
| 153 | Vineyard Rd/Foothills Blvd | 20 | B | 22 | B |

| Intersection | | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|---|
| | | Avg. Delay | LOS | Avg. Delay | LOS |
| 154 | Denio Loop/Foothills Blvd | 17 | B | 18 | B |
| 156 | Hallissy Dr/Washington Blvd | 6 | A | 5 | A |
| 158 | Diamond Oaks Rd/Washington Blvd | 12 | B | 13 | B |
| 159 | Sawtell Rd/Washington Blvd | 12 | B | 13 | B |
| 160 | Junction Blvd/Washington Blvd | 12 | B | 19 | B |
| 162 | Cortina Cir/Fairway Dr | 15 | B | 14 | B |
| 164 | Fairway Dr/Target Dwy | 10 | A | 12 | B |
| 165 | Fairway Dr/Central Park Dr | 10 | B | 16 | B |
| 166 | Fairway Dr/Home Depot Dwy | 7 | A | 28 | C |
| 167 | Fairway Dr/Five Star Blvd | 11 | B | 19 | B |
| 168 | Highland Park/Stanford Ranch Rd | 14 | B | 10 | A |
| 169 | Fairway Dr/Stanford Ranch Rd | 21 | C | 27 | C |
| 170 | 5 Star Blvd/Stanford Ranch Rd | 18 | B | ***41*** | ***D*** |
| 171 | Hwy-65 NB Ramps/Stanford Ranch | 9 | A | ***43*** | ***D*** |
| 172 | Hwy-65 SB Ramps/Galleria Blvd | 6 | A | 23 | C |
| 173 | JC Penny/Galleria Circle | 12 | B | 16 | B |
| 174 | Antelope Creek Dr/Galleria Blvd | 9 | A | 34 | C |
| 175 | Berry St/Galleria Blvd | 15 | B | 18 | B |
| 176 | Wills Rd/Harding Blvd | 14 | B | 18 | B |
| 177 | Lead Hill Blvd/Harding Blvd | 11 | B | 22 | C |
| 178 | Estates Dr/Harding Blvd | 17 | B | 20 | B |
| 179 | Roseville Square/Harding Blvd | 10 | B | 25 | C |
| 180 | Stone Point Dr/N. Sunrise Ave | 3 | A | 5 | A |
| 181 | N. Sunrise Ave/Automall Dr | 17 | B | 23 | C |
| 182 | Lead Hill Blvd/N. Sunrise Ave | 20 | C | ***41*** | ***D*** |
| 183 | Sierra Gardens Dr/N. Sunrise Ave | 13 | B | 22 | C |
| 184 | Oak Ridge Dr/Sunrise Ave | 4 | A | 4 | A |
| 185 | Frances Dr/Sunrise Ave | 5 | A | 7 | A |
| 186 | Coloma Way/Sunrise Ave | 13 | B | 17 | B |
| 187 | Sun Tree Dr/Sunrise Ave | 13 | B | 14 | B |
| 188 | Kensington Dr/Sunrise Ave | 10 | A | 9 | A |
| 189 | Rocky Ridge Dr/Stone Point Dr | 4 | A | 6 | A |
| 190 | Lead Hill Blvd/Rocky Ridge Dr | 15 | B | 24 | C |
| 191 | Professional Dr/Rocky Ridge Dr | 9 | A | 14 | B |
| 192 | Meadowlark Way/Rocky Ridge Dr | 7 | A | 8 | A |
| 193 | McLaren Dr/Rocky Ridge Dr | 8 | A | 8 | A |
| 194 | Secret Ravine Pkwy/Sierra College | 16 | B | 17 | B |
| 195 | Miners Ravine Pkwy/Sierra College Blvd | 6 | A | 6 | A |
| 196 | Olympus Dr/Sierra College Blvd | 21 | C | 18 | B |
| 197 | Indigo Creek Apts Dwy/Sierra College Blvd | 19 | B | 26 | C |
| 198 | Old Auburn Rd/Sierra College Blvd | 31 | C | 34 | C |

| Intersection | | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|---|
| | | Avg. Delay | LOS | Avg. Delay | LOS |
| 199 | Olympus Dr/Europa St | 10 | B | 5 | A |
| 200 | Secret Ravine Pkwy/Scarborough Dr | 14 | B | 14 | B |
| 203 | I-80 WB Ramps/Riverside Ave | 11 | B | 26 | C |
| 204 | Orlando Ave/Riverside Ave | 22 | C | 32 | C |
| 205 | Junction Blvd/Stonecrest Dr | 15 | B | 11 | B |
| 207 | Junction Blvd/Woodcreek Oaks Blvd | 16 | B | 16 | B |
| 208 | Junction Blvd/Country Club Dr | 23 | C | 14 | B |
| 209 | Junction Blvd/Revere Dr | 5 | A | 4 | A |
| 210 | Junction Blvd/Americana Dr | 13 | B | 6 | A |
| 211 | Junction Blvd/Sawtell Rd | 9 | A | 9 | A |
| 212 | PFE Rd/Hilltop Cir | 12 | B | 8 | A |
| P1 | Darling/Riverside (Located in POD) | 17 | B | 18 | B |
| P2 | Vernon/Douglas (Located in POD) | 24 | C | 32 | C |
| P3 | Vernon/Grant (Located in POD) | 5 | A | 7 | A |
| P4 | Vernon/Judah (Located in POD) | 3 | A | 4 | A |
| P5 | Vernon/Lincoln (Located in POD) | 12 | B | 16 | B |
| P6 | Main/Washington (Located in POD) | 26 | C | 30 | C |
| P7 | Oak/Grant (Located in POD) | 15 | B | 15 | B |
| P8 | Oak/Lincoln (Located in POD) | 8 | A | 9 | A |

1 - Intersections operating at LOS D or worse are indicated by ***bold, italicized*** text.
2 - Traffic count data not available at the signalized HP-South Dwy/Foothills Blvd. intersection.
3 - Intersections located in Pedestrian Overlay District (POD) are exempt from City's LOS policies.
Source: Fehr & Peers, 2016a (**Appendix M**)

**Table 4.3-4** provides a summary of the signalized intersection operations within the City of Roseville, including a list of those intersections operating at levels worse than LOS C. **Table 4.3-4** excludes the eight intersections located in POD, as these intersections are exempt from the City's LOS policies.

## 4.3.3 REGULATORY SETTING

### Federal

There are no known federal standards that would directly affect the transportation and circulation aspects of the Proposed Project.

### State

#### *California Department of Transportation*

A Caltrans Transportation Concept Report (TCR) is a long-range transportation document that defines Caltrans goals for the development of the transportation corridor in terms of LOS and type of facilities, and broadly identifies the improvement needed to reach those goals. In the TCR for SR 65 Caltrans has adopted an LOS E standard.

**TABLE 4.3-4**
CITY OF ROSEVILLE SIGNALIZED INTERSECTIONS OPERATIONS SUMMARY – EXISTING CONDITIONS
(EXCLUDING POD INTERSECTIONS)

| Level of Service | AM Peak Hour | PM Peak Hour |
|---|---|---|
| Total Intersections | 160 | 160 |
| LOS A-C | 157 (98%) | 130 (81%) |
| LOS D | 3 (2%)<br>▪ Blue Oaks/ Foothills<br>▪ Cirby/Sunrise<br>▪ Douglas/Sierra College | 24 (15%)<br>▪ Baseline/Fiddyment<br>▪ Blue Oaks/Woodcreek Oaks<br>▪ Cirby/Foothills<br>▪ Douglas/Eureka<br>▪ Douglas/Sierra Gardens<br>▪ Douglas/E. Roseville Pkwy<br>▪ Douglas/Harding<br>▪ Douglas/Sierra College<br>▪ Eureka/N. Sunrise<br>▪ Baseline/Foothills<br>▪ Pleasant Grove/Foothills<br>▪ Roseville Pkwy/Galleria<br>▪ Lead Hill/N. Sunrise<br>▪ Fairway/Pleasant Grove<br>▪ Highland Pointe/Pleasant Grove<br>▪ Pleasant Grove/ Washington<br>▪ Roseville Pkwy/Creekside Ridge<br>▪ E. Roseville Pkwy/N. Sunrise<br>▪ Roseville Pkwy/Reserve<br>▪ Five Star/Stanford Ranch<br>▪ Blue Oaks/Washington<br>▪ Douglas/I-80 WB Ramps<br>▪ SR65 NB Ramps/Stanford Ranch<br>▪ Eureka/Taylor |
| LOS E | 0 (0%) | 6 (4%)<br>▪ Cirby/Sunrise<br>▪ Cirby/Riverside<br>▪ Douglas/Rocky Ridge<br>▪ Douglas/N. Sunrise<br>▪ Pleasant Grove/Roseville Pkwy<br>▪ E. Roseville Pkwy/Taylor |
| LOS F | 0 (0%) | 0 (0%) |
| Percent Operating at LOS D, E, or F | 2% | 19% |

Source: Fehr & Peers, 2016a (**Appendix M**).

### *Senate Bill 375*

SB 375, signed in September 2008 (Chapter 728, Statutes of 2008), aligns regional transportation planning efforts, regional greenhouse gas (GHG) reduction targets, and land use and housing allocations. SB 375 requires each metropolitan planning organization (MPO) to adopt a sustainable communities strategy (SCS) or alternative planning strategy (APS) that will prescribe land use allocation in that MPO's RTP. As discussed below, the MPO for Roseville is the Sacramento Area Council of Governments (SACOG). The California Air Resources Board (CARB), in consultation with MPOs, will provide each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035. These reduction targets will be updated every 8 years, but can be updated every 4 years if advancements in emissions technologies affect the reduction strategies to achieve the targets. CARB is also charged with reviewing each MPO's SCS or APS for consistency with its assigned targets.

### *Senate Bill 743*

SB 743, signed in September 2013, made several changes to California Environmental Quality Act (CEQA) for projects located in areas served by transit (OPR, 2014). The bill requires the Governor's Office of Planning and Research (OPR) to revise the CEQA Guidelines to establish new criteria for

determining the transportation impacts of projects within transit priority areas. Additionally, OPR must recommend alternate metrics to measure transportation impacts and once the CEQA Guidelines are certified, LOS impacts may not be considered a significant impact except in locations identified in the Guidelines. The bill also expands an existing CEQA exemption related to residential projects to create a new section that exempts employment centers and mixed-use projects that meet designated criteria (MTC, 2013). OPR is currently in the process of updated the CEQA Guidelines to reflect the new approach to transportation impact analysis. SB 743 does not apply to the Proposed Project, since the NOP for the Proposed Project was published prior to the adoption of SB 743.

### *Complete Streets*

In 2008, the State of California enacted the Complete Streets Act of 2008. The new law requires cities and counties, when updating their general plans, to ensure that local streets and roads meet the needs of all users, including bicyclists, pedestrians, transit riders, children, seniors, persons with disabilities and motorists. The law took effect in January 2011, when the Governor's OPR issued new general plan update guidelines that reflect Complete Streets planning principles. Ensuring convenient access to jobs, school, entertainment, recreation, and critical services such as banking, medical care, and shopping requires a transportation system of roads, transit, bikeways, and sidewalks to manage our diverse needs.

SACOG is responsible for preparing the Metropolitan Transportation Plan (MTP) every four years in coordination with the 22 cities and six counties in the greater Sacramento region. Under memoranda of understanding, long-range transportation plans in El Dorado and Placer Counties are also incorporated into the MTP. The MTP is a 28-year plan for transportation improvements in the six-county region, based on projections for growth in population, housing, and jobs.

Regardless of city or county designated transportation projects, local improvements must be included in the regional MTP to receive state and federal funding. The current Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) for 2035 (MTP/SCS 2035) proposes using $49.8 billion (dollar amounts are based on the year of expenditure and account for inflation in transportation funds to operate, maintain and expand the region's transportation system. Expenditures included[1]:

- $16.4 billion to road and highway maintenance and rehabilitation
- $15.9 billion to transit investments
    - $4.8 billion in capital investment
    - $11.1 billion in operation
- $10.5 billion to road and highway capital improvements
- $4.0 billion to bicycle and pedestrian improvements
- $3.1 billion in other improvements for the region (programs)

[1] Estimates may not add to total due to individual rounding.

Federal law requires the MTP to conform to air quality goals for the region, satisfy financial constraints such that all proposed projects can be reasonably funded, and undergo extensive public review. State law further requires the MTP process include careful environmental analysis and review.

The MTP/SCS 2035 is the first MTP for the Sacramento region to pro-actively link land use, air quality, and transportation needs, as required by SB 375. Development of the MTP/SCS 2035 included an 18-month public priority setting process to identify a list of transportation improvement projects to best meet the needs of the region as a whole.

A 2016 update of the MTP/SCS, which uses 2036 growth projections was adopted by SACOG in February 2016.

## Local

The following local regulations pertain to those adopted by the City of Roseville as well as nearby jurisdictions.

### *City of Roseville General Plan*

Circulation Element – Level of Service Goals

**Goal 1** Maintain an adequate level of transportation service for all of Roseville's residents and employees through a balanced transportation system, which considers automobiles, transit, bicyclists, and pedestrians.

Circulation Element – Level of Service Policies

**Policy 1** Maintain a LOS "C" standard at a minimum of 70 percent of all signalized intersections and roadway segments in the City during the PM peak hours. Exceptions to the LOS "C" standard may be considered for intersections where the City finds that the required improvements are unacceptable based on established criteria identified in the implementation measures. In addition, PODs are exempted from the LOS standard.

**Policy 2** Strive to meet the LOS standards through a balanced transportation system that reduces the auto emissions that contribute to climate change by providing alternatives to the automobile and avoiding excessive vehicle congestion through roadway improvements, Intelligent Transportation Systems, and transit improvements.

#### *City of Roseville General Plan LOS Policy*

It is the underlying goal of the entire Circulation Element that the City's circulation system promotes 1) the safe, efficient, and reliable movement of people and goods; 2) shift from the single occupant automobile to other modes of transportation; and 3) provide an adequate level of transportation service for all persons traveling in and through Roseville.

The City of Roseville LOS policy calls for maintaining an LOS C standard at a minimum of 70 percent of all signalized intersections in the City during the PM peak hour. The City does not currently have an LOS policy for the AM peak hour.

This LOS policy embodies the City's commitment to an efficient, functional transportation system, but reflects an acknowledgement that some amount of congestion beyond LOS C during peak commute conditions is inevitable in an area supporting urban land use densities and intensities of use. The City believes the policy strikes an appropriate balance, given the adverse environmental and social consequences that are often associated with constructing these kinds of road improvements, such as additional lanes, that would be needed to maintain LOS C at all times. The creation of new pavement for such improvements can translate into biological and cultural resource impacts, lost homes and businesses, and a road system with streets so wide as to intimidate pedestrians and cyclists and render walking and bicycling less pleasant and more dangerous means of travel than they otherwise would be.

The City's Circulation Element explains how the City arrived at this balanced policy result after conducting the traffic modeling needed to ascertain what traffic levels will be at City buildout and year 2025 development levels outside of the City (calculated using "market based" land use growth projections). The text explains that the City has established LOS C as the goal for both the General Plan and the development of citywide traffic impact fees, but that the policy has been structured to allow the City, on a case-by-case basis, to allow exceptions to the LOS C standard.

The modeling showed that the planned number of lanes for most new roadways in the specific plan areas should be adequate to accommodate projected year 2025 PM peak hour traffic flows and provide an LOS C. In some cases, extraordinary at-grade improvements have been identified that will improve the LOS at specific intersections. However, even with these extraordinary improvements, there will remain 40 intersections within the City that will operate at levels worse than LOS C. In some cases extraordinary improvements could provide acceptable traffic operations, however those improvements were determined to be infeasible based on potential impacts on the surrounding areas.

For these reasons, although the City should continue to strive to provide LOS C at all locations in Roseville, there may be locations where the City may decide that the impacts and/or costs of the required improvements exceed the benefits of having LOS C for all hours of the day. At these locations, existing adjacent development and ROW limitations may make certain improvements infeasible or undesirable. General Plan policy has been structured to allow the City some flexibility to identify any case where LOS C might not be able to be maintained or the identified major improvements (such as grade separations) are determined to be undesirable. While this could lead to some intersections operating at worse than LOS C conditions for a limited amount of time per day, it is still intended that the City strive to maintain an overall high LOS standard for the City's roadway system.

Based on these considerations, the "Implementation Measures" portion of the Circulation Element, under the heading, "Capital Improvement Program/LOS Criteria," includes the following language:

> The City Council, following a public hearing, may determine, on a case-by-case basis that "extraordinary" improvements are not feasible or desirable and may relax the LOS C standard for a particular intersection. In considering exceptions to the LOS C standard, the City Council shall weigh the following overriding factors:
>
> - The number of hours per day that the intersection or roadway segment would operate below LOS C.

- The ability of the improvement to reduce peak hour delay and improve traffic operations.
- The impact on accessibility to surrounding properties.
- The ROW needs and the physical impacts on surrounding properties.
- The visual aesthetics of the required improvements and their impact on community identity and character.
- Environmental impacts including air quality, climate change and noise impacts.
- Construction and ROW acquisition costs.
- The impacts on pedestrian and bicycle accessibility and safety.
- The impacts on general safety.
- The impacts of the required construction phasing and traffic maintenance.
- The impacts on quality of life as perceived by residents.
- Consideration of other environmental, social, or economic factors on which the City Council may base findings to allow for exceeding LOS "C."

Allow exceptions to the LOS "C" standard only after all feasible measures and options are explored, including alternative forms of transportation.

Base the CIP on a 20-year horizon and update the CIP a minimum of every 5 years, or concurrently with the approval of any significant modification to the land use allocation assumed in the citywide travel model as determined by the Public Works Director (Policy 1).

As part of the 2014 approval of the City of Roseville Hotel and Conference Center, the City Council has acknowledged that PM peak hour operations will be worse than LOS C under 2025 conditions using the Circular 212 intersection analysis method. By virtue of approving the project and certifying the Hotel and Conference Center Final EIR, the City Council has acknowledged and accepted that the following 45 intersections within the City will operate at worse than LOS C under 2025 PM peak hour conditions (projected 2025 LOS is shown in parenthesis; Fehr & Peers, 2016a; **Appendix M**):

- Alantown Drive / Industrial Avenue (LOS D)
- Baseline Road / Fiddyment Road (LOS E)
- Baseline Road / Woodcreek Oaks Blvd (LOS D)
- Blue Oaks Blvd / Diamond Creek Blvd (LOS F)
- Blue Oaks Blvd / Foothills Blvd (LOS F)
- Cirby Way / Sunrise Avenue (LOS F)
- Cirby Way / Foothills Blvd (LOS F)
- Cirby Way / Northridge Drive (LOS E)
- Cirby Way / Orlando Avenue (LOS D)
- Cirby Way / Riverside Avenue (LOS F)
- Cirby Way / Vernon Street (LOS F)
- Douglas Blvd / Harding Blvd (LOS E)
- Douglas Blvd / Rocky Ridge Drive (LOS D)
- Douglas Blvd / Sierra College Blvd (LOS D)
- Douglas Blvd / Sunrise Avenue (LOS D)
- Fiddyment Road / Westhills Drive (LOS D)
- Foothills Blvd / Baseline Road (LOS D)
- Foothills Blvd / Roseville Parkway / HP Drive (LOS D)
- Foothills Blvd / Junction Blvd (LOS D)
- Foothills Blvd / McAnally Drive (LOS D)
- Foothills Blvd / Pleasant Grove Blvd (LOS E)
- Foothills Blvd / Vineyard Road (LOS D)
- Galleria Blvd / Berry Street (LOS D)
- Galleria Blvd / Roseville Parkway (LOS F)
- Galleria Blvd / SR 65 SB Ramps (LOS D)
- Junction Blvd / Baseline Road (LOS D)
- Junction Blvd / Washington Blvd (LOS E)
- Pleasant Grove Blvd / Fairway Drive (LOS E)
- Pleasant Grove Blvd / Fiddyment Road (LOS F)
- Pleasant Grove Blvd / Roseville Parkway (LOS F)
- Pleasant Grove Blvd / Highland Pointe Drive (LOS D)
- Pleasant Grove Blvd / Washington Blvd (LOS E)
- Pleasant Grove Blvd / Westbrook Blvd (LOS D)
- Pleasant Grove Blvd / Woodcreek Oaks Blvd (LOS D)

- Riverside Avenue / Orlando / I-80 EB Off-Ramp (LOS D)
- Roseville Parkway / Chase Drive (LOS D)
- Roseville Parkway / Gibson Drive (LOS D)
- Roseville Parkway / Gibson Drive West (LOS D)
- Roseville Parkway / North Sunrise (LOS E)
- Roseville Parkway / Reserve Drive (LOS D)
- Roseville Parkway / Taylor (LOS D)
- Stanford Ranch Road / SR 65 NB Ramps (LOS D)
- Sunrise Avenue / Sandringham Drive (LOS E)
- Taylor Road / Eureka Rd / I-80 EB Off-Ramp (LOS E)
- Washington Blvd / Sawtell Road (LOS D

If the City updates the CIP travel demand model to reflect 2035 CIP conditions using the HCM methodology, as discussed in more detail below in **Section 4.3.4** under **Method of Analysis**, several changes to the list of exempted PM peak hour intersections would occur.

### *Transportation Systems Management Ordinance (TSM)*

The purpose of the Transportation Systems Management (TSM) Ordinance is to develop an integrated and cooperative approach between the City and the business community to promote alternative transportation options to reduce traffic congestion and to improve the air quality in the Roseville area. The TSM Ordinance applies to businesses or common work locations (such as office building/complex, commercial/retail center, or industrial building/park) with 10 or more employees. Businesses or common work locations with 50 or more employees are also required to prepare a TSM Plan and enter into a TSM agreement with the City. The City's TSM requirements are located in Chapter 11.33 of the Roseville Municipal Code.

The goals and intent of the TSM Ordinance are to:

- Reduce total vehicle emissions in the City of Roseville by reducing the number of vehicular trips that might otherwise be generated by home-to-work commuting.
- Reduce peak hour traffic circulation in the City of Roseville by reducing both the number of vehicular trips and the vehicular miles traveled that might otherwise be generated by home-to-work commuting by a minimum of twenty percent (20%).
- Increase the efficiency of the existing transportation network in the City of Roseville.
- Promote an integrated and cooperative approach between the City and the business community to promote alternative transportation opportunities and improve the air quality in Roseville.
- Cooperate and coordinate with other cities, counties, communities, and regional agencies in these endeavors.

Development within the project site would be subject to the provisions of the TSM Ordinance. In addition, the Proposed Project would provide a park and ride location in the proposed commercial center on the northeast corner of Westbrook Boulevard and Road “D”. This site will provide 25 parking spaces designated for park and ride users in addition to the number of parking spaces required for the development, in accordance with the City’s Zoning Ordinance. The additional parking spaces will be used for park and ride purposes to promote carpooling, vanpooling, bicycling, and transit use within the project site.

### *Design and Construction Standards*

The 2013 Design and Construction Standards (as amended in February 2014) require that roadway improvements within the City of Roseville conform to a set of standard plans that detail City standards for pavement width, lighting, drainage, sewer, and other roadside facilities. Roadway facilities associated with the Proposed Project must meet or exceed these standards.

### *Capital Improvement Programs*

The City of Roseville currently participates in five traffic mitigation fee (TMF) programs to fund CIPs in Roseville and South Placer. The funding for those improvements is nexus based and is designed to fund each of the improvements included within the programs listed below.

- Roseville TMF – structured to fund improvements identified in the City of Roseville's CIP. The City's CIP identifies roadway and intersection improvements that are needed to meet the City's adopted LOS standard at year 2025 and includes buildout of currently entitled land, plus some potential redevelopment of properties within the City's Downtown. The General Plan calls for the City's CIP to be updated a minimum of every 5 years or with the approval of a significant development. The CIP has been amended several times over the last 10 years as specific plans have been approved. The most recent amendment was in April 2015. In conjunction with the Proposed Project, the City intends to update its CIP to 2035 conditions.
- Highway 65 Joint Powers Authority (JPA) – structured to construct interchanges along Highway 65 at Galleria/Stanford Ranch, Pleasant Grove Boulevard, and Sunset Boulevard based on 2025 development levels. As of October 15, 1990, the City of Roseville, the City of Rocklin, and Placer County entered into an agreement to form the Highway 65 JPA, to address development impacts to the Highway 65 corridor interchanges. The agreement outlines impacts fees and infrastructure improvements necessary to maintain service levels.
- SPRTA – structured to fund improvements along Sierra College Boulevard from Highway 193 to the Sacramento County line, portions of Auburn/Folsom Road, Douglas/I-80 Interchange, Placer Parkway, and $67 million for the widening of Highway 65.
- City/County Baseline Road Fee Program – structured to fund the City of Roseville's impacts on Placer County's portion of Baseline Road between Brady Lane and the Placer County/Sutter County Line, and the Walerga Road Bridge.
- Tier II Placer Parkway Fee – intended to accommodate the roadway capacity needs of growth in Southern Placer County. The fee funds Placer Parkway and environmental review of the I-80/SR 65 interchange. The fee applies to new specific plans in Western Placer County (including both unincorporated areas and cities).

The TMFs for the five programs listed above are collected by the participating agencies at building permit issuance. The fee funds the needed roadway improvements that support each new development project. Per the various agreements that established the TMF programs, the payment of fees in lieu of improvements has been determined to be an acceptable mitigation for any impacts caused by a project.

### *Long Range Transit Master Plan*

The City has worked with the Placer County Transportation Planning Agency (PCTPA) and surrounding jurisdictions to develop the Transit Master Plan for South Placer County, which is a long range transit plan

document, intended to guide the growth of transit services within the City of Roseville and the surrounding jurisdictions in Placer County through the planning horizon of 2030–2040. The PCTPA Board adopted the plan for services outlined as Scenario 2, which highlighted increased services and a new BRT program in response to anticipated development.

#### *Short Range Transit Plan (SRTP)*

The Short Range Transit Plan (SRTP) is a state and federally mandated planning document that describes the plans, programs, and goals of the transit operator. The SRTP was adopted by PCTPA in 2011 and it has a 7-year planning horizon. The SRTP focuses on the characteristics of the existing system and addresses operational, capital and financial needs for future transit services during the 7-year planning horizon (PCTPA, 2011). The City Council adopted a separate Fleet Utilization and Replacement Plan in 2013 to guide fleet replacement purchases.

**Figure 2-13** in **Section 2** shows the transit facilities in the project site proposed as part of the Proposed Project.

#### *Bicycle Master Plan*

The General Plan calls for the development of a comprehensive bikeway system that would provide connections between the City's major employment and housing areas and between existing and planned bikeways. The Bicycle Master Plan was updated in 2008. It provides guidelines for the development of a city-wide network of bicycle facilities and design standards for new bicycle facilities in Roseville.

#### *Pedestrian Master Plan*

The City of Roseville Pedestrian Master Plan (2011) was adopted by the City Council to establish policies, projects, and programs that improve the pedestrian system in Roseville and increase walking for transportation, recreation, and health. The Pedestrian Master Plan includes goals, policies, and implementation measures for pedestrian improvements and programs; a recommended pedestrian network; and a CIP that establishes a 20-year framework for improvements to the pedestrian environment.

### *City of Rocklin*

The City of Rocklin General Plan (October 2012) contains the following policy:

<u>Circulation Element – Policies for City and Regional Street System</u>

**Policy C-10** A Maintain a minimum traffic LOS "C" for all signalized intersections during the PM 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 LOS worse than "C" may be approved, if the approving body finds (1) the diminished LOS 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 LOS 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.

### *City of Lincoln*

The City of Lincoln General Plan (March 2008) contains the following policy:

Transportation and Circulation Element – Roads and Highways Policies

**Policy T-2.3** Strive to maintain a LOS C at all signalized intersections in the City during the p.m. peak hours. Exceptions to this standard may be considered for intersections where the city determines that the required road improvements are not acceptable (i.e., due to factors such as the cost of improvements exceeding benefits achieved, results are contrary to achieving a pedestrian design, or other factors) or that based upon overriding considerations regarding project benefits, an alternative LOS may be accepted. For purposes of this policy, City intersections along McBean Park Drive between East Avenue and G Street, and G Street between First Street and Seventh Street, are excluded from the LOS C standard, and will operate at a lower LOS.

### *Placer County*

The Placer County General Plan (as updated May, 2013) contains the following objectives:

Transportation and Circulation Section – Streets and Highways Policies

**Policy 3.A.7** The County shall develop and manage its roadway system to maintain the following minimum LOS, or as otherwise specified in a Community or Specific Plan:

a. LOS C on rural roadways, except within one-half mile of state highways where the standard shall be LOS D.
b. LOS C on urban/suburban roadways except within one-half mile of state highways were the standard shall be LOS D.
c. An LOS no worse than specified in the Placer County Congestion Management Program (CMP) for the State highway system.

Temporary slippage in LOS C may be acceptable at specific locations until adequate funding has been collected for the construction of programmed improvements.

The County may allow exceptions to these LOS standards where it finds that the improvements or other measures required to achieve the LOS standards are unacceptable based on established criteria. In allowing any exceptions to the standards, the County shall consider the following factors:

- The number of hours per day that the intersection or roadway segment would operate at conditions worse than the standard;
- The ability of the required improvement to significantly reduce peak hour delay and improve traffic operations;
- The ROW needs and the physical impacts on surrounding properties;
- The visual aesthetics of the required improvement and its impact on community identity and character;
- Environmental impacts including air quality and noise impacts;
- Construction and ROW acquisition costs;
- The impacts on general safety;
- The impacts of the required construction phasing and traffic maintenance,
- The impacts on quality of life as perceived by residents; and
- Other environmental, social, or economic factors on which the County may base findings to allow standards to be exceeded.

Exceptions to the standards will be allowed only after all feasible measures and options are explored, including alternative forms of transportation.

**Policy 3.A.8** The County shall work with neighboring jurisdictions to provide acceptable and compatible levels of service and joint funding on the roadways that may occur on the circulation network in the Cities and the unincorporated area.

**Policy 3.A.9** The County shall strive to meet the LOS standards through a balanced transportation system that provides alternatives to the automobile.

**Policy 3.A.10** The County shall plan and implement a complete road network to serve the needs of local traffic. This road network shall include roadways parallel to regional facilities so that the regional roadway system can function effectively and efficiently. Much of this network will be funded and/or constructed by new development.

**Policy 3.A.11** The County shall require an analysis of the effects of traffic from all land development projects. Each such project shall construct or fund improvements necessary to mitigate the effects of traffic from the project consistent with Policy 3.A.7. Such improvements may include a fair share of improvements that provide benefits to others.

**Policy 3.A.12** The County shall secure financing in a timely manner for all components of the transportation system to achieve and maintain adopted LOS standards.

**Policy 3.A.13** The County shall assess fees on new development sufficient to cover the fair share portion of that development's impacts on the local and regional transportation system.

Exceptions may be made when new development generates significant public benefits (e.g., low income housing, needed health facilities) and when alternative sources of funding can be identified to offset foregone revenues.

**Policy 3.A.14** Placer County shall participate with other jurisdictions and Caltrans in the planning and programming of improvements to the State Highway system, in accordance with state and federal transportation planning and programming procedures, so as to maintain acceptable levels of service for Placer County residents on all State Highways in the County. Placer County shall participate with Caltrans and others to maintain adopted LOS standards as follows:

a. For State Highways 49, 65, and 267 Placer County's participation shall be in proportion to traffic impacts from its locally-generated traffic.
b. The funding of capacity-increasing projects on I-80 shall utilize state and federal sources intended for the improvement of the regional and interstate system such as Flexible Congestion Relief (FCR). Placer County and local development shall not be required to participate financially in the upgrading of I-80 to provide additional capacity for through traffic.
c. Placer County assumes no responsibility for funding roadway improvements to the street system within other jurisdictions. Each local jurisdiction shall be responsible for improvements necessary to sustain adopted LOS standards within its jurisdiction limits. Placer County may negotiate participation agreements with other jurisdictions for transportation improvement projects that provide mutual benefit.

In 2005, as shown above, the Placer County Board of Supervisors amended General Plan Policy 3.A.7 to allow the establishment of LOS potentially inconsistent with the General Plan standard to apply within specific plan and community plan areas (Placer County Resolution 2005-149, June 28, 2005). These plans can establish their own LOS thresholds within the project site boundaries. The Placer Vineyard Specific Plan established LOS D or better conditions for the project site. Consequently, LOS D applies to Riego Road (Pleasant Grove Road [south] to Walerga Road) and Watt Avenue (Baseline Road to Dyer Lane) in Placer County. These roadways provided direct access to the Placer Vineyards Specific Plan along its frontage.

### *Sacramento County*

The Sacramento County General Plan (as amended May 2014) contains the following policy:

Circulation Element – Roadways Policies

**Policy CI-9** Plan and design the roadway system in a manner that meets LOS D on rural roadways and LOS E on urban roadways, unless it is infeasible to implement project alternatives or mitigation measures that would achieve LOS D on rural roadways or LOS E on urban roadways. The urban areas are those areas within the Urban Service Boundary as shown in the Land Use Element of the Sacramento County General Plan. The areas outside the Urban Service Boundary are considered rural.

### *Sutter County*

The Sutter County General Plan (March 2011) contains the following policy:

Mobility Chapter – Streets and Highways Policies

**Policy M 2.5** Develop and manage the County roadway segments and intersections to maintain LOS D or better during peak hour, and LOS C or better at all other times. Adjust for seasonality. These standards shall apply to all County roadway segments and intersections, unless otherwise addressed in an adopted specific plan or community plan.

## 4.3.4 IMPACTS

This section addresses the transportation and circulation impacts of the Proposed Project as determined by analyzing (1) changes from the existing physical conditions due to the Proposed Project, and (2) comparing traffic conditions in 2035, assuming buildout of applicable general plans, with and without the Proposed Project under several different scenarios described in **Section 4.3.4, Analysis Scenarios**, below. This information is based on the Traffic Study that was prepared for the Proposed Project (Fehr & Peers, 2016a; **Appendix M**). It should be noted that the Traffic Study analyzed the Proposed Project assuming it would consist of 2,936 dwelling units and 476,000 square feet of office/retail uses, plus an elementary school, parks, and open space areas. However, the Proposed Project site plan includes 110 fewer units. Accordingly, the analysis and conclusions of the Traffic Study are considered somewhat conservative.

## Method of Analysis

As part of the scoping of the traffic analysis for this EIR, the City of Roseville sent a NOP to local and regional agencies to solicit their comments and concerns. The geographic area included in the study and the specific roadway segments and intersections analyzed were selected as a result of the comments received from the various agencies. The comments from these agencies helped shape the modeling of the land use and roadway network shown in **Figure 2-7** in **Section 2**, which also reflects the best professional judgment of City staff and consultants. This roadway network was used to determine the project trip distribution.

### *Signalized Intersections*

The City of Roseville has traditionally relied upon the *Interim Materials on Highway Capacity – Circular 212* (Transportation Research Board, 1980) methodology to analyze signalized intersections. The "Circular 212" methodology is a planning-level analysis tool that calculates an overall intersection LOS based on the volume-to-capacity ratio of critical turning movements. The City of Roseville has chosen to evaluate this and all future projects using the more state-of-the-practice HCM procedures. A detailed description of the reasons for and effects of this change is provided within the Traffic Study included as **Appendix M**.

The City of Roseville does not currently have a LOS policy for the AM peak hour. However, at the direction of City staff, this analysis establishes an AM peak hour LOS policy that specifies LOS C or better

at a minimum of 70 percent of signalized intersections, with individual intersection exceptions as adopted by the City Council.

All signalized intersections within the City were analyzed using procedures from the HCM (Transportation Research Board, 2000).

Within the City of Lincoln and on Caltrans facilities, signalized study intersections were analyzed using Synchro, which employs the HCM procedures. Within Placer County and Sacramento County, signalized intersections were analyzed using *Interim Materials on Highway Capacity – Circular 212* methodology, based on capacities specific to each agency (Transportation Research Board, 1980). **Table 4.3-1** in **Section 4.3.2** above specifies the average delay range for each LOS category based on HCM procedures, and the volume-to-capacity ratio range for each LOS category based on the Circular 212 methodology.

### *Unsignalized Intersections*

Unsignalized study intersections within Sutter County, Placer County, and the City of Lincoln are analyzed using Synchro. At all-way stop-controlled intersections, the average delay and LOS is reported for all vehicles passing through the intersection. At side-street stop-controlled intersections, the average delay and LOS is reported for both the entire intersection and for the minor-street movement with the greatest delay. **Table 4.3-5** specifies the average delay range for each LOS category for unsignalized intersections based on HCM procedures.

**TABLE 4.3-5**
INTERSECTION LEVEL OF SERVICE THRESHOLDS FOR UNSIGNALIZED INTERSECTIONS

| Level of Service (LOS) | HCM (Average Delay per Vehicle) |
|---|---|
| A | 0.0 – 10.0 |
| B | > 10.0 – 15.0 |
| C | > 15.0 – 25.0 |
| D | > 25.0 – 35.0 |
| E | > 35.0 – 50.0 |
| F | Greater than 50.0 |
| Source: Transportation Research Board, 2000. | |

The *California Manual of Uniform Traffic Control Devices* provides peak hour volumes for unsignalized intersections that warrant a traffic signal. Signal warrant peak hour volumes were checked for any instances where traffic signals were recommended by the Traffic Study.

### *Roadway Segments*

Roadways within the City of Rocklin, Sutter County, Sacramento County, and Placer County were analyzed in accordance with daily volume thresholds established by each jurisdiction. **Table 4.3-2** in **Section 4.3.2** above specifies the LOS thresholds for various roadway types in other jurisdictions.

### *Freeway Facilities*

Per Caltrans standards, existing conditions freeway segment operations are evaluated using methodologies from the Transportation Research Board's 2010 HCM. The LOS for a freeway segment is based on the vehicle density (passenger cars per lane per mile) as shown in **Table 4.3-6**.

**TABLE 4.3-6**
FREEWAY LEVEL OF SERVICE DEFINITIONS

| Level of Service[1] | Mainline (Density)[1] | Ramp Junctions (Density)[1] |
|---|---|---|
| A | 0 to 11 | ≤ 10 |
| B | > 11 to 18 | > 10 to 20 |
| C | > 18 to 26 | > 20 to 28 |
| D | > 26 to 35 | > 28 to 35 |
| E | > 35 to 45 | > 35 |
| F | > 45 or Demand exceeds capacity[2] | Demand exceeds capacity[2] |

Notes:
[1]Density expressed in passenger car equivalents per hour per mile per lane.
[2]Occurs when freeway demand exceeds upstream (diverge) or downstream (merge) freeway segment capacity, or if off-ramp demand exceeds off-ramp capacity.
Source: Transportation Research Board, 2010. *Highway Capacity Manual* Exhibits 11-5 and 13-2.

The performance LOS for merge and diverge sections is computed in one of two ways:

1. If both the ramp and the adjacent freeway mainline segment are under capacity, then LOS is based on the density of the ramp junction.
2. If either the ramp or the adjacent freeway mainline segment have reached (or exceeded) capacity, then the merge and diverge segment is considered to operate at LOS F regardless of the computed ramp junction density.

The LOS for ramp junctions is based on the vehicle density as shown in **Table 4.3-6** above. Per Caltrans standards, the performance of freeway ramp weaving segments under future conditions was analyzed using the Leisch methodology as defined in the Caltrans *2010 Highway Design Manual*.

### *Analysis Scenarios*

The traffic associated with the Proposed Project has been evaluated under existing and future conditions. The proposed roadway network is shown in **Figure 2-7**. The following scenarios are analyzed within this EIR:

- Existing Conditions – represents the existing setting upon which project-specific impacts are judged (see **Section 4.3.2** above).
- Existing Plus Project Conditions – represents existing conditions plus full buildout of the Proposed Project.
- 2035 CIP No Project Conditions – assumes buildout of Roseville and development of numerous reasonable and foreseeable land uses in the project site, but no development on the project site.

- 2035 CIP Plus Project Conditions – assumes 2035 CIP No Project Conditions and the development of the Proposed Project.
- 2035 Cumulative No Project Conditions – builds upon the 2035 CIP scenario by assuming additional land uses and roadway network improvements. This scenario does not assume development on the project site.
- 2035 Cumulative Plus Project Conditions – assumes 2035 Cumulative No Project Conditions and the development of the Proposed Project.
- SuperCumulative No Project Conditions – builds upon the 2035 Cumulative scenario by assuming additional land uses and roadway network improvements. This scenario does not assume development on the project site.
- SuperCumulative Plus Project Conditions – assumes SuperCumulative No Project Conditions and the development of the Proposed Project.

### *Existing Plus Project Conditions*

Existing Plus Project Conditions is a scenario in which the Proposed Project is assumed to be instantaneously built and added to existing conditions. The Existing Plus Project analysis represents an unlikely condition, given the magnitude of planned development in the vicinity of the project site. In reality, the project site will develop over a period of years (as dictated by market absorption rates), thus other development outside the project site would also occur in this same time frame. The Existing Plus Project analysis reports a worst-case evaluation of project-specific impacts for CEQA purposes. For long-term projects such as specific plans, the Existing Plus Project method is less authoritative for purposes of assessing mitigation responsibilities than is the Year 2035 Cumulative Plus Project Condition method, because the latter recognizes the existence of other reasonably foreseeable developing areas that will be causing and contributing to impacts on the regional, sub-regional, and local transportation systems and that could, with proper inter-agency agreements or joint powers authorities in place, participate in inter-agency "fair share" funding arrangements whereby the costs of improvements is shared amongst numerous parties that benefit from the improvements and contribute to the need for them. Mitigation based on 2035 conditions allows for some specific plan areas to initially build or fund more than their fair share of improvements in the areas immediately surrounding project sites and in doing so incur credit towards other, more distant improvements also required in part due to traffic from those other projects. Operating inter-agency agreements or joint powers authorities should allow major development areas to participate financially in mitigation strategies occurring outside their lead agencies' political boundaries while at the same time focusing most of their construction responsibilities on the areas within the lead agencies' boundaries. LOS impacts have been determined based on the modeled volume changes at project site intersections and roadway segments.

### *2035 CIP Conditions*

The City's adopted CIP and LOS standard considers traffic levels expected to occur under 2025 development levels, which is defined as buildout of currently entitled City land plus some potential redevelopment of properties within the City's Downtown area and 2025 market rate development outside of the City. The buildout development forecasts within Roseville are based on the forecasts developed for the City's adopted CIP update.

Development assumptions outside the City of Roseville, particularly in adjacent communities, also have an important impact on the forecasts of travel patterns within the City. The current CIP was based on 2025 development forecasts for each jurisdiction in Placer County. This forecast included buildout of "Phase 1" of the approved Placer Vineyards project in west Placer County. A portion of the City of Lincoln's recently approved sphere of influence (SOI) expansion was included as well. Outside of Placer County, the current CIP assumed 2025 land use and trip generation estimates prepared by SACOG for the most recent MTP, except in South Sutter County where buildout of Phase 1 of the Sutter Pointe Specific Plan was assumed.

The City of Roseville 2025 CIP travel demand model was updated per City direction to represent a 2035 horizon year and includes various land use and roadway modifications, which are summarized below.

*Land Use Assumptions*

- Buildout of City of Roseville (existing City including approved specific plans)
- Buildout of Regional University Specific Plan
- Buildout of Phase 1 of Placer Vineyards
- 2035 levels of residential market absorption in City of Lincoln
- Buildout of residential and 2035 market absorption levels of non-residential in City of Rocklin
- SACOG 2035 market absorption for specific projects outside of South Placer County including the Elverta Specific Plan (Sacramento County), Johnson Ranchos (Wheatland), and Sutter Pointe (Sutter County)

This scenario does not assume any development of the Placer Ranch Specific Plan (PRSP) since the PRSP did not have a project application at the time the Traffic Study began, and the PRSP project has been withdrawn. It assumes buildout of the Hewlett Packard (HP) Campus based on its current light industrial zoning since the analysis was completed prior to submission of an application and approval by the City Council of the mixed-use (versus a proposal approved in August 2015 to develop the westerly portion of the property with a mixed-use residential "Campus Oaks" project).

*Roadway Network Assumptions*

The 2035 CIP travel demand model includes the roadway extensions and widenings included in the City of Roseville CIP. It also includes other improvements funded through various other funding sources. Following is a partial list of improvements assumed in place.

- I-80 improvements including new auxiliary lanes on east-bound (EB) I-80 from SR 65 to Rocklin Road and on west-bound (WB) I-80 from Douglas Boulevard to Riverside Avenue (*included as a Tier 1 project in SACOG's MTP/SCS*).
- Highway 65 is widened to six continuous lanes between I-80 and Blue Oaks Boulevard (*partial funding being collected through SPRTA fee program, full funding expected to be available for construction in 21-year horizon period according to City staff*).
- Baseline/Riego Road is widened to six lanes from Fiddyment Road to SR 99 through Roseville, Placer County, and Sutter County (*funded through fee programs and local developer frontage improvement requirements*).
- SR 99/Riego Road interchange is constructed (*recently completed*).

- Watt Avenue is widened to six lanes between Baseline Road and Sacramento County line, and to four lanes from the County line to Antelope Road (*funded through fee programs and local developer frontage improvement requirements*).
- Walerga Road is four lanes between Baseline and Sacramento County line (*funded through fee programs and local developer frontage improvement requirements*).
- Santucci Boulevard is constructed as six lanes from Baseline Road to Blue Oaks Boulevard (*funded through City of Roseville CIP and local developer frontage improvement requirements*).
- Blue Oaks Boulevard is widened to eight lanes from SR 65 to Woodcreek Oaks Boulevard, and six lanes from Woodcreek Oaks Boulevard to Santucci Boulevard (*funded through City of Roseville CIP and local developer frontage improvement requirements*).
- Placer Parkway Phase 1 is constructed as four lanes from SR 65 to Foothills Boulevard (*included as a Tier 1 project in SACOG's MTP/SCS*).
- Sunset Boulevard is widened to four lanes from west of SR 65 to Cincinnati Avenue (*funded through Placer County CIP).*
- Sunset Boulevard is widened to six lanes east of SR 65 (*based on City of Rocklin General Plan Circulation Element Diagram 4-8, October 2012*).
- Fiddyment Road is widened to four lanes from the Roseville city limits to Athens Avenue (*included as a Tier 1 project in SACOG's MTP/SCS*).
- Roseville Parkway is extended from Washington Boulevard to Foothills Boulevard at the intersection of HP-Main Driveway/Foothills Boulevard (*currently under construction*).

The City's CIP project list represents a reasonable mitigation plan because the improvements are reasonably foreseeable based on a strong likelihood (and past history) that they will very likely be fully-funded by the time they are needed based on the current fees being collected. The City's traffic model represents a summary of projections contained in its adopted General Plan and CIP, which is consistent with the "summary of projections" method for analyzing cumulative conditions, as permitted under CEQA.

The list of intersections that are exempted from the LOS C requirement would change if the City were to adopt a new 2035 CIP travel demand model and use the HCM methodology for intersection analysis for purposes of its General Plan LOS policy. This list does not assume development of the Amoruso Specific Plan. The following list includes the 46 intersections that would operate unacceptably under 2035 CIP Conditions, analyzed using HCM intersection analysis methods:

- Baseline Road/Fiddyment Road (LOS D)
- Blue Oaks Boulevard/Fiddyment Road (LOS D)
- Blue Oaks Boulevard/Diamond Creek Blvd. (LOS E)
- Blue Oaks Boulevard/Foothills Boulevard (LOS F)
- Blue Oaks Boulevard/Woodcreek Oaks Blvd. (LOS D)
- Blue Oaks Boulevard/Fidelity Way (LOS D)
- Blue Oaks Boulevard/Collector C (LOS D)
- Cirby Way/Sunrise Avenue (LOS E)
- Cirby Way/Foothills Boulevard (LOS E)
- Cirby Way/Riverside Avenue (LOS F)
- Cirby Way/Vernon Street (LOS E)
- Douglas Boulevard/Eureka Road (LOS E)
- Galleria Boulevard/Roseville Parkway (LOS E)
- Pleasant Grove Boulevard/Fairway Drive (LOS F)
- Pleasant Grove Boulevard/Fiddyment Road (LOS D)
- Pleasant Grove Boulevard/Roseville Parkway (LOS F)
- Pleasant Grove Blvd./Highland Pointe Dr. (LOS F)
- Pleasant Grove Blvd./Washington Boulevard (LOS D)
- Pleasant Grove Blvd./Woodcreek Oaks Blvd. (LOS D)
- Roseville Parkway/Gibson Drive (LOS D)
- Roseville Parkway/North Sunrise (LOS E)
- Roseville Parkway/Reserve Drive (LOS E)
- Roseville Parkway/Secret Ravine Parkway (LOS D)
- Roseville Parkway/Taylor Road (LOS E)

- Douglas Boulevard/Rocky Ridge Drive (LOS D)
- Douglas Boulevard/Sunrise Avenue (LOS E)
- Douglas Boulevard/Roseville Parkway (LOS E)
- Douglas Boulevard/Harding Boulevard (LOS E)
- Douglas Boulevard/Sierra College Boulevard (LOS D)
- Eureka Road/North Sunrise Avenue (LOS D)
- Foothills Boulevard/Baseline Road (LOS D)
- Foothills Boulevard/Roseville Parkway/HP Dr. (LOS D)
- Foothills Boulevard/Junction Boulevard (LOS D)
- Foothills Boulevard/Pleasant Grove Boulevard (LOS E)
- Galleria Boulevard/Antelope Creek Drive (LOS E)
- Roseville Parkway/Sierra College Boulevard (LOS D)
- Stanford Ranch Road/Five Star Blvd. (LOS D)
- Baseline Road/Woodcreek Oaks Blvd. (LOS D)
- Blue Oaks Boulevard/Washington Blvd. (LOS E)
- Douglas Blvd./I-80 WB Ramps (LOS E)
- Riverside Avenue/I-80 WB Ramps (LOS F)
- Galleria Boulevard/SR 65 SB Ramps (LOS D)
- Taylor Road/Eureka Rd/I-80 EB Off-Ramp (LOS D)
- Riverside Avenue/Orlando/I-80 EB Off-Ramp (LOS E)
- Fiddyment Road/Westhills Drive (LOS D)
- Roseville Parkway/Gibson Drive West (LOS E)

If the City chose to expand the LOS policy to also apply to weekday AM peak hour conditions, the following 23 intersections would operate at LOS D or worse during the AM peak hour under the 2035 CIP conditions, analyzed using HCM intersection analysis methods:

- Baseline Road/Fiddyment Road (LOS D)
- Blue Oaks Boulevard/Fiddyment Road (LOS D)
- Blue Oaks Boulevard/Woodcreek Oaks Blvd. (LOS E)
- Cirby Way/Sunrise Avenue (LOS D)
- Cirby Way/Foothills Boulevard (LOS F)
- Cirby Way/Riverside Avenue (LOS D)
- Cirby Way/Vernon Street (LOS D)
- Douglas Boulevard/Roseville Parkway (LOS D)
- Douglas Boulevard/Harding Boulevard (LOS D)
- Douglas Boulevard/Sierra College Boulevard (LOS D)
- Foothills Boulevard/Baseline Road (LOS E)
- Foothills Boulevard/Pleasant Grove Boulevard (LOS D)
- Galleria Boulevard/Roseville Parkway (LOS D)
- Pleasant Grove Boulevard/Fairway Drive (LOS D)
- Pleasant Grove Boulevard/Fiddyment Road (LOS E)
- Pleasant Grove Boulevard/Roseville Parkway (LOS F)
- Roseville Parkway/Taylor (LOS D)
- Baseline Road/Woodcreek Oaks Blvd. (LOS E)
- Blue Oaks Boulevard/Washington Blvd. (LOS D)
- Galleria Boulevard/SR 65 SB Ramps (LOS E)
- Gibson Drive/Convention Center (LOS E)
- Fiddyment Road/Westhills Drive (LOS D)
- Roseville Parkway/Gibson Drive West (LOS D)

The City Council, following a public hearing, would determine, on a case-by-case basis that "extraordinary" improvements are not feasible or desirable and may relax the LOS C standard for these intersections. The City's General Plan would presumably be amended to list these intersections as being exempted from the LOS C policy for AM peak hour conditions. The City could elect to apply the same City-wide LOS policy as for PM peak hour conditions (i.e., 70 percent operating at LOS C or better), or choose a different standard.

### *2035 Cumulative Conditions*

This scenario begins with the 2035 CIP model and adds the following land use and roadway network improvements:

*Land Use Assumptions*

- Partial buildout of Placer Ranch (50% residential, 25% non-residential, and 25,000-student University).

- Campus Oaks (HP Campus Rezone) project including the extension of HP Way as a two- to four-lane street from Foothills Boulevard through the HP Campus northwesterly to Blue Oaks Boulevard.

*Roadway Network Assumptions*

- Extension of Placer Parkway westerly as a four-lane roadway from Foothills Boulevard to Santucci Boulevard.

An interchange is not currently approved on Placer Parkway at Westbrook Boulevard. However, since this scenario assumes partial development of the Placer Ranch area and construction of Placer Parkway westerly from Foothills Boulevard to Santucci Boulevard, it has been reasonably assumed that Westbrook Boulevard connects with Placer Parkway (given the amount of land use it would serve).

A separate evaluation of the proposed connection of Westbrook Boulevard at Placer Parkway was not analyzed in the TIS (**Appendix M**) for two reasons. First, it would be speculative to assume a particular at-grade versus grade-separated configuration since no such plans have been prepared to date. Second, right-of-way is being set aside to ensure an adequate area is available to construct the needed infrastructure to achieve acceptable operations.

***SuperCumulative Conditions***

For informational purposes only, a "SuperCumulative" scenario that goes beyond what is required under CEQA is included in this EIR in order to provide information on ultimate transportation needs and regional connections. In this context the universe of possible "future projects" goes beyond what can be reasonably anticipated based on approved planning decisions and demographic and market trends; the scenario includes proposed large projects that may be far from approval and even farther away from implementation leading to physical impacts. This scenario also assumes buildout for some large specific plan projects (e.g., Placer Ranch and Placer Vineyards), although that condition will not come into existence for decades into the future. Because this scenario has been identified for informational purposes only and not for impact analysis, no additional mitigation measures are being proposed based on this scenario.

The SuperCumulative scenario begins with the 2035 Cumulative traffic model and adds the following land use and roadway network improvements:

*Land Use Assumptions*

- Full buildout of the Placer Ranch area per the land use assumptions (and planned internal roadways) provided by the Applicant in April 2015.
- Buildout of Rocklin.
- Buildout of Lincoln and SOI area, including Villages 4, 5, 6, and 7 (located on the west side of the City). These villages total about 22,000 new units and almost 4 million square feet of office/retail.
- Buildout of Placer Vineyards (Placer County).
- Buildout of Sutter Pointe (Sutter County).

- Development of Curry Creek as a planned Community Plan similar in size to the Sierra Vista Specific Plan and located west of Santucci Boulevard and north of Baseline Road in Placer County.

This scenario does not assume any additional development in the Sunset Industrial Area (beside what is already assumed to absorb through 2035) due to the uncertainty of how much would assume in which areas and with what type of supporting roadways.

*Roadway Network Assumptions*

- Extension of Westbrook Boulevard/Dowd Road northerly from Placer Parkway as a four-lane arterial to connect with Dowd Road, which would be a major north-south arterial through the Lincoln Villages.
- Placer Parkway as six-lanes from SR 65 to Santucci Boulevard and extending westerly from Santucci Boulevard to SR 99 as a four-lane expressway.

This scenario did not assume any additional widening of Sunset Boulevard or Fiddyment Road. This scenario assumes Foothills Boulevard south of Placer Ranch is six lanes, and Foothills Boulevard north of Placer Parkway is four lanes.

## Thresholds of Significance

The following thresholds of significance have been used to determine whether implementing the Proposed Project would result in a significant transportation or circulation impact. These thresholds of significance are based on Appendix G of the CEQA Guidelines, thresholds of significance adopted in applicable general plans and by Caltrans, and professional judgment. The Proposed Project will have a significant impact related to transportation and circulation if it would do any of the following:

***City of Roseville***

- Cause a signalized intersection in the City of Roseville to be degraded as follows under Existing, 2035 CIP, or 2035 Cumulative conditions during the AM or PM peak hours:

    - For intersections operating at LOS C or better without the project, worsen operations to LOS D or worse; or
    - For intersections operating at LOS D or worse without the project, cause operations to further worsen by one or more service levels.

- Cause the overall percentage of signalized intersections throughout the City of Roseville operating at LOS C or better during the AM and PM peak hours to fall below 70 percent.
- Not meet the policies and guidelines of Roseville's Bikeway Master Plan;
- Not meet the policies and guidelines of Roseville's Pedestrian Master Plan; or
- Have a substantial negative impact on transit operations, travel times, and/or circulation; or provide inadequate transit service to the proposed development.

***City of Rocklin***

- Cause a signalized intersection or roadway in the City of Rocklin to be degraded as follows under Existing, 2035 CIP, or 2035 Cumulative conditions during the AM or PM peak hours (for intersections) or on a daily basis (for roadways):

    - For intersections or roadways operating at LOS C or better without the project, worsen operations to LOS D or worse; or
    - For intersections or roadways operating at LOS D or worse without the project, cause a 0.05 or greater increase in the v/c ratio.

***City of Lincoln***

- Cause a signalized intersection in the City of Lincoln to be degraded as follows under Existing, 2035 CIP, or 2035 Cumulative conditions during the AM or PM peak hours:

    - For intersections operating at LOS C or better without the project, worsen operations to LOS D or worse; or
    - For intersections operating at LOS D or worse without the project, cause a 0.05 or greater increase in the v/c ratio.

The City of Lincoln does not have a policy to evaluate impacts to roadways segments; therefore, no roadway segments within the City of Lincoln are analyzed within this EIR.

***Placer County***

- Cause an intersection or roadway in Placer County (located beyond 0.5 mile of a state highway) to worsen from LOS C or better to LOS D or worse during the AM or PM peak hours (for intersections) or on a daily basis (for roadways).
- Cause an intersection or roadway in Placer County (located within 0.5 mile of a state highway) to worsen from LOS C or better to LOS D or worse during the AM or PM peak hours (for intersections) or on a daily basis (for roadways).
- Cause a signalized intersection or roadway in Placer County that is already (or projected to be) operating unacceptably during the AM or PM peak hours (for intersections) or on a daily basis (for roadways) to experience a 0.05 or greater increase in the v/c ratio.
- Cause an unsignalized intersection in Placer County that is already (or projected to be) operating unacceptably during the AM or Pm peak hours to experience a three-second or greater increase in delay.

***Sutter County***

- Cause an intersection or roadway in Sutter County to be degraded as follows under Existing, 2035 CIP, or 2035 Cumulative conditions during the AM or PM peak hours (for intersections) or on a daily basis (for roadways):

    - For intersections or roadways operating at LOS D or better without the project, worsen operations to LOS E or worse; or

- For intersections or roadways operating at LOS E or worse without the project, cause a 0.05 or greater increase in the v/c ratio or 5-second or greater increase in delay.

***Sacramento County***

- Cause an intersection or roadway in Sacramento County to be degraded as follows under Existing, 2035 CIP, or 2035 Cumulative conditions during the AM or PM peak hours (for intersections) or on a daily basis (for roadways):

    - For intersections or roadways operating at LOS E or better without the project, worsen operations to LOS F; or
    - For intersections or roadways operating at LOS F without the project, cause a 0.05 or greater increase in the v/c ratio or 5-second or greater increase in delay.

***Caltrans Facilities***

- Cause a facility maintained by Caltrans to degrade from acceptable to unacceptable during the AM or PM peak hours;
- Degrade unacceptable operations to a significant degree (as indicated by a change in the applicable performance measure) at a facility maintained by Caltrans during the AM or PM peak hours; or
- Cause traffic at an off-ramp maintained by Caltrans to queue back to the mainline, or add traffic to an off-ramp that already queues back to the mainline.

The City of Roseville's LOS policy is based solely on intersection operations during the PM peak hour, which is generally considered to be the busiest part of the day on local roadways. However, at the direction of City staff, this EIR establishes an AM peak hour LOS policy that specifies LOS C or better at a minimum of 70 percent of signalized intersections. Therefore, this EIR considers an unacceptable AM peak hour condition to be a significant impact, even if such a result is not directly relevant under the City's LOS policy.

Placer, Sacramento, and Sutter Counties and the City of Rocklin use a combination of peak hour intersection analysis, plus roadway segment analysis based on daily traffic volumes, to assess their roadway networks. **Table 4.3-2** in **Section 4.3.2** above shows the daily volume thresholds that were used in the roadway segment analysis for those jurisdictions. For unacceptable operations at locations outside of Roseville, a 0.05 v/c ratio increase or a five-second delay increase is considered significant based on the thresholds of the applicable agency and generally accepted engineering standards. The use of this threshold is supported by substantial evidence indicating that a 5 percent degradation is significant because it would be noticeable to the average driver, whereas an increase below this level would be within normal daily fluctuations in traffic volumes and therefore not noticeable.

In other communities in which this approach has been used, lead agencies have sometimes received comments questioning the use of this threshold, and arguing that under CEQA, where a roadway is already functioning at "unacceptable" levels during certain periods, the addition of *any* additional traffic is per se a significant environmental effect. The City disagrees with this opinion, in part because of the nature of traffic impacts compared with other categories of environmental impacts, which often involve

public health or ecological concerns. Unlike most other types of environmental effects addressed in EIRs, traffic impacts, are viewed in terms of LOS, which measure human inconvenience (e.g. waiting longer to make turning movements or to get through intersections), rather than health or ecological consequences. These impacts (e.g., impacts of traffic on air quality and noise levels, impacts of roadway construction on wetland and sensitive habitats) are analyzed in other sections of this EIR (e.g., **Sections 4.4**, **Air Quality**; **4.6**, **Noise**; and **4.8**, **Vegetation and Wildlife**). It should be noted that **Section 4.4**, **Air Quality**, found that the Proposed Project will not have significant localized carbon monoxide (CO) due to traffic congestion.

Furthermore, the "mitigation" for worsened congestion may create significant impacts on other environmental or natural resources. Notably, road widening could translate into the creation of more ecologically damaging pavement, which could destroy wildlife habitat or cultural or historical resources. While the 0.05 threshold, by allowing small amounts of traffic without triggering the need for additional mitigation, might require drivers to endure minor additional delays during peak periods, this purely human inconvenience is not by itself, in the City's view, a "significant effect on the environment." This view was affirmed by the State Resources Agency in its 2010 amendments to the CEQA Guidelines removing from the Appendix G, Section XVI a) checklist the question whether a proposed project would "[c]ause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system…," and replacing it with a question about whether the Proposed Project would "[c]onflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit."

As discussed within the Initial Study of the Proposed Project (see **Appendix B**), the Proposed Project would not result in a change in air traffic patterns, substantially increase road hazards due to a design feature or incompatible uses, or result in inadequate emergency access. The closest airport to the project site is approximately eight miles to the south and development within the project site would occur outside the area of any height restrictions, as described in **Appendix B**. Street design within the project site would be accomplished in accordance with State and local design standards. The adequacy of emergency service access would comply with State and local design standards and would be reviewed as a part of the approval process of the project's detail plans to ensure compliance. For these reasons, these issues are not further addressed in this section of the EIR.

City of Rocklin intersections are not analyzed within this EIR. Segments of Blue Oaks Boulevard, Sunset Boulevard, and Wildcat Boulevard within the City of Rocklin were analyzed on a daily basis. These segments represent the gateway travel corridors into Rocklin and would likely experience the greatest use of roads within Rocklin by the Proposed Project. The Proposed Project would not add significant trips to these roadways (refer to **Tables 4.3-11**, **4.3-18**, and **4.3-24** in the impact discussions below). Given the levels of added traffic and the LOS A and B conditions along these roadways, operations at intersections along these corridors would not be adversely affected by the Proposed Project. For this reason, intersections in the City of Rocklin were not analyzed and are not discussed further in this EIR.

## Proposed Project Trip Generation

**Table 4.3-7** shows a summary of the Proposed Project trip generation. The Proposed Project's trip generation was estimated based on trip rates published in *Trip Generation, 9th Edition* (Institute of Transportation Engineers, 2012). Additionally, **Figure 4.3-5** shows the net change in ADT on Roseville roadways under Existing Plus Project Conditions (trip distribution).

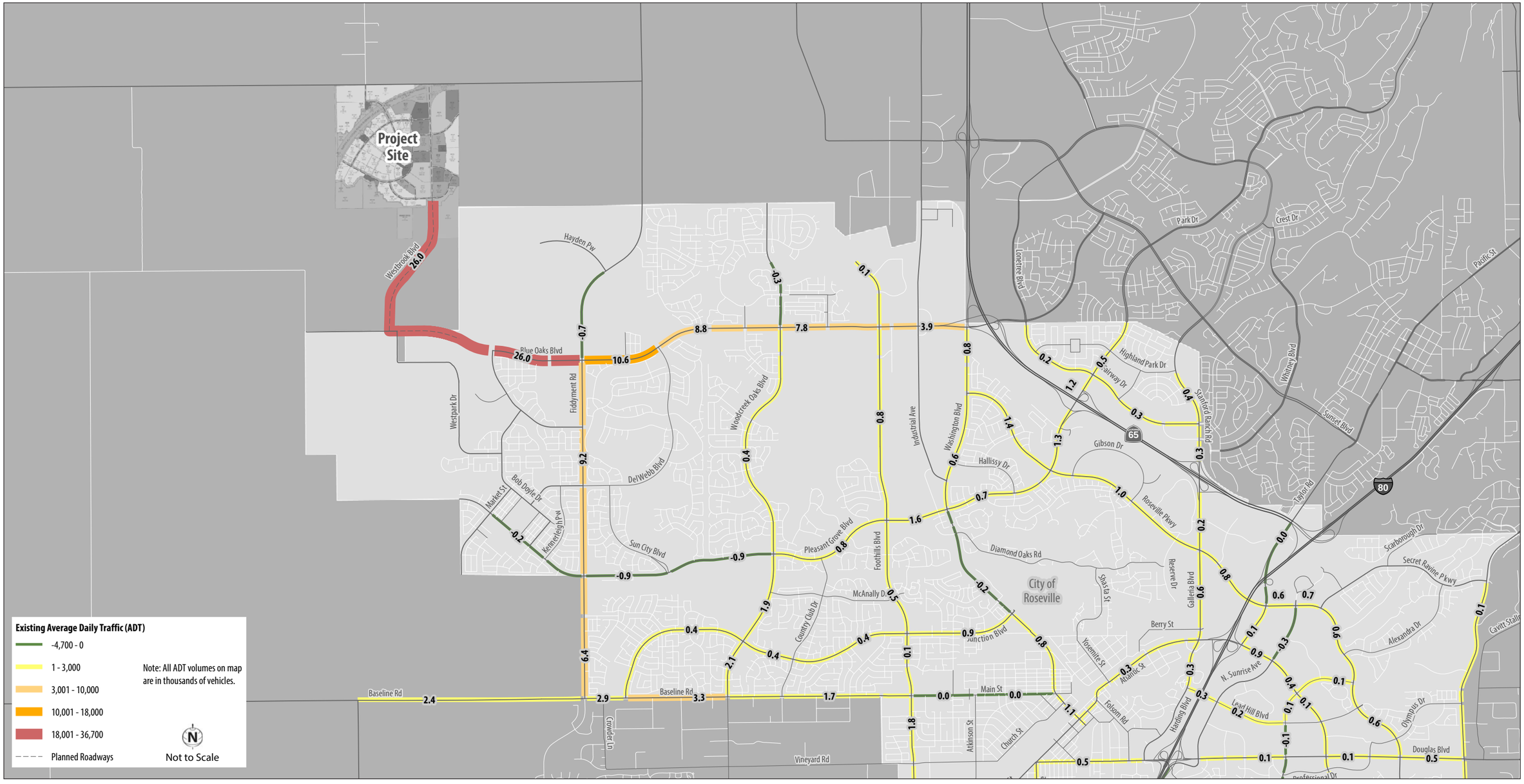
**TABLE 4.3-7**
ARSP TRIP GENERATION

| Land Use | Amount | Trip Rate | | | Trips[1] | | |
|---|---|---|---|---|---|---|---|
| | | Daily | AM Peak Hour | PM Peak Hour | Daily | AM Peak Hour | PM Peak Hour |
| Single-Family Residential[2] | 1,954 du[3] | 9.52 | 0.75 | 1.00 | 18,602 | 1,466 | 1,954 |
| Multi-Family Residential | 982 du | 6.65 | 0.51 | 0.62 | 6,530 | 501 | 609 |
| Retail[4] | 442 ksf[5] | 42.7 | 0.96 | 3.71 | 18,873 | 424 | 1,640 |
| Office[4] | 34 ksf | 11.03 | 1.56 | 1.49 | 377 | 53 | 51 |
| Elementary School[6] | 800 students | 1.29 | 0.45 | 0.15 | 1,032 | 360 | 120 |
| | | | | Gross Trips | 45,144 | 2,804 | 4,374 |
| | | | | Internal Trips[7] | -8,823 | -622 | -1,118 |
| | | | | New Trips | 36,591 | 2,182 | 3,256 |

1 - Trip rates based on Trip Generation, 9th Edition (Institute of Transportation Engineers, 2012).
2 - Per the project applicant, all medium-density residential uses (ranging from 7 to 13 units per acre) were assumed to be single-family so as to provide a conservative analysis.
3 - Dwelling units (du).
4 - Per the project applicant, the 27.3-acre Village District (AR-51 and AR-52) is assumed to consist of 15% office and 85% retail, which yields 34 ksf office and 204 ksf retail. Although the 23.85-acre Community Commercial parcel (AR-53) may permit a mix of retail and office, a worst-case assumption of 100% retail 238 KSF was assumed.
5 - 1,000 square feet (ksf).
6 - Typical elementary school size and attendance assumed.
7 - Internalization of trips based on output from the mixed-use trip generation model (see below).
Source: Fehr & Peers, 2016a (**Appendix M**).

It should be noted that since the Proposed Project contains both residential and non-residential uses, some internalization of trips can be expected. For example, some residents living within the project site could do their shopping or work within the project site. The internalization of trips within the project site was estimated using a Mixed-Use Trip Generation Model (MXD), which was developed for the United States Environmental Protection Agency (EPA) to estimate internal trip-making and external trips by non-auto travel modes. The model considers various built environment variables such as land use density, regional location, proximity to transit, and various design variables when calculating the project's internal trips, and external trips made by auto, transit, and non-motorized modes.

The MXD output is included as Appendix B to the Traffic Study (**Appendix M**). According to the MXD output, 19 to 20 percent of daily and AM peak hour trips, and 25 percent of PM peak hour trips would remain internal to the project site. Given the lack of transit service in the area and dearth of nearby land uses within walking/biking distance of the project site, all external trips are expected to be made by auto. "Pass-by" trips typically constitute a portion of the trips generated by retail uses; however, since the project site is not situated in proximity to any existing traffic streams from which pass-by traffic can be drawn, all retail trips are necessarily categorized as new. As shown in **Table 4.3-7**, the Proposed Project




SOURCE: Fehr & Peers, 2015; AES, 12/17/2015



**Figure 4.3-5**

Net Change in Average Daily Traffic (ADT) on Roseville Roadways - Existing Plus Project Conditions

would generate about 36,600 new daily trips, 2,180 new AM peak hour trips, and 3,260 new PM peak hour trips.

## Existing Conditions Plus Project Impacts

| IMPACT 4.3-1 | INCREASED TRAFFIC VOLUMES ON CITY OF ROSEVILLE INTERSECTIONS UNDER EXISTING CONDITIONS |
|---|---|
| **Applicable Policies and Regulations** | City of Roseville General Plan<br>City of Roseville Level of Service Policy |
| **Significance with Policies and Regulations** | Significant |
| **Mitigation Measures** | MM 4.3-1 Roseville Intersections: Pay Fair Share of Improvements in the CIP |
| **Significance After Mitigation** | Less Than Significant |

**Table 4.3-8** presents the projected AM and PM peak hour operations, including average delay and accompanying levels of service, at all City of Roseville intersections under existing conditions with and without buildout of the Proposed Project.

**TABLE 4.3-8**
ROSEVILLE SIGNALIZED INTERSECTION OPERATIONS – EXISTING PLUS PROJECT CONDITIONS

| Intersection | | Existing Conditions | | | | Existing Plus Project Conditions | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | |
| | | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS |
| 6 | Blue Oaks Blvd/Fiddyment Rd | 18 | B | 18 | B | 31 | C | 27 | C |
| 7 | Blue Oaks Blvd/Orchard View Rd | 3 | A | 3 | A | 4 | A | 3 | A |
| 8 | Blue Oaks Blvd/Del Webb Blvd | 7 | A | 10 | A | 8 | A | 9 | A |
| 9 | Blue Oaks Blvd/Crocker Ranch Rd | 8 | A | 7 | A | 8 | A | 6 | A |
| 10 | Blue Oaks Blvd/Diamond Creek Blvd | 21 | C | 20 | B | 19 | B | 22 | C |
| 11 | Blue Oaks Blvd/Woodcreek Oaks Blvd | 31 | C | ***37*** | ***D*** | 27 | C | ***40*** | ***D*** |
| 12 | Blue Oaks Blvd/Woodmeadow Dr | 6 | A | 11 | B | 6 | A | 13 | B |
| 13 | Blue Oaks Blvd/New Meadow Dr | 8 | A | 19 | B | 6 | A | 17 | B |
| 15 | Blue Oaks Blvd/Foothills Blvd | ***38*** | ***D*** | 33 | C | 27 | C | ***44*** | ***D*** |
| 17 | Blue Oaks Blvd/Washington Blvd/SR 65 SB Ramps | 24 | C | ***42*** | ***D*** | 24 | C | ***52*** | ***D*** |
| 20 | Pleasant Grove Blvd./Westbrook Blvd. | 10 | B | 7 | A | 14 | B | 8 | A |
| 22 | Market St/Pleasant Grove Blvd | 17 | B | 15 | B | 18 | B | 16 | B |
| 23 | Monument Dr/Pleasant Grove Blvd | 14 | B | 12 | B | 15 | B | 12 | B |
| 25 | Pleasant Grove Blvd/Fiddyment Rd | 26 | C | 27 | C | 30 | C | 29 | C |
| 26 | Pleasant Grove Blvd/Sun City Blvd | 4 | A | 5 | A | 8 | A | 5 | A |
| 27 | Pleasant Grove Blvd/Rose Creek Rd | 4 | A | 4 | A | 4 | A | 5 | A |
| 28 | Pleasant Grove Blvd/Michener Dr | 6 | A | 6 | A | 6 | A | 6 | A |

| Intersection | | Existing Conditions | | | | Existing Plus Project Conditions | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | |
| | | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS |
| 29 | Pleasant Grove Blvd/Woodcreek Oaks Blvd | 26 | C | 28 | C | 29 | C | 29 | C |
| 30 | Pleasant Grove Blvd/Country Club Dr | 15 | B | 10 | A | 16 | B | 10 | B |
| 31 | Pleasant Grove Blvd/Foothills Blvd | 31 | C | ***52*** | ***D*** | 33 | C | ***54*** | ***D*** |
| 32 | Pleasant Grove Blvd/Washington Blvd | 31 | C | ***41*** | ***D*** | 31 | C | ***43*** | ***D*** |
| 33 | Pleasant Grove Blvd/Hallissy Dr | 14 | B | 25 | C | 15 | B | 19 | B |
| 34 | Pleasant Grove Blvd/Roseville Pkwy | 27 | C | ***67*** | ***E*** | 29 | C | ***58*** | ***E*** |
| 35 | Highland Pointe Dr/Pleasant Grove Blvd | 23 | C | ***47*** | ***D*** | 22 | C | ***47*** | ***D*** |
| 36 | Pleasant Grove Blvd/Hwy-65 SB Ramps | 12 | B | 11 | B | 11 | B | 12 | B |
| 37 | Pleasant Grove Blvd/Hwy-65 NB Ramps | 22 | C | 21 | B | 26 | C | 28 | C |
| 38 | Fairway Dr/Pleasant Grove Blvd | 28 | C | ***41*** | ***D*** | 29 | C | ***47*** | ***D*** |
| 39 | Highland Park Dr/Pleasant Grove Blvd | 17 | B | 25 | C | 16 | B | 25 | C |
| 49 | Baseline Rd/Watt Ave | 13 | B | 31 | C | 15 | B | 35 | C |
| 56 | Baseline Rd/Fiddyment Rd | 28 | C | ***41*** | ***D*** | ***40*** | ***D*** | ***63*** | ***E*** |
| 57 | Baseline Rd/Junction Blvd | 12 | B | 11 | B | 12 | B | 13 | B |
| 58 | Baseline Rd/Woodcreek Oaks Blvd | 25 | C | 23 | C | ***36*** | ***D*** | 29 | C |
| 59 | Baseline Rd/Foothills Blvd | 33 | C | ***36*** | ***D*** | ***38*** | ***D*** | ***38*** | ***D*** |
| 60 | HP-Central Dwy/Foothills Blvd | 3 | A | 5 | A | 3 | A | 6 | A |
| 61 | Roseville Pkwy/Washington Blvd | 12 | B | 16 | B | 13 | B | 21 | C |
| 62 | Trestle Rd/Roseville Pkwy | 11 | B | 9 | A | 11 | B | 9 | A |
| 64 | Roseville Pkwy/Chase Dr | 9 | A | 12 | B | 9 | A | 14 | B |
| 65 | Roseville Pkwy/Gibson Dr | 13 | B | 13 | B | 13 | B | 14 | B |
| 66 | West Mall/Roseville Pkwy | 5 | A | 25 | C | 6 | A | 27 | C |
| 67 | Roseville Pkwy/Reserve Dr | 12 | B | ***37*** | ***D*** | 12 | B | ***41*** | ***D*** |
| 68 | Roseville Pkwy/Galleria Blvd | 22 | C | ***53*** | ***D*** | 22 | C | ***65*** | ***E*** |
| 69 | Roseville Pkwy/Creekside Ridge Dr | 10 | A | ***37*** | ***D*** | 11 | B | ***39*** | ***D*** |
| 70 | E. Roseville Pkwy/Taylor Rd | 29 | C | ***57*** | ***E*** | 29 | C | ***58*** | ***E*** |
| 71 | E. Roseville Pkwy/N. Sunrise Ave | 21 | C | ***39*** | ***D*** | 21 | C | ***40*** | ***D*** |
| 72 | E. Roseville Pkwy/Secret Ravine Pkwy | 17 | B | 32 | C | 17 | B | 35 | C |
| 73 | Alexandra Dr/E. Roseville Pkwy | 12 | B | 16 | B | 12 | B | 19 | B |
| 74 | Rocky Ridge Dr/E. Roseville Pkwy | 8 | A | 17 | B | 8 | A | 16 | B |
| 75 | Orvietto Dr/Roseville Pkwy | 15 | B | 28 | C | 15 | B | 27 | C |
| 76 | Olympus Dr/Roseville Pkwy | 17 | B | 28 | C | 17 | B | 31 | C |
| 77 | Douglas Blvd/Roseville Pkwy | 33 | C | ***48*** | ***D*** | 34 | C | ***47*** | ***D*** |
| 78 | Village Dr/E. Roseville Pkwy | 13 | B | 15 | B | 13 | B | 15 | B |
| 79 | Eureka Rd/E. Roseville Pkwy | 22 | C | 26 | C | 23 | C | 26 | C |
| 80 | E. Roseville Pkwy/N. Cirby Way | 7 | A | 8 | A | 7 | A | 8 | A |
| 81 | E. Roseville Pkwy/Sierra College Blvd | 23 | C | 25 | C | 23 | C | 25 | C |

| Intersection | | Existing Conditions | | | | Existing Plus Project Conditions | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | |
| | | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS |
| 82 | Atlantic St/Yosemite St | 16 | B | 14 | B | 16 | B | 14 | B |
| 83 | Atlantic St/Tiger Way | 15 | B | 11 | B | 15 | B | 11 | B |
| 84 | Atlantic St/Wills Rd | 12 | B | 12 | B | 12 | B | 12 | B |
| 85 | Atlantic St/I-80 WB Ramps | 9 | A | 10 | B | 9 | A | 10 | A |
| 86 | Eureka Rd/Taylor Rd | 29 | C | ***44*** | ***D*** | 30 | C | ***45*** | ***D*** |
| 87 | Eureka Rd/N. Sunrise Ave | 21 | C | ***35*** | ***D*** | 21 | C | ***42*** | ***D*** |
| 88 | Eureka Rd/Rocky Ridge Dr | 22 | C | 33 | C | 23 | C | 33 | C |
| 89 | Lead Hill Blvd/Eureka Rd | 19 | B | 25 | C | 19 | B | 25 | C |
| 90 | Douglas Blvd/Eureka Road | 27 | C | ***43*** | ***D*** | 28 | C | ***45*** | ***D*** |
| 91 | Eureka Rd/Deer Valley Apts Dwy | 11 | B | 10 | A | 11 | B | 10 | B |
| 92 | Eureka Rd/Ashland Dr | 12 | B | 9 | A | 12 | B | 9 | A |
| 93 | Eureka Rd/Sierra College Blvd | 26 | C | 31 | C | 26 | C | 31 | C |
| 94 | Douglas Blvd/Judah St | 10 | B | 13 | B | 10 | B | 13 | B |
| 95 | Douglas Blvd/Park Dr | 9 | A | 9 | A | 9 | A | 9 | A |
| 96 | Douglas Blvd/Keehner Ave | 9 | A | 10 | B | 9 | A | 11 | B |
| 97 | Douglas Blvd/Folsom Rd | 21 | C | 19 | B | 21 | C | 19 | B |
| 98 | Douglas Blvd/Harding Blvd | 28 | C | ***48*** | ***D*** | 28 | C | ***53*** | ***D*** |
| 99 | Douglas Blvd/I-80 WB Ramps | 32 | C | ***41*** | ***D*** | 32 | C | ***43*** | ***D*** |
| 100 | Douglas Blvd/I-80 EB Ramps | 6 | A | 11 | B | 6 | A | 11 | B |
| 101 | Douglas Blvd/North Sunrise Ave | 31 | C | ***61*** | ***E*** | 31 | C | ***58*** | ***E*** |
| 102 | Douglas Blvd/Santa Clara Dr | 9 | A | 28 | C | 9 | A | 28 | C |
| 103 | Douglas Blvd/Sierra Gardens Dr | 16 | B | ***43*** | ***D*** | 17 | B | ***42*** | ***D*** |
| 104 | Douglas Blvd/Target Dwy | 9 | A | 30 | C | 9 | A | 35 | C |
| 105 | Douglas Blvd/Rocky Ridge Drive | 26 | C | ***59*** | ***E*** | 26 | C | ***58*** | ***E*** |
| 106 | Douglas Blvd/Sierra College Blvd | ***37*** | ***D*** | ***44*** | ***D*** | ***36*** | ***D*** | ***44*** | ***D*** |
| 107 | Cirby Way/Roseville Rd | 24 | C | ***40*** | ***D*** | 25 | C | ***45*** | ***D*** |
| 108 | Cirby Way/Vernon St | 24 | C | 34 | C | 25 | C | ***35*** | ***D*** |
| 109 | Cirby Way/Lindsay Dr | 6 | A | 6 | A | 7 | A | 7 | A |
| 110 | Cirby Way/Melody Ln | 11 | B | 9 | A | 12 | B | 9 | A |
| 111 | Cirby Way/Riverside Ave | 35 | C | ***60*** | ***E*** | ***36*** | ***D*** | 63 | E |
| 112 | Cirby Way/Orlando Ave | 12 | B | 18 | B | 13 | B | 18 | B |
| 113 | Cirby Way/San Simeon Dr | 7 | A | 7 | A | 7 | A | 7 | A |
| 114 | Cirby Way/Sunrise Ave | ***49*** | ***D*** | ***59*** | ***E*** | ***49*** | ***D*** | 60 | E |
| 115 | Cirby Way/Oakridge Dr | 16 | B | 14 | B | 17 | B | 13 | B |
| 116 | Cirby Way/Parkview Dr | 10 | A | 5 | A | 10 | B | 5 | A |
| 117 | Cirby Way/Rocky Ridge Dr | 21 | C | 28 | C | 21 | C | 28 | C |
| 118 | Cirby Way/Champion Oaks Dr | 9 | A | 10 | A | 11 | B | 11 | B |
| 119 | Old Auburn Rd/Cirby Way | 19 | B | 16 | B | 19 | B | 16 | B |
| 125 | Lead Hill Blvd/Wal*Mart | 2 | A | 4 | A | 3 | A | 4 | A |
| 131 | Fiddyment Rd/Hayden Pkwy (North) | 6 | A | 7 | A | 11 | B | 13 | B |

| Intersection | | Existing Conditions | | | | Existing Plus Project Conditions | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | |
| | | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS |
| 133 | Hayden Pkwy (South)/Fiddyment Rd | 8 | A | 8 | A | 9 | A | 8 | A |
| 134 | Village Green Dr/Fiddyment Rd | 16 | B | 17 | B | 17 | B | 16 | B |
| 141 | Horncastle Ave/Woodcreek Oaks Blvd | 13 | B | 13 | B | 13 | B | 13 | B |
| 142 | Camino Capistrano/Woodcreek Oaks Blvd | 16 | B | 15 | B | 15 | B | 16 | B |
| 143 | Canevari Dr/Woodcreek Oaks Blvd | 18 | B | 15 | B | 19 | B | 15 | B |
| 144 | McAnally Dr/Woodcreek Oaks Blvd | 22 | C | 14 | B | 23 | C | 16 | B |
| 145 | Trailee Ln/Woodcreek Oaks Blvd | 19 | B | 13 | B | 19 | B | 13 | B |
| 146 | Albertsons Dr/Foothills Blvd | 11 | B | 10 | A | 13 | B | 10 | A |
| 147 | HP-South Dwy/Foothills Blvd | 0 | A | 0 | A | - | C | - | C |
| 149 | Mistywood Dr/Foothills Blvd | 10 | A | 8 | A | 9 | A | 8 | A |
| 150 | McAnally Dr/Foothills Blvd | 15 | B | 18 | B | 16 | B | 20 | B |
| 151 | Junction Blvd/Foothills Blvd | 29 | C | 34 | C | 29 | C | ***36*** | ***D*** |
| 152 | Pilgrim Dr/Foothills Blvd | 7 | A | 6 | A | 7 | A | 6 | A |
| 153 | Vineyard Rd/Foothills Blvd | 20 | C | 22 | C | 21 | C | 22 | C |
| 154 | Denio Loop/Foothills Blvd | 17 | B | 18 | B | 17 | B | 19 | B |
| 156 | Hallissy Dr/Washington Blvd | 6 | A | 5 | A | 6 | A | 5 | A |
| 158 | Diamond Oaks Rd/Washington Blvd | 12 | B | 13 | B | 12 | B | 13 | B |
| 159 | Sawtell Rd/Washington Blvd | 12 | B | 13 | B | 12 | B | 13 | B |
| 160 | Junction Blvd/Washington Blvd | 12 | B | 19 | B | 12 | B | 20 | C |
| 162 | Cortina Cir/Fairway Dr | 15 | B | 14 | B | 15 | B | 14 | B |
| 164 | Fairway Dr/Target Dwy | 10 | A | 12 | B | 10 | A | 13 | B |
| 165 | Fairway Dr/Central Park Dr | 10 | B | 16 | B | 10 | B | 16 | B |
| 166 | Fairway Dr/Home Depot Dwy | 7 | A | 28 | C | 7 | A | 28 | C |
| 167 | Fairway Dr/Five Star Blvd | 11 | B | 19 | B | 11 | B | 19 | B |
| 168 | Highland Park/Stanford Ranch Rd | 14 | B | 10 | A | 14 | B | 10 | A |
| 169 | Fairway Dr/Stanford Ranch Rd | 21 | C | 27 | C | 21 | C | 27 | C |
| 170 | 5 Star Blvd/Stanford Ranch Rd | 18 | B | ***41*** | ***D*** | 18 | B | ***41*** | ***D*** |
| 171 | Hwy-65 NB Ramps/Stanford Ranch | 9 | A | ***43*** | ***D*** | 9 | A | ***36*** | ***D*** |
| 172 | Hwy-65 SB Ramps/Galleria Blvd | 6 | A | 23 | C | 7 | A | 34 | C |
| 173 | JC Penny/Galleria Circle | 12 | B | 16 | B | 16 | B | 21 | C |
| 174 | Antelope Creek Dr/Galleria Blvd | 9 | A | 34 | C | 9 | A | ***39*** | ***D*** |
| 175 | Berry St/Galleria Blvd | 15 | B | 18 | B | 16 | B | 19 | B |
| 176 | Wills Rd/Harding Blvd | 14 | B | 18 | B | 15 | B | 17 | B |
| 177 | Lead Hill Blvd/Harding Blvd | 11 | B | 22 | C | 11 | B | 23 | C |
| 178 | Estates Dr/Harding Blvd | 17 | B | 20 | B | 17 | B | 24 | C |
| 179 | Roseville Square/Harding Blvd | 10 | B | 25 | C | 10 | B | 30 | C |
| 180 | Stone Point Dr/N. Sunrise Ave | 3 | A | 5 | A | 3 | A | 5 | A |
| 181 | N. Sunrise Ave/Automall Dr | 17 | B | 23 | C | 17 | B | 22 | C |
| 182 | Lead Hill Blvd/N. Sunrise Ave | 20 | C | ***41*** | ***D*** | 20 | C | ***43*** | ***D*** |

| Intersection | | Existing Conditions | | | | Existing Plus Project Conditions | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | |
| | | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS |
| 183 | Sierra Gardens Dr/N. Sunrise Ave | 13 | B | 22 | C | 13 | B | 22 | C |
| 184 | Oak Ridge Dr/Sunrise Ave | 4 | A | 4 | A | 5 | A | 4 | A |
| 185 | Frances Dr/Sunrise Ave | 5 | A | 7 | A | 5 | A | 7 | A |
| 186 | Coloma Way/Sunrise Ave | 13 | B | 17 | B | 13 | B | 16 | B |
| 187 | Sun Tree Dr/Sunrise Ave | 13 | B | 14 | B | 13 | B | 14 | B |
| 188 | Kensington Dr/Sunrise Ave | 10 | A | 9 | A | 10 | A | 9 | A |
| 189 | Rocky Ridge Dr/Stone Point Dr | 4 | A | 6 | A | 4 | A | 6 | A |
| 190 | Lead Hill Blvd/Rocky Ridge Dr | 15 | B | 24 | C | 15 | B | 24 | C |
| 191 | Professional Dr/Rocky Ridge Dr | 9 | A | 14 | B | 9 | A | 14 | B |
| 192 | Meadowlark Way/Rocky Ridge Dr | 7 | A | 8 | A | 7 | A | 8 | A |
| 193 | McLaren Dr/Rocky Ridge Dr | 8 | A | 8 | A | 8 | A | 8 | A |
| 194 | Secret Ravine Pkwy/Sierra College | 16 | B | 17 | B | 16 | B | 17 | B |
| 195 | Miners Ravine Pkwy/Sierra College Blvd | 6 | A | 6 | A | 6 | A | 6 | A |
| 196 | Olympus Dr/Sierra College Blvd | 21 | C | 18 | B | 21 | C | 18 | B |
| 197 | Indigo Creek Apts Dwy/Sierra College Blvd | 19 | B | 26 | C | 19 | B | 26 | C |
| 198 | Old Auburn Rd/Sierra College Blvd | 31 | C | 34 | C | 31 | C | 34 | C |
| 199 | Olympus Dr/Europa St | 10 | B | 5 | A | 10 | B | 6 | A |
| 200 | Secret Ravine Pkwy/Scarborough Dr | 14 | B | 14 | B | 15 | B | 14 | B |
| 203 | I-80 WB Ramps/Riverside Ave | 11 | B | 26 | C | 11 | B | 29 | C |
| 204 | Orlando Ave/Riverside Ave | 22 | C | 32 | C | 21 | C | 35 | C |
| 205 | Junction Blvd/Stonecrest Dr | 15 | B | 11 | B | 16 | B | 11 | B |
| 207 | Junction Blvd/Woodcreek Oaks Blvd | 16 | B | 16 | B | 16 | B | 16 | B |
| 208 | Junction Blvd/Country Club Dr | 23 | C | 14 | B | 25 | C | 15 | B |
| 209 | Junction Blvd/Revere Dr | 5 | A | 4 | A | 5 | A | 4 | A |
| 210 | Junction Blvd/Americana Dr | 13 | B | 6 | A | 12 | B | 6 | A |
| 211 | Junction Blvd/Sawtell Rd | 9 | A | 9 | A | 9 | A | 9 | A |
| 212 | PFE Rd/Hilltop Cir | 12 | B | 8 | A | 12 | B | 8 | A |
| 220 | Westbrook Blvd./Road A | Does Not Exist | | | | 20 | C | 13 | B |
| 221 | Road D/Road A | Does Not Exist | | | | 9 | A | 9 | A |
| 222 | Westbrook Blvd./Road B | Does Not Exist | | | | 17 | B | 19 | B |
| 223 | Road B/Road A | Does Not Exist | | | | 12 | B | 11 | B |
| 224 | Westbrook Blvd./Road D | Does Not Exist | | | | 15 | B | 17 | B |
| P1 | Darling/Riverside (Located in POD) | 17 | B | 18 | B | 18 | B | 18 | B |
| P2 | Vernon/Douglas (Located in POD) | 24 | C | 32 | C | 25 | C | 32 | C |
| P3 | Vernon/Grant (Located in POD) | 5 | A | 7 | A | 6 | A | 7 | A |
| P4 | Vernon/Judah (Located in POD) | 3 | A | 4 | A | 3 | A | 4 | A |
| P5 | Vernon/Lincoln (Located in POD) | 12 | B | 16 | B | 13 | B | 16 | B |
| P6 | Main/Washington (Located in POD) | 26 | C | 30 | C | 27 | C | 31 | C |
| P7 | Oak/Grant (Located in POD) | 15 | B | 15 | B | 15 | B | 16 | B |

| Intersection | | Existing Conditions | | | | Existing Plus Project Conditions | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | |
| | | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS |
| P8 | Oak/Lincoln (Located in POD) | 8 | A | 9 | A | 8 | A | 9 | A |

1 - Intersections operating at LOS D or worse are indicated by ***bold, italicized*** text.
2 - Shaded cells represent significant impacts.
3 - The Proposed Project would construct at least five new signalized intersections within the project site. These intersections would be designed to operate at LOS C or better.
4 - Intersections located in Pedestrian Overlay District (POD) are exempt from the City's LOS policies.
Source: Fehr & Peers, 2016a (**Appendix M**)

**Figure 4.3-6** shows the Existing Plus Project Traffic Volumes on roadways within the City of Roseville.

For AM and PM peak hour conditions, significant impacts are identified for intersections in which the project would cause operations to degrade below LOS C for intersections operating at LOS C or better; or cause operations to degrade by one or more service level for intersections operating at LOS D or worse.

As shown in **Table 4.3-8**, the Proposed Project would cause significant intersection degradations to the below intersections during the AM and PM peak hours. This is considered a **significant** impact.

*AM Peak Hour*

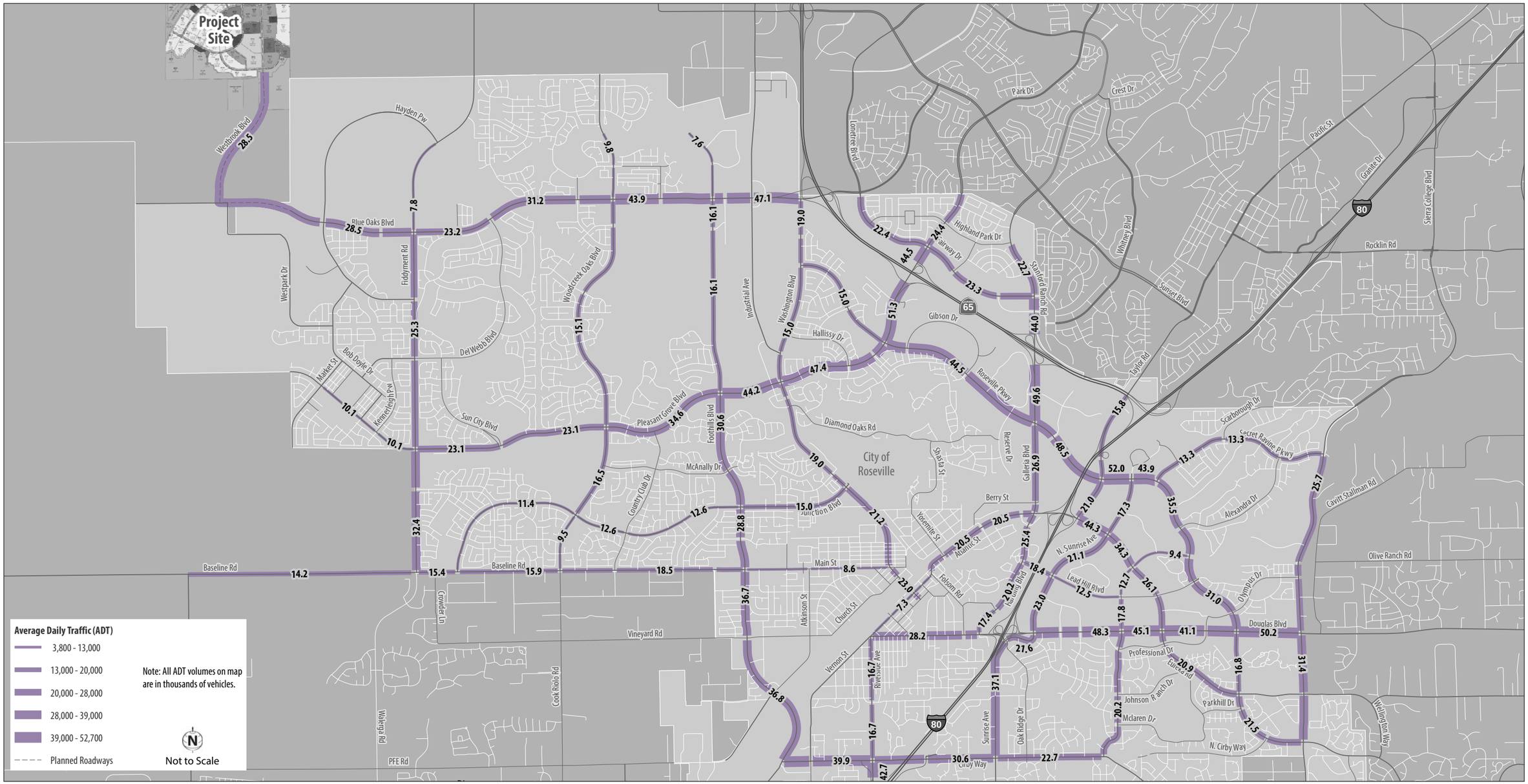
- Baseline Rd / Fiddyment Rd (LOS C to D)
- Cirby Way / Riverside Ave (LOS C to D)
- Baseline Rd / Foothills Blvd (LOS C to D)
- Baseline Rd / Woodcreek Oaks Blvd (LOS C to D)

*PM Peak Hour*

- Antelope Creek Blvd / Galleria Blvd (LOS C to D)
- Baseline Rd / Fiddyment Rd (LOS D to E)
- Blue Oaks Blvd / Foothills Blvd (LOS C to D)
- Cirby Way / Vernon Street (LOS C to D)
- Junction Blvd / Foothills Blvd (LOS C to D)
- Roseville Parkway / Galleria Blvd (LOS D to E)

**Mitigation Measure 4.3-1** would restore operations to an LOS C at the Baseline Road/Fiddyment Road, Baseline Road/Foothills Boulevard, Baseline Road/Woodcreek Oaks Boulevard, Blue Oaks Boulevard/Foothills Boulevard, Cirby Way/Riverside Avenue, Cirby Way/Vernon Street, Foothills Boulevard/Junction Boulevard, and Roseville Parkway/Galleria Boulevard intersections under Existing Plus Project conditions. Each of these improvements is included within the City's CIP, and the Proposed Project's payment of the applicable TMF constitutes a fair-share payment toward these improvements. Therefore, impacts to these intersections would be considered **less than significant**.

The Antelope Creek Boulevard/Galleria Boulevard intersection is constructed to its ultimate lane configuration. Operations are projected to worsen to LOS E under 2035 CIP conditions during the PM




SOURCE: Fehr & Peers, 2015; AES, 12/17/2015



**Figure 4.3-6**
Average Daily Traffic Volume (ADT) on Roseville Roadways - Existing Plus Project Conditions

peak hour. By virtue of the City Council adopting an exception to the LOS C standard for this intersection, this impact is considered **less than significant**.

| IMPACT 4.3-2 | CONSISTENCY OF PROJECT WITH CITY'S POLICY OF 70 PERCENT OF INTERSECTIONS OPERATING AT LOS C OR BETTER UNDER EXISTING CONDITIONS |
|---|---|
| **Applicable Policies and Regulations** | City of Roseville General Plan Traffic Level of Service Policies |
| **Significance with Policies and Regulations** | Less than Significant |
| **Mitigation Measures** | None Required |
| **Significance After Mitigation** | Less than Significant |

**Table 4.3-9** shows the percentage of intersections forecast to operate at LOS C or better during the AM and PM peak hours under Existing conditions with and without buildout of the Proposed Project. Under No Project conditions, 157 of the City's 160 intersections would operate at LOS C or better during AM peak hour and 130 of the City's 160 intersections would operate at LOS C or better during PM peak hour. This equates to 98 and 81 percent of the City's signalized intersections functioning at LOS C or better during the AM and PM peak periods, respectively. These percentages are higher than the City requirement that 70 percent of the City's signalized intersections function at LOS C or better during the peak period. The Proposed Project would add 5 signalized intersections within the City. Under the Existing Plus Project scenario, 159 of the City's 165 intersections would operate at LOS C or better during AM peak hour and 131 of the City's 165 intersections would operate at LOS C or better during PM peak hour. This means that 96 and 79 percent of the City's signalized intersections would function at LOS C or better during the AM and PM peak hours, respectively. These percentages are higher than the City requirement of 70 percent. Therefore, this impact is **less than significant**.

**TABLE 4.3-9**
CITY OF ROSEVILLE SIGNALIZED INTERSECTION OPERATIONS – EXISTING PLUS PROJECT CONDITIONS

| Level of Service | Existing Conditions | | Existing Plus Project Conditions | |
|---|---|---|---|---|
| | AM Peak Hour | PM Peak Hour | AM Peak Hour | PM Peak Hour |
| Total Intersections[1] | 160 | 160 | 165 | 165 |
| LOS A-C | 157 (98%) | 130 (81%) | 159 (96%) | 131 (79%) |
| LOS D | 3 (2%) | 24 (15%) | 6 (4%) | 26 (16%) |
| LOS E | 0 (0%) | 6 (4%) | 0 (0%) | 8 (5%) |
| LOS F | 0 (0%) | 0 (0%) | 0 (0%) | 0 (0%) |
| Percent Operating at LOS D, E, or F | 2% | 19% | 4% | 21% |

1 - Excludes the eight signalized intersections located in the City's Pedestrian Overlay District (POD).
Source: Fehr & Peers, 2016a (**Appendix M**).

| IMPACT 4.3-3 | IMPACTS TO BICYCLE AND PEDESTRIAN FACILITIES |
|---|---|
| **Applicable Policies and Regulations** | Bikeway Master Plan<br>Pedestrian Master Plan<br>City of Roseville General Plan |
| **Significance with Policies and Regulations** | Less than Significant |
| **Mitigation Measures** | None Required |
| **Significance After Mitigation** | Less than Significant |

The Proposed Project would result in demand for safe and convenient bicycle and pedestrian facilities by residents and employees of the site for transportation-related purposes. The Proposed Project includes an extensive network of trails and Class I and II bikeway facilities, as well as Class IA facilities (paseos, etc.), that provide connections throughout the project site. This network connects through the neighborhoods and links to existing and proposed parks, paseos, and a large open space area that connects to the regional open space area located in both the CSP and WRSP Areas. The bicycle and pedestrian network connects to the City's existing bikeway and pedestrian systems. The City's Bicycle Master Plan (2008) establishes policies that encourage the dedication of Class I, II, and IA bikeway facilities within new developments. The Bicycle Master Plan also discusses the need for bicycle facility connectivity throughout the City. Since the Proposed Project would include the development of Class I, II, and IA facilities that would connect to facilities proposed within the CSP and WRSP Areas, the Proposed Project would be consistent with the Bicycle Master Plan. The City's Pedestrian Master Plan (2011) establishes goals and policies that encourage a safe, comfortable, and connected network of pedestrian facilities throughout the City. The Pedestrian Master Plan also discusses requirements for streetscape design within new developments. The Proposed Project includes an extensive network of trails and paseos, as well as sidewalks along proposed roadways that provide connections throughout the project site. Since sidewalks and trails within the project site would connect to pedestrian facilities within the CSP and WRSP Areas, creating connectivity to the rest of the City, the Proposed Project would be consistent with the Pedestrian Master Plan. Therefore, this impact is considered **less than significant**.

| IMPACT 4.3-4 | IMPACTS TO TRANSIT |
|---|---|
| **Applicable Policies and Regulations** | City of Roseville General Plan<br>Short and Long-Range Transit Plans |
| **Significance with Policies and Regulations** | Significant |
| **Mitigation Measures** | MM 4.3-2 Transit Services: Pay Fair Share toward Transit Improvements |
| **Significance After Mitigation** | Less than Significant |

The addition of residential units and commercial square footage would increase the demand for transit within the City of Roseville. Existing City of Roseville Local Service routes are shown on **Figure 4.3-2** and transit facilities proposed in the Proposed Project are shown on **Figure 2-13**. There are currently no Local Service routes directly serving the project site.

Roseville Transit is funded primarily by local Transportation Development Act (TDA) funding sources, which are derived from a statewide one-quarter cent sales tax. Additional funding sources include Federal Transit Administration (FTA) funds and local transit fares. General funds are not used to support Roseville Transit and are not expected to be used to support transit services for the Proposed Project. As TDA revenues rise or fall during various economic conditions, transit services are expected to reflect the amount of funding available in consideration of the unmet transit needs which are evaluated annually by PCTPA.

Due to funding constraints it is anticipated that Local Service (and thus ADA Paratransit Service) will not be extended to the project site upon initial development. Roseville Transit regularly reviews and, as needed and feasible, adjusts its services in consideration of unmet transit needs within the City of Roseville, the Long Range Transportation Plan (LRTP), the SRTP and available funding. Future service adjustments may include service to the ARSP area. Until that time, Dial-A-Ride Service is the only transit service that will be available to the project site. As a result, the increased transit demand resulting from the project could impact Dial –A-Ride Service due to extended travel times and increased demand. This would result in a potentially **significant** impact to existing transit services, as well as a potentially **significant** impact to future residents within the project site due to unmet transit demand.

Pursuant to **Mitigation Measure 4.3-2**, Pay Fair Share toward Transit Improvements, the project would be required to create transit stops at key arterial intersections and at other locations as determined by the Public Works Director, in accordance with the City's Improvement Standards. Roseville Transit will provide transit services in accordance with the SRTP and LRTP as funding allows. The requirement that the Proposed Project develop transit stops at key arterial intersections and other locations determined by Public Works will be sufficient to allow service to be extended to the project site. Payment of a fair share fee is proposed that will enable transit services to be extended to the project site, and will ensure that existing services are expanded to account for the increased demand on existing services that would result from development of the Proposed Project. For these reasons, **Mitigation Measure 4.3-2** would reduce impacts to a **less-than-significant** level.

| IMPACT 4.3-5 | INCREASED TRAFFIC VOLUMES AT INTERSECTIONS WITHIN PLACER COUNTY, SUTTER COUNTY, SACRAMENTO COUNTY, OR CITY OF LINCOLN UNDER EXISTING CONDITIONS |
|---|---|
| **Applicable Policies and Regulations** | Placer County General Plan<br>Placer Vineyards Specific Plan<br>Regional University Specific Plan<br>Sutter County General Plan<br>Sacramento County General Plan<br>City of Rocklin General Plan<br>City of Lincoln General Plan |
| **Significance with Policies and Regulations** | Significant |
| **Mitigation Measures** | MM 4.3-3 Placer County Intersections: Pay Fair Share Costs to Placer County Intersection Improvements<br>MM 4.3-4 Sutter County Facilities: Pay Fair Share Costs to Sutter County Intersection Improvements |
| **Significance After Mitigation** | Significant and Unavoidable |

**Table 4.3-10** displays the Existing Plus Project AM and PM peak hour operations at study intersections within Placer County, Sutter County, Sacramento County, and the City of Lincoln.

As shown in **Table 4.3-10**, operations at all study intersections within Sacramento County and the City of Lincoln would operate acceptably under the Existing Plus Project conditions. Therefore, impacts to intersections within Sacramento County and the City of Lincoln would be **less than significant**.

The Proposed Project would cause significant intersection degradations to the below Placer County intersections during the AM and PM peak hours. This is considered a **significant** impact.

*AM Peak Hour*

- Watt Avenue/PFE Road (LOS E to F)
- Walerga Road/PFE Road (LOS D to E)
- Cook-Riolo/PFE Road (LOS B to D)
- Fiddyment Road/Sunset Boulevard West(LOS B to F)

*PM Peak Hour*

- Walerga Road/PFE Road (LOS C to D)
- Fiddyment Road/ Sunset Boulevard West (LOS C to F)
- Fiddyment Road/Athens Avenue (LOS B to E)

**TABLE 4.3-10**
INTERSECTION OPERATIONS WITHIN PLACER COUNTY, SUTTER COUNTY, SACRAMENTO COUNTY, AND CITY OF LINCOLN – EXISTING CONDITIONS

| Intersection | Jurisdiction[1] | Control Type[2] | Existing Conditions | | | | Existing Plus Project Conditions | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | |
| | | | Delay or V/C[2] | LOS | Delay or V/C | LOS | Delay or V/C | LOS | Delay or V/C | LOS |
| Locust Rd/Baseline Rd | Placer County | AWSC | 30 | D | 66 | F | 32 | D | 60 | F |
| Watt Ave/PFE Rd | Placer County | AWSC | 38 | E | 13 | B | ***99*** | ***F*** | 22 | C |
| Walerga Rd/PFE Rd | Placer County | Signal | 0.86 | D | 0.77 | C | ***0.94*** | ***E*** | ***0.87*** | ***D*** |
| Cook Riolo Rd/PFE Rd | Placer County | AWSC | 15 | B | 11 | B | ***30*** | ***D*** | 15 | B |
| Fiddyment Rd/Sunset Blvd W | Placer County | TWSC | 3 (12) | A (B) | 6 (19) | A (C) | ***59 (141)*** | ***F (F)*** | ***35 (123)*** | ***E (F)*** |
| Fiddyment Rd/Athens Ave | Placer County | AWSC | 9 | A | 11 | B | 21 | C | ***44*** | ***E*** |
| Industrial Ave/Athens Ave | Placer County | Signal | 0.22 | A | 0.36 | A | 0.28 | A | 0.36 | A |
| N Foothills Blvd/ Athens Ave | Placer County | TWSC | 2 (11) | A (B) | 3 (14) | A (B) | 2 (12) | A (B) | 2 (15) | A (B) |
| Cincinnati Ave/ Sunset Blvd W | Placer County | Signal | 0.27 | A | 0.45 | A | 0.32 | A | 0.45 | A |
| Westbrook Blvd/ Sunset Blvd W[3] | Placer County | Signal | Does Not Exist | | | | 0.33 | A | 0.47 | A |
| Pleasant Grove Rd N/ Riego Rd | Sutter County | AWSC | 61 | F | 33 | D | 49 | E | ***68*** | ***F*** |
| Pleasant Grove Rd S/ Riego Rd | Sutter County | AWSC | 65 | F | 43 | E | ***72*** | ***F*** | 29 | D |
| Watt Ave/Elverta Rd | Sacramento County | Signal | 0.39 | A | 0.44 | A | 0.42 | A | 0.47 | A |
| Walerga Rd/Elverta Rd | Sacramento County | Signal | 0.73 | C | 0.65 | B | 0.75 | C | 0.67 | B |
| Watt Ave/Antelope Rd | Sacramento County | Signal | 0.70 | C | 0.68 | B | 0.73 | C | 0.69 | B |
| Walerga Rd/Antelope Rd | Sacramento County | Signal | 0.63 | B | 0.75 | C | 0.63 | B | 0.75 | C |
| Watt Ave/Elkhorn Blvd | Sacramento County | Signal | 0.61 | B | 0.58 | A | 0.64 | B | 0.73 | B |
| Walerga Rd/Elkhorn Blvd | Sacramento County | Signal | 0.54 | A | 0.72 | C | 0.54 | A | 0.73 | C |
| Fiddyment Rd/Moore Rd | Lincoln | AWSC | 8 | A | 8 | A | 8 | A | 8 | A |
| Sorrento Pkwy/Ferrari Ranch Rd | Lincoln | AWSC | 9 | A | 9 | A | 9 | A | 8 | A |
| Ferrari Ranch Rd/ Groveland Ln | Lincoln | Signal | 17 | B | 9 | A | 17 | B | 9 | A |
| Ferrari Ranch Rd/ Joiner Pkwy | Lincoln | Signal | 7 | A | 7 | A | 7 | A | 7 | A |
| Joiner Pkwy/Twelve Bridges Dr | Lincoln | Signal | 31 | C | 27 | C | 32 | C | 28 | C |

1 - Refer to **Section 4.3.4** for analysis methods applied for each jurisdiction and signal control type.
2 - V/C: Volume-to-Capacity, AWSC: All Way Stop Control, TWSC: Two-Way Stop Control
3 - Shaded cells with ***bold, italicized*** text represent significant impacts.
4 - A traffic signal was assumed to be in place at Sunset Boulevard West/Westbrook Boulevard intersection based on the amount of traffic anticipated to use it. Operations were found to be unacceptable with stop-control. The intersection was assumed to have dedicated left and right-turn lanes on all approaches.
Source: Fehr & Peers, 2016a (**Appendix M**).

**Mitigation Measures 4.3-3** and **4.3-4** would restore intersection operations to acceptable levels at the Placer and Sutter County intersections. Implementation of these measures will facilitate the construction of such improvements by requiring the City of Roseville to negotiate in good faith with Sutter County to enter into fair and reasonable arrangements with the intention of achieving within a reasonable time period after approval of the Proposed Project, commitment for the provision of adequate fair share mitigation from the Proposed Project for impacts on Placer and Sutter County roadways. **Mitigation Measure 4.3-3 (a)** is fully funded through an adopted fee program and is therefore considered feasible. Since this would restore acceptable operations during the AM and PM peak hours, it would mitigate the intersection impacts at Watt Avenue/PFE Road to **less than significant**.

**Mitigation Measure 4.3-3 (b)** is also in a fee program. However, the fee program only covers ROW acquisition and not funding for construction. **Mitigation Measures 4.3-3 (b)** through **(e)** and **4.3-4 (a)** and **(b)** would require the City of Roseville to negotiate in good faith with Placer County to identify the Proposed Project's fair share funding contribution. These mitigations would require ROW acquisition and approvals from other agencies.

However, since none of these improvements are included and fully funded in an existing fee program, there is no assurance that the remaining funds necessary for construction will be collected. Because the City of Roseville does not have control over improvements on Placer or Sutter County roadways, the City must conservatively assume that, at the time of project approval by the City, impacts to Walerga Road/PFE Road, Cook-Riolo/PFE Road, Fiddyment Road/Sunset Boulevard West, Fiddyment Road/Athens Avenue, Pleasant Grove Road N/Riego Road, and Pleasant Grove Road S/Riego Road would be **significant and unavoidable**. Consistent with CEQA Guidelines section 15091, subdivision (a)(2), the City concludes that Placer and Sutter counties can and should cooperate with the City in implementing a fair share fee program to mitigate the impacts occurring in areas under the counties' control. The City is committed to and will initiate contact with Placer and Sutter County officials to explore the feasibility of such a program, wherein the effects of development across jurisdictional boundaries are addressed. If adopted, mitigation requires the Proposed Project to be made part of such a fee program.

| IMPACT 4.3-6 | INCREASED TRAFFIC VOLUMES ON ROADWAYS WITHIN PLACER COUNTY, SUTTER COUNTY, SACRAMENTO COUNTY, OR CITY OF ROCKLIN UNDER EXISTING CONDITIONS |
|---|---|
| **Applicable Policies and Regulations** | Placer County General Plan<br>Placer Vineyards Specific Plan<br>Regional University Specific Plan<br>Sutter County General Plan<br>Sacramento County General Plan<br>City of Rocklin General Plan |
| **Significance with Policies and Regulations** | Significant |
| **Mitigation Measures** | MM 4.3-3 Placer County Intersections: Pay Fair Share Costs to Placer County Intersection Improvements<br>MM 4.3-5 Placer County Segments: Pay Fair Share Costs to Placer County Facilities<br>MM 4.3-6 Sacramento County Segments: Pay Fair Share Costs to Sacramento County Facilities |
| **Significance After Mitigation** | Significant and Unavoidable |

**Table 4.3-11** displays the Existing and Existing Plus Project roadway operations at study roadways within Placer County, Sutter County, Sacramento County, and the City of Rocklin.

As shown in **Table 4.3-11**, operations on all study roadway segments within Sutter County and the City of Rocklin would operate better than LOS C for Existing Plus Project conditions. Therefore, impacts to roadways within Sutter County and the City of Rocklin would be **less than significant**.

The Proposed Project would cause significant roadway segment degradations to the below Placer County roadway. This is considered a **significant** impact.

- Walerga Road south of Baseline Road (LOS E to F)

The Proposed Project would cause significant roadway segment degradations to the below Sacramento County roadway. This is considered a **significant** impact.

- Walerga Road south of PFE Road (LOS F operations exacerbated by a 0.07 v/c ratio increase)

**TABLE 4.3-11**
ROADWAY SEGMENT OPERATIONS WITHIN PLACER COUNTY, SUTTER COUNTY, SACRAMENTO COUNTY, AND CITY OF ROCKLIN – EXISTING CONDITIONS

| Segment | Jurisdiction | Number of Lanes | Existing Conditions | | | Existing Plus Project | | |
|---|---|---|---|---|---|---|---|---|
| | | | Average Daily Traffic (ADT) | V/C Ratio | LOS | Average Daily Traffic (ADT) | V/C Ratio | LOS |
| Baseline Road west of Watt Ave | Placer County | 2 | 10,000 | 0.56 | A | 10,100 | 0.56 | A |
| Watt Avenue south of Baseline Rd | Placer County | 2 | 5,800 | 0.32 | A | 7,800 | 0.43 | A |
| Sunset Boulevard West west of Fiddyment Road | Placer County | 2 | 2,200 | 0.12 | A | 8,600 | 0.48 | A |
| Sunset Boulevard West west of SR 65 | Placer County | 4 | 14,700 | 0.41 | A | 15,200 | 0.42 | A |
| Sunset Blvd West east of Pleasant Grove Rd | Placer County | 2 | 2,000 | 0.11 | A | 4,500 | 0.18 | B |
| Athens Ave east of Fiddyment Rd | Placer County | 2 | 5,300 | 0.29 | A | 10,300 | 0.57 | A |
| Fiddyment Rd from Athens Ave to Sunset Blvd. West | Placer County | 2 | 7,500 | 0.42 | A | 13,600 | 0.76 | C |
| Fiddyment Rd from Sunset Blvd. West to Roseville City limits | Placer County | 2 | 7,500 | 0.42 | A | 7,600 | 0.42 | A |
| Brewer Road north of Baseline Road | Placer County | 2 | 200 | 0.01 | A | 300 | 0.02 | A |
| Watt Avenue south of PFE Road | Placer County | 2 | 9,300 | 0.52 | A | 11,500 | 0.64 | B |
| Walerga Road south of Baseline Road | Placer County | 2 | 16,800 | 0.93 | E | ***18,200*** | ***1.01*** | ***F*** |
| Watt Avenue south of Elverta Road | Sacramento County | 4 | 23,600 | 0.66 | B | 24,300 | 0.68 | B |
| Watt Avenue south of Antelope Road | Sacramento County | 4 | 27,100 | 0.75 | C | 28,600 | 0.79 | C |
| Watt Avenue south of Elkhorn Boulevard | Sacramento County | 6 | 32,600 | 0.60 | B | 33,700 | 0.62 | B |
| Walerga Road south of PFE Road | Sacramento County | 2 | 18,900 | 1.05 | F | ***20,100*** | ***1.12*** | ***F*** |
| Walerga Road south of Antelope Road | Sacramento County | 4 | 32,000 | 0.89 | D | 32,200 | 0.89 | D |
| Walerga Road south of Elkhorn Boulevard | Sacramento County | 4 | 19,900 | 0.55 | A | 20,100 | 0.56 | A |
| Pleasant Grove Rd north of Riego Rd | Sutter County | 2 | 1,200 | 0.07 | A | 3,200 | 0.18 | B |
| Riego Road east of SR 70/99 | Sutter County | 2 | 8,200 | 0.46 | A | 9,900 | 0.55 | A |
| Howsley Road east of SR 70/99 | Sutter County | 2 | 2,700 | 0.15 | A | 2,800 | 0.16 | A |
| Sunset Boulevard east of SR 65 | City of Rocklin | 4 | 23,200 | 0.64 | B | 24,100 | 0.65 | B |
| Blue Oaks Boulevard east of Lonetree Blvd | City of Rocklin | 4 | 10,800 | 0.30 | A | 10,900 | 0.30 | A |
| Wildcat Boulevard north of Ranch View Drive | City of Rocklin | 4 | 7,200 | 0.20 | A | 7,300 | 0.20 | A |

1 - V/C Ratio: Volume-to-Capacity Ratio
2 - Shaded cells with ***bold, italicized*** text indicate significant impacts
Source: Fehr and Peers, 2016a (**Appendix M**).

**Mitigation Measures 4.3-5** would restore operations on Walerga Road south of Baseline Road to LOS A through the construction of a second northbound and southbound through lane. The City of Roseville currently participates in a joint fee program with Placer County for improvements along Walerga Road, including the construction of this improvement along with other improvements consistent with the Dry Creek Specific Plan, which includes the widening of Walerga Road to four lanes south of Baseline Road. Development within the project site will be required to participate in this fee program and pay fair share costs for this improvement consistent with **Mitigation Measure 4.3-3** and **4.3-5**.

**Mitigation Measure 4.3-6** would restore operations on Walerga Road south of PFE Road to LOS A through facilitating the construction of a second northbound and southbound through lane by requiring the City to negotiate in good faith with Sacramento County to enter into fair and reasonable arrangements with the intention of achieving within a reasonable time period after approval of the Proposed Project, a commitment for the provision of adequate fair share mitigation from the Proposed Project for impacts on Sacramento County roadways.

Construction of the improvements noted above would reduce the project impacts to less-than-significant levels. However, since the City does not have control over improvements on Placer or Sacramento County roadways, the City must conservatively assume that, at the time of project approval by the City, this impact would be **significant and unavoidable**, despite the city's own commitment to work with Placer and Sacramento counties. Consistent with CEQA Guidelines section 15091, subdivision (a)(2), the City concludes that Sacramento County can and should cooperate with the City in implementing a fair share fee program to mitigate the impacts occurring in areas under the County's control. The City is committed to and will initiate contact with Placer and Sacramento County officials to explore the feasibility of such a program, wherein the effects of development across jurisdictional boundaries are addressed. If adopted, mitigation requires the Proposed Project to be made part of such a fee program.

| IMPACT 4.3-7 | INCREASED TRAFFIC VOLUMES ON EXISTING STATE INTERCHANGES UNDER EXISTING CONDITIONS |
|---|---|
| **Applicable Policies and Regulations** | Caltrans Policies |
| **Significance with Policies and Regulations** | Less Than Significant |
| **Mitigation Measures** | None Required |
| **Significance After Mitigation** | Less Than Significant |

The addition of the Proposed Project to Existing Conditions would cause changes in traffic volumes at State highway interchanges providing access to the site. It should be noted that the project site is a number of miles from any State highway; therefore, impacts are expected to be minimal.

**Table 4.3-12** shows the Existing and Existing Plus Project levels of service at three interchanges providing access to SR 65. The State's TCR for SR 65 designates a LOS standard of E or better. During

both the AM and PM peak hours, all of these interchanges will continue to function at LOS E or better. Therefore, impacts to Caltrans interchanges in Existing Plus Project Conditions would be **less than significant**.

**TABLE 4.3-12**
CALTRANS INTERCHANGE OPERATIONS – EXISTING PLUS PROJECT CONDITIONS

| Intersection | Jurisdiction[1] | Control Type | Existing Conditions | | | | Existing Plus Project Conditions | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | |
| | | | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS |
| Sunset Blvd/SR 65 NB Ramps | Caltrans | Signal | 20 | B | 19 | B | 20 | B | 19 | B |
| Sunset Blvd/SR 65 SB Ramps | Caltrans | Signal | 17 | B | 17 | B | 17 | B | 17 | B |
| Nelson Ln/SR 65 | Caltrans | Signal | 8 | A | 7 | A | 8 | A | 7 | A |

1 - Refer to **Section 4.3.4** for analysis methods applied for Caltrans interchanges.
Source: Fehr & Peers, 2016a (**Appendix M**).

| IMPACT 4.3-8 | INCREASED TRAFFIC VOLUMES ON STATE HIGHWAYS UNDER EXISTING CONDITIONS |
|---|---|
| **Applicable Policies and Regulations** | Caltrans Policies |
| **Significance with Policies and Regulations** | Significant |
| **Mitigation Measures** | MM 4.3-7 State Facilities: Payment of Fees for State Roadway Segments |
| **Significance After Mitigation** | Significant and Unavoidable |

**Table 4.3-13** shows the Existing and Existing Plus Project density and LOS on SR 65 segments. As shown in **Table 4.3-13** below, the following facilities currently operate at LOS F:

- NB SR 65 from I-80 to Galleria Boulevard (AM and PM peak hours)
- NB SR 65 off-ramp at Galleria Boulevard (AM and PM peak hours)
- NB SR 65 on-ramp at Galleria Boulevard (AM peak hour)
- NB SR 65 off-ramp at Pleasant Grove Boulevard (AM and PM peak hours)
- SB SR 65 weave from Blue Oaks Boulevard to Pleasant Grove Boulevard (AM and PM peak hours)
- SB SR 65 off-ramp at Galleria Boulevard (AM peak hour)

**TABLE 4.3-13**
CALTRANS SEGMENT OPERATIONS – EXISTING PLUS PROJECT CONDITIONS

| SR 65 Freeway Facility | Type | Existing Conditions | | | | Existing Plus Project Conditions | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | |
| | | Density | LOS | Density | LOS | Density | LOS | Density | LOS |
| **Northbound State Route 65** | | | | | | | | | |
| I-80 to Galleria Blvd | Basic | - [1] | F | - | F | - | F | - | ***F*** |
| Galleria Blvd Off-Ramp | Diverge | - | F | - | F | - | F | - | ***F*** |
| Galleria Blvd On-Ramp | Merge | - | F | 39 | E | - | F | - | ***F*** |
| Pleasant Grove Blvd Off-Ramp | Diverge | - | F | - | F | - | F | - | ***F*** |
| Pleasant Grove Blvd On-Ramp to Blue Oaks Blvd Off-Ramp | Weave | N/A[2] | C | N/A | D | N/A | D | N/A | D |
| Blue Oaks Blvd Loop On-Ramp | Merge | 27 | C | 30 | D | 27 | C | 30 | D |
| Blue Oaks Blvd On-Ramp to Sunset Off-Ramp | Basic | 24 | C | 28 | D | 23 | C | 28 | D |
| Sunset Blvd Off-Ramp | Diverge | 17 | B | 21 | C | 17 | B | 21 | C |
| Sunset Blvd Loop On-Ramp | Merge | 14 | B | 24 | C | 13 | B | 24 | C |
| Sunset Blvd Slip On-Ramp | Merge | 13 | B | 24 | C | 12 | B | 24 | C |
| Sunset Blvd to Twelve Bridges Dr | Basic | 14 | B | 26 | D | 14 | B | 26 | D |
| Twelve Bridges Dr Off-Ramp | Diverge | 19 | B | 31 | D | 18 | B | 32 | D |
| Twelve Bridges Dr On-Ramp to Lincoln Off-Ramp | Weave | N/A | A | N/A | C | N/A | A | N/A | C |
| Lincoln Blvd Off-Ramp to Ferrari Ranch Rd | Basic | 6 | A | 10 | A | 6 | A | 11 | A |
| Ferrari Ranch Rd Off-Ramp | Basic | 6 | A | 10 | A | 6 | A | 11 | A |
| Ferrari Ranch Rd On-Ramp | Merge | 8 | A | 9 | A | 8 | A | 9 | A |
| Ferrari Ranch Rd to Nelson Ln | Basic | 7 | A | 8 | A | 7 | A | 8 | A |
| **Southbound State Route 65** | | | | | | | | | |
| Nelson Ln to Ferrari Ranch Rd | Basic | 8 | A | 8 | A | 8 | A | 8 | A |
| Ferrari Ranch Rd Off-Ramp | Diverge | 12 | B | 11 | B | 12 | B | 11 | B |
| Ferrari Ranch Rd Loop On-Ramp | Basic | 9 | A | 6 | A | 9 | A | 6 | A |
| Ferrari Ranch Rd Direct On-Ramp | Merge | 14 | B | 8 | A | 14 | B | 8 | A |
| Ferrari Ranch Rd to Lincoln Blvd | Basic | 18 | C | 10 | A | 19 | C | 10 | A |
| Lincoln Blvd On-Ramp to Twelve Bridges Dr Off-Ramp | Weave | N/A | C | N/A | A | N/A | C | N/A | A |
| Twelve Bridges Loop On-Ramp | Merge | 29 | D | 20 | C | 30 | D | 20 | C |
| Twelve Bridges Dr to Sunset Blvd | Basic | 27 | D | 18 | B | 28 | D | 17 | B |
| Sunset Blvd Off-Ramp | Diverge | 20 | C | 10 | B | 21 | C | 10 | B |
| Sunset Blvd Loop On-Ramp | Merge | 28 | D | 23 | C | 29 | D | 23 | C |
| Sunset Blvd Direct On-Ramp | Merge | 24 | C | 22 | C | 25 | C | 21 | C |
| Sunset Blvd Direct On-Ramp to Blue Oaks Blvd Off-Ramp | Basic | 29 | D | 26 | C | 29 | D | 25 | C |
| Blue Oaks Blvd Off-Ramp | Diverge | 33 | D | 31 | D | 34 | D | 30 | D |
| Blue Oaks Blvd Loop On-Ramp | Merge | 29 | D | 27 | C | 30 | D | 27 | C |

| SR 65 Freeway Facility | Type | Existing Conditions | | | | Existing Plus Project Conditions | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | |
| | | Density | LOS | Density | LOS | Density | LOS | Density | LOS |
| Blue Oaks Blvd On to Pleasant Grove Off-Ramp | Weave[3] | - | F | N/A | F | ***N/A*** | ***F*** | ***N/A*** | ***F*** |
| Pleasant Grove Blvd Loop On-Ramp | Merge | 32 | D | 30 | D | 35 | E | 30 | D |
| Pleasant Grove Blvd Direct On-Ramp | Merge | 37 | E | 34 | D | **-** | ***F*** | 35 | D |
| Galleria Blvd Off-Ramp | Diverge | - | F | 39 | E | **-** | ***F*** | 40 | E |
| Galleria Blvd On-Ramp | Merge | 25 | C | 26 | C | 27 | C | 27 | C |
| Galleria Blvd to I-80 | Basic | 23 | C | 24 | C | 25 | C | 24 | C |

1 - " - " = Density not reported for facilities operating at LOS F.
2 - N/A: Not applicable because density is not calculated for weave segments based on Leisch method.
3 - Field observations reveal that reoccurring congestion at the SR 65/Pleasant Grove Blvd. SB loop on-ramp causes traffic on SB SR 65 to queue back to Blue Oaks Boulevard and beyond. Therefore, results shown as LOS F.
4 - Shaded cells with ***bold, italicized*** text indicate significant impacts
Source: Fehr & Peers, 2016a (**Appendix M**).

Degradation of a freeway segment from an acceptable LOS (LOS E or better) to an unacceptable LOS (LOS F) as a result of the Proposed Project would be considered a significant impact. Additionally, impacts occur when a freeway segment already operating at an unacceptable level is worsened to a significant degree. Therefore, impacts to the following freeway segments are considered **significant**:

*AM Peak Hour*

- SB SR 65 weave from Blue Oaks Boulevard to Pleasant Grove Boulevard (LOS F operations exacerbated)
- SB SR 65 diagonal on-ramp at Pleasant Grove Boulevard (LOS E to F)
- SB SR 65 off-ramp at Galleria Boulevard (LOS F operations exacerbated)

*PM Peak Hour*

- NB SR 65 from I-80 to Galleria Boulevard (LOS F operations exacerbated)
- NB SR 65 off-ramp at Galleria Boulevard (LOS F operations exacerbate)
- NB SR 65 on-ramp at Galleria Boulevard (LOS E to F)
- NB SR 65 off-ramp at Pleasant Grove Boulevard (LOS F operations exacerbated)
- SB SR 65 weave from Blue Oaks Boulevard to Pleasant Grove Boulevard (LOS F operations exacerbated)

Impacts to all other freeway segments not listed above would be **less than significant**.

**Mitigation Measure 4.3-7** would reduce impacts on the above-listed freeway segments to acceptable levels by requiring Brookfield Residential (Applicant) to pay the Highway 65 JPA and the SPRTA fees. The Highway 65 JPA Fee assesses fees on new development for the cost of interchange improvements along SR 65 and the SPRTA fee provides funding for regional projects such as the SR 65 Widening and Placer Parkway. However, the remaining funding necessary to construct the SR 65 Widening Project and

I-80/SR 65 Interchange Improvements has not been identified. No improvements within the SR 65 study area are included in the Tier 1 project list in SACOG's MTP/SCS. The PCTPA website (http://pctpa.net/) indicates that funding is currently being sought for the SR 65 Widening Project. Therefore, the impacts to SR 65 would remain **significant and unavoidable** because adequate mitigation is not available to ensure the impacts are reduced to less than significant.

## 2035 CIP Plus Project Impacts

This section discusses traffic-related impacts on the City's roadway system under the 2035 CIP Plus Project scenario. The impacts of the Proposed Project on transit, pedestrian, and bikeway systems are covered under the Existing Plus Project Conditions analysis. A forecasting procedure known as the "difference method" was utilized to develop future year forecasts, which accounts for potential differences between the base year model and existing traffic counts that could otherwise transfer to the future year traffic forecast. In instances where the roadway currently does not exist, the 2035 CIP model forecast was used directly.

Intersections discussed in this section include those signalized intersections that currently exist and those that do not currently exist but are planned and approved, included in the CIP, or are proposed as part of approved specific plans including, but not limited to, the WRSP, SVSP, and CSP.

| IMPACT 4.3-9 | INCREASED TRAFFIC AT CITY OF ROSEVILLE INTERSECTIONS UNDER 2035 CIP CONDITIONS |
|---|---|
| **Applicable Policies and Regulations** | City of Roseville General Plan Level of Service Policies |
| **Significance with Policies and Regulations** | Significant |
| **Mitigation Measures** | MM 4.3-1 Roseville Intersections: Pay Fair Share of Improvements in the CIP<br>MM 4.3-8 City of Roseville Facilities: Update the City of Roseville Capital Improvement Plan |
| **Significance After Mitigation** | Significant and Unavoidable |

**Table 4.3-14** identifies the peak hour delay and levels of service at all current and future signalized intersections citywide under 2025 CIP Conditions with and without buildout of the Proposed Project.

**TABLE 4.3-14**
ROSEVILLE SIGNALIZED INTERSECTION OPERATIONS – 2035 CIP PLUS PROJECT CONDITIONS

| Intersection | | 2035 CIP Conditions | | | | 2035 CIP Plus Project Conditions | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | |
| | | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS |
| 1 | Blue Oaks Blvd/Grasscreek Drive | 15 | B | 15 | B | 17 | B | 19 | B |
| 2 | Blue Oaks Blvd/Westbrook Blvd | 28 | C | 25 | C | ***66*** | ***E*** | ***86*** | ***F*** |
| 3 | Blue Oaks Blvd/Creekview Plaza | 13 | B | 19 | B | 13 | B | 18 | B |
| 4 | Blue Oaks Blvd/West Park Drive | 13 | B | 12 | B | 13 | B | 12 | B |
| 5 | Blue Oaks Blvd/Hayden Pkwy | 31 | C | 25 | C | 31 | C | 26 | C |
| 6 | Blue Oaks Blvd/Fiddyment Rd | ***41*** | ***D*** | ***40*** | ***D*** | ***45*** | ***D*** | ***39*** | ***D*** |
| 7 | Blue Oaks Blvd/Orchard View Rd | 9 | A | 9 | A | 9 | A | 9 | A |
| 8 | Blue Oaks Blvd/Del Webb Blvd | 13 | B | 10 | B | 12 | B | 11 | B |
| 9 | Blue Oaks Blvd/Crocker Ranch Rd | 18 | B | 24 | C | 17 | B | 19 | C |
| 10 | Blue Oaks Blvd/Diamond Creek Blvd | 21 | C | ***59*** | ***E*** | 22 | C | ***61*** | ***E*** |
| 11 | Blue Oaks Blvd/Woodcreek Oaks Blvd | ***59*** | ***E*** | ***36*** | ***D*** | ***60*** | ***E*** | ***37*** | ***D*** |
| 12 | Blue Oaks Blvd/Wood Meadow Dr | 14 | B | 20 | B | 14 | B | 21 | C |
| 13 | Blue Oaks Blvd/New Meadow Dr | 12 | B | 12 | B | 13 | B | 12 | B |
| 14 | Blue Oaks Blvd/Collector C | 14 | B | ***48*** | ***D*** | 26 | C | ***54*** | ***D*** |
| 15 | Blue Oaks Blvd/Foothills Blvd | 34 | C | ***112*** | ***F*** | 34 | C | ***108*** | ***F*** |
| 16 | Blue Oaks Blvd/Fidelity Way | 5 | A | ***41*** | ***D*** | 5 | A | ***36*** | ***D*** |
| 17 | Blue Oaks Blvd/Washington Blvd/SR 65 SB Ramps | ***36*** | ***D*** | ***64*** | ***E*** | ***37*** | ***D*** | ***75*** | ***E*** |
| 18 | Pleasant Grove Blvd/Santucci Blvd | 19 | B | 21 | C | 19 | B | 21 | C |
| 19 | Pleasant Grove Blvd/Silver Spruce Dr | 9 | A | 9 | A | 9 | A | 9 | A |
| 20 | Pleasant Grove Blvd/Westbrook Blvd | 24 | C | 24 | C | 26 | C | 34 | C |
| 21 | Pleasant Grove Blvd/Sierra Trail Dr | 18 | B | 12 | B | 19 | B | 14 | B |
| 22 | Pleasant Grove Blvd/Market St | 21 | C | 22 | C | 22 | C | 23 | C |
| 23 | Pleasant Grove Blvd/Monument Dr | 15 | B | 14 | B | 17 | B | 14 | B |
| 24 | Pleasant Grove Blvd/Upland Dr | 11 | B | 12 | B | 12 | B | 11 | B |
| 25 | Pleasant Grove Blvd/Fiddyment Rd | ***60*** | ***E*** | ***48*** | ***D*** | ***74*** | ***E*** | ***53*** | ***D*** |
| 26 | Pleasant Grove Blvd/Sun City Blvd | 8 | A | 7 | A | 9 | A | 7 | A |
| 27 | Pleasant Grove Blvd/Rose Creek Rd | 5 | A | 6 | A | 5 | A | 6 | A |
| 28 | Pleasant Grove Blvd/Michener Dr | 6 | A | 9 | A | 5 | A | 10 | A |
| 29 | Pleasant Grove Blvd/Woodcreek Oaks Blvd | 25 | C | ***39*** | ***D*** | 27 | C | ***39*** | ***D*** |
| 30 | Pleasant Grove Blvd/Country Club Dr | 20 | C | 10 | B | 20 | C | 10 | A |
| 31 | Pleasant Grove Blvd/Foothills Blvd | ***49*** | ***D*** | ***68*** | ***E*** | ***49*** | ***D*** | ***69*** | ***E*** |
| 32 | Pleasant Grove Blvd/Washington Blvd | 35 | C | ***39*** | ***D*** | 35 | C | ***40*** | ***D*** |
| 33 | Pleasant Grove Blvd/Hallissy Dr | 11 | B | 29 | C | 11 | B | 29 | C |
| 34 | Pleasant Grove Blvd/Roseville Pkwy | ***81*** | ***F*** | ***124*** | ***F*** | ***83*** | ***F*** | ***120*** | ***F*** |
| 35 | Highland Pointe Dr/Pleasant Grove Blvd | 21 | C | ***130*** | ***F*** | 21 | C | ***131*** | ***F*** |

| Intersection | | 2035 CIP Conditions | | | | 2035 CIP Plus Project Conditions | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | |
| | | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS |
| 36 | Pleasant Grove Blvd/Hwy-65 SB Ramps | 10 | A | 14 | B | 10 | A | 17 | B |
| 37 | Pleasant Grove Blvd/Hwy-65 NB Ramps | 12 | B | 22 | C | 12 | B | 22 | C |
| 38 | Fairway Dr/Pleasant Grove Blvd | ***36*** | ***D*** | ***91*** | ***F*** | ***36*** | ***D*** | ***93*** | ***F*** |
| 39 | Highland Park Dr/Pleasant Grove Blvd | 19 | B | 25 | C | 19 | B | 25 | C |
| 40 | Vista Grande Blvd/Santucci Blvd | 12 | B | 18 | B | 12 | B | 16 | B |
| 41 | Vista Grande Blvd/Silver Spruce Dr | 13 | B | 14 | B | 13 | B | 14 | B |
| 42 | Vista Grande Blvd/Westbrook Blvd | 22 | C | 35 | C | 20 | B | ***38*** | ***D*** |
| 43 | Vista Grande Blvd/Vista Park Dr | 14 | B | 26 | C | 14 | B | 28 | C |
| 44 | Vista Grande Blvd/Market St | 15 | B | 18 | B | 15 | B | 19 | B |
| 45 | Vista Grande Blvd/Monarch Grove St | 22 | C | 17 | B | 23 | C | 16 | B |
| 46 | Vista Grande Blvd/Upland Dr | 16 | B | 19 | B | 16 | B | 20 | C |
| 47 | Westhills Dr/Fiddyment Rd | ***46*** | ***D*** | ***39*** | ***D*** | ***48*** | ***D*** | ***41*** | ***D*** |
| 48 | Baseline Rd/Regional Park Access | 14 | B | 17 | B | 14 | B | 17 | B |
| 49 | Baseline Rd/Santucci Blvd | 29 | C | 35 | C | 30 | C | ***37*** | ***D*** |
| 50 | Baseline Rd/West Shopping Center Access | 12 | B | 15 | B | 12 | B | 15 | B |
| 51 | Baseline Rd/Westbrook Blvd | 30 | C | 35 | C | 32 | C | ***37*** | ***D*** |
| 52 | Baseline Rd/Central Shopping Center Acc. | 6 | A | 6 | A | 6 | A | 6 | A |
| 53 | Baseline Rd/Market St | 18 | B | 17 | B | 18 | B | 17 | B |
| 54 | Baseline Rd/East Shopping Center Access | 10 | B | 15 | B | 11 | B | 15 | B |
| 55 | Baseline Rd/Upland Dr | 8 | A | 10 | A | 9 | A | 10 | A |
| 56 | Baseline Rd/Fiddyment Rd | ***41*** | ***D*** | ***47*** | ***D*** | ***43*** | ***D*** | ***47*** | ***D*** |
| 57 | Baseline Rd/Junction Blvd | 23 | C | 16 | B | 24 | C | 17 | B |
| 58 | Baseline Rd/Woodcreek Oaks Blvd | ***58*** | ***E*** | ***38*** | ***D*** | ***59*** | ***E*** | ***38*** | ***D*** |
| 59 | Baseline Rd/Foothills Blvd | ***71*** | ***E*** | ***38*** | ***D*** | ***76*** | ***E*** | ***38*** | ***D*** |
| 60 | HP-Main Dwy/Foothills Blvd | 29 | C | ***45*** | ***D*** | 31 | C | ***47*** | ***D*** |
| 61 | Roseville Pkwy/Washington Blvd | 27 | C | 28 | C | 28 | C | 30 | C |
| 62 | Trestle Rd/Roseville Pkwy | 9 | A | 11 | B | 9 | A | 12 | B |
| 63 | Roseville Pkwy/Gibson Drive (w) | ***38*** | ***D*** | ***57*** | ***E*** | 34 | C | ***37*** | ***D*** |
| 64 | Roseville Pkwy/Chase Dr | 6 | A | 23 | C | 6 | A | 21 | C |
| 65 | Roseville Pkwy/Gibson Dr | 16 | B | ***54*** | ***D*** | 16 | B | ***57*** | ***E*** |
| 66 | West Mall/Roseville Pkwy | 6 | A | 19 | B | 6 | A | 19 | B |
| 67 | Roseville Pkwy/Reserve Dr | 25 | C | ***59*** | ***E*** | 25 | C | ***64*** | ***E*** |
| 68 | Roseville Pkwy/Galleria Blvd | ***38*** | ***D*** | ***71*** | ***E*** | ***38*** | ***D*** | ***71*** | ***E*** |
| 69 | Roseville Pkwy/Creekside Ridge Dr | 11 | B | 25 | C | 10 | B | 25 | C |
| 70 | E. Roseville Pkwy/Taylor Rd | ***46*** | ***D*** | ***63*** | ***E*** | ***46*** | ***D*** | ***63*** | ***E*** |
| 71 | E. Roseville Pkwy/N. Sunrise Ave | 21 | C | ***58*** | ***E*** | 21 | C | ***61*** | ***E*** |

| Intersection | | 2035 CIP Conditions | | | | 2035 CIP Plus Project Conditions | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | |
| | | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS |
| 72 | E. Roseville Pkwy/Secret Ravine Pkwy | 20 | B | ***45*** | ***D*** | 20 | B | ***51*** | ***D*** |
| 73 | Alexandra Dr/E. Roseville Pkwy | 9 | A | 8 | A | 9 | A | 9 | A |
| 74 | Rocky Ridge Dr/E. Roseville Pkwy | 8 | A | 10 | B | 8 | A | 10 | B |
| 75 | Orvietto Dr/Roseville Pkwy | 20 | B | 20 | B | 20 | B | 20 | B |
| 76 | Olympus Dr/Roseville Pkwy | 12 | B | 21 | C | 12 | B | 21 | C |
| 77 | Douglas Blvd/Roseville Pkwy | ***48*** | ***D*** | ***62*** | ***E*** | ***48*** | ***D*** | ***65*** | ***E*** |
| 78 | Village Dr/E. Roseville Pkwy | 19 | B | 20 | C | 19 | B | 20 | B |
| 79 | Eureka Rd/E. Roseville Pkwy | 27 | C | 35 | C | 26 | C | 35 | C |
| 80 | E. Roseville Pkwy/N. Cirby Way | 6 | A | 8 | A | 6 | A | 9 | A |
| 81 | E. Roseville Pkwy/Sierra College Blvd | 25 | C | ***36*** | ***D*** | 25 | C | ***42*** | ***D*** |
| 82 | Atlantic St/Yosemite St | 18 | B | 15 | B | 19 | B | 15 | B |
| 83 | Atlantic St/Tiger Way | 17 | B | 28 | C | 17 | B | 29 | C |
| 84 | Atlantic St/Wills Rd | 14 | B | 13 | B | 14 | B | 13 | B |
| 85 | Atlantic St/I-80 WB Ramps | 5 | A | 34 | C | 5 | A | 33 | C |
| 86 | Eureka Rd/Taylor Rd | 28 | C | ***54*** | ***D*** | 30 | C | ***53*** | ***D*** |
| 87 | Eureka Rd/N. Sunrise Ave | 20 | B | ***51*** | ***D*** | 20 | B | ***52*** | ***D*** |
| 88 | Rocky Ridge Dr/Eureka Rd | 22 | C | 28 | C | 22 | C | 28 | C |
| 89 | Lead Hill Blvd/Eureka Rd | 23 | C | 23 | C | 22 | C | 23 | C |
| 90 | Douglas Blvd/Eureka Road | 34 | C | ***62*** | ***E*** | 35 | C | ***63*** | ***E*** |
| 91 | Deer Valley Apts Dwy/Eureka Rd | 13 | B | 9 | A | 13 | B | 9 | A |
| 92 | Eureka Rd/Ashland Dr | 12 | B | 11 | B | 12 | B | 11 | B |
| 93 | Eureka Rd/Sierra College Blvd | 32 | C | 28 | C | 32 | C | 28 | C |
| 94 | Douglas Blvd/Judah St | 9 | A | 21 | C | 9 | A | 21 | C |
| 95 | Douglas Blvd/Park Dr | 9 | A | 9 | A | 9 | A | 9 | A |
| 96 | Douglas Blvd/Keehner Ave | 9 | A | 10 | A | 9 | A | 10 | A |
| 97 | Douglas Blvd/Folsom Rd | 18 | B | 21 | C | 18 | B | 21 | C |
| 98 | Douglas Blvd/Harding Blvd | ***53*** | ***D*** | ***56*** | ***E*** | ***54*** | ***D*** | ***57*** | ***E*** |
| 99 | Douglas Blvd/I-80 WB Ramps | 35 | C | ***72*** | ***E*** | 35 | C | ***72*** | ***E*** |
| 100 | Douglas Blvd/I-80 EB Ramps | 11 | B | 9 | A | 11 | B | 9 | A |
| 101 | Douglas Blvd/North Sunrise Ave | 28 | C | ***60*** | ***E*** | 28 | C | ***60*** | ***E*** |
| 102 | Douglas Blvd/Santa Clara Dr | 17 | B | 30 | C | 17 | B | 28 | C |
| 103 | Douglas Blvd/Sierra Gardens Dr | 9 | A | 32 | C | 9 | A | 29 | C |
| 104 | Douglas Blvd/Target Dwy | 9 | A | 33 | C | 11 | A | 33 | C |
| 105 | Douglas Blvd/Rocky Ridge Drive | 30 | C | ***49*** | ***D*** | 30 | C | ***49*** | ***D*** |
| 106 | Douglas Blvd/Sierra College Blvd | ***37*** | ***D*** | ***41*** | ***D*** | ***37*** | ***D*** | ***41*** | ***D*** |
| 107 | Cirby Way/Foothills Blvd | ***85*** | ***F*** | ***69*** | ***E*** | ***88*** | ***F*** | ***66*** | ***E*** |
| 108 | Cirby Way/Vernon St | ***43*** | ***D*** | ***73*** | ***E*** | ***46*** | ***D*** | ***75*** | ***E*** |
| 109 | Cirby Way/Lindsay Dr | 19 | B | 7 | A | 21 | C | 8 | A |
| 110 | Cirby Way/Melody Ln | 15 | B | 13 | B | 16 | B | 8 | A |

| Intersection | | 2035 CIP Conditions | | | | 2035 CIP Plus Project Conditions | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | |
| | | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS |
| 111 | Cirby Way/Riverside Ave | ***49*** | ***D*** | ***145*** | ***F*** | ***48*** | ***D*** | ***140*** | ***F*** |
| 112 | Cirby Way/Orlando Ave | 15 | B | 24 | C | 15 | B | 24 | C |
| 113 | Cirby Way/San Simeon Dr | 11 | B | 10 | B | 10 | B | 11 | B |
| 114 | Cirby Way/Sunrise Ave | ***42*** | ***D*** | ***65*** | ***E*** | ***42*** | ***D*** | ***65*** | ***E*** |
| 115 | Cirby Way/Oakridge Dr | 17 | B | 24 | C | 17 | B | 24 | C |
| 116 | Cirby Way/Parkview Dr | 7 | A | 5 | A | 7 | A | 5 | A |
| 117 | Cirby Way/Rocky Ridge Dr | 18 | B | 32 | C | 18 | B | 31 | C |
| 118 | Cirby Way/Champion Oaks Dr | 12 | B | 10 | A | 12 | B | 10 | A |
| 119 | Old Auburn Rd/Cirby Way | 20 | B | 15 | B | 20 | B | 15 | B |
| 120 | Parkway One/Westbrook Blvd | 21 | C | 18 | B | 22 | C | 21 | C |
| 121 | Nobo Dr/Westbrook Blvd | 11 | B | 10 | A | 11 | B | 10 | A |
| 122 | N Brookstone Drive/Westbrook Blvd | 9 | A | 7 | A | 8 | A | 7 | A |
| 123 | S Brookstone Dr/Westbrook Blvd | 6 | A | 8 | A | 6 | A | 5 | A |
| 124 | Octave Avenue/Westbrook Blvd | 15 | B | 11 | B | 17 | B | 13 | B |
| 125 | Lead Hill Blvd/Wal*Mart | 4 | A | 9 | A | 4 | A | 9 | A |
| 126 | Solaire Dr/Westbrook Blvd | 14 | B | 12 | B | 14 | B | 12 | B |
| 127 | Federico Dr/Westbrook Blvd | 17 | B | 17 | B | 18 | B | 18 | B |
| 128 | Sierra Glen Dr/Westbrook Blvd | 6 | A | 4 | A | 6 | A | 4 | A |
| 129 | Sierra Village Dr/Westbrook Blvd | 16 | B | 17 | B | 16 | B | 19 | B |
| 130 | Angus Road/Fiddyment Road | 27 | C | 33 | C | 24 | C | 32 | C |
| 131 | Hayden Pkwy (North)/Fiddyment Rd | 18 | B | 23 | C | 17 | B | 19 | C |
| 132 | Fiddyment Rd/Fiddyment Ranch EW Rd | 11 | B | 17 | B | 12 | B | 15 | B |
| 133 | Hayden Pkwy (South)/Fiddyment Rd | 10 | B | 12 | B | 10 | B | 10 | B |
| 134 | Village Green Dr/Fiddyment Rd | 20 | B | 18 | B | 20 | C | 19 | B |
| 135 | Westlake Dr/Fiddyment Rd | 9 | A | 6 | A | 9 | A | 6 | A |
| 136 | San Fernando Drive/Fiddyment Road | 13 | B | 19 | B | 13 | B | 17 | B |
| 137 | Northpark Dr/Woodcreek Oaks Blvd | 20 | B | 19 | B | 20 | B | 20 | B |
| 138 | Parkside Way/Woodcreek Oaks Blvd | 25 | C | 14 | B | 26 | C | 15 | B |
| 139 | Painted Desert Dr/Woodcreek Oaks Blvd | 18 | B | 22 | C | 19 | B | 25 | C |
| 140 | Crimson Drige Dr/Woodcreek Oaks Blvd | 30 | C | 19 | B | 31 | C | 19 | B |
| 141 | Horncastle Ave/Woodcreek Oaks Blvd | 13 | B | 12 | B | 13 | B | 12 | B |
| 142 | Camino Capistrano/Woodcreek Oaks Blvd | 18 | B | 14 | B | 17 | B | 15 | B |
| 143 | Canevari Dr/Woodcreek Oaks Blvd | 14 | B | 20 | B | 14 | B | 20 | B |
| 144 | McAnally Dr/Woodcreek Oaks Blvd | 34 | C | 28 | C | ***39*** | ***D*** | 28 | C |
| 145 | Trailee Ln/Woodcreek Oaks Blvd | 16 | B | 15 | B | 16 | B | 15 | B |
| 146 | Albertsons Dr/Foothills Blvd | 17 | B | 21 | C | 17 | B | 21 | C |
| 147 | HP-South Dwy/Foothills Blvd | 9 | A | 15 | B | 10 | A | 15 | B |

| Intersection | | 2035 CIP Conditions | | | | 2035 CIP Plus Project Conditions | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | |
| | | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS |
| 148 | NEC/Foothills Blvd | 29 | C | 24 | C | 30 | C | 24 | C |
| 149 | Mistywood Dr/Foothills Blvd | 11 | B | 13 | B | 11 | B | 13 | B |
| 150 | McAnally Dr/Foothills Blvd | 16 | B | 31 | C | 16 | B | 31 | C |
| 151 | Junction Blvd/Foothills Blvd | 35 | C | ***38*** | ***D*** | 35 | C | ***38*** | ***D*** |
| 152 | Pilgrim Dr/Foothills Blvd | 8 | A | 7 | A | 8 | A | 7 | A |
| 153 | Vineyard Rd/Foothills Blvd | 25 | C | 28 | C | 25 | C | 29 | C |
| 154 | Denio Loop/Foothills Blvd | 12 | B | 13 | B | 12 | B | 13 | B |
| 155 | Freedom Way/Washington Blvd | 23 | C | 34 | C | 25 | C | 35 | C |
| 156 | Hallissy Dr/Washington Blvd | 6 | A | 6 | A | 6 | A | 6 | A |
| 157 | Industrial Blvd/Washington Blvd | 11 | B | 27 | C | 11 | B | 26 | C |
| 158 | Diamond Oaks Rd/Washington Blvd | 12 | B | 19 | B | 12 | B | 19 | B |
| 159 | Sawtell Rd/Washington Blvd | 10 | B | 14 | B | 10 | B | 14 | B |
| 160 | Junction Blvd/Washington Blvd | 19 | B | 26 | C | 19 | B | 28 | C |
| 161 | All American City Blvd/Washington Blvd | 15 | B | 18 | B | 15 | B | 18 | B |
| 162 | Cortina Cir/Fairway Dr | 17 | B | 18 | B | 17 | B | 18 | B |
| 163 | High School Road/Westpark Dr. | 19 | B | 7 | A | 9 | A | 7 | A |
| 164 | Fairway Dr/Target Dwy | 10 | A | 12 | B | 10 | A | 12 | B |
| 165 | Fairway Dr/Central Park Dr | 11 | B | 19 | B | 11 | B | 19 | B |
| 166 | Fairway Dr/Home Depot Dwy | 10 | A | 27 | C | 10 | A | 28 | C |
| 167 | Fairway Dr/Five Star Blvd | 11 | B | 21 | C | 11 | B | 21 | C |
| 168 | Highland Park/Stanford Ranch Rd | 13 | B | 12 | B | 13 | B | 12 | B |
| 169 | Fairway Dr/Stanford Ranch Rd | 28 | C | 32 | C | 28 | C | 29 | C |
| 170 | 5 Star Blvd/Stanford Ranch Rd | 19 | B | ***48*** | ***D*** | 19 | B | ***40*** | ***D*** |
| 171 | Hwy-65 NB Ramps/Stanford Ranch | 4 | A | 24 | C | 5 | A | 19 | B |
| 172 | Hwy-65 SB Ramps/Galleria Blvd | ***62*** | ***E*** | ***37*** | ***D*** | ***64*** | ***E*** | ***37*** | ***D*** |
| 173 | JC Penny/Galleria Circle | 13 | B | 15 | B | 13 | B | 15 | B |
| 174 | Antelope Creek Dr/Galleria Blvd | 13 | B | ***59*** | ***E*** | 13 | B | ***70*** | ***E*** |
| 175 | Berry St/Galleria Blvd | 16 | B | 25 | C | 16 | B | 25 | C |
| 176 | Wills Rd/Harding Blvd | 18 | B | 19 | B | 18 | B | 19 | B |
| 177 | Lead Hill Blvd/Harding Blvd | 17 | B | 30 | C | 17 | B | 29 | C |
| 178 | Estates Dr/Harding Blvd | 19 | B | 23 | C | 19 | B | 23 | C |
| 179 | Roseville Square/Harding Blvd | 12 | B | 22 | C | 12 | B | 22 | C |
| 180 | Stone Point Dr/N. Sunrise Ave | 10 | A | 13 | B | 10 | A | 12 | B |
| 181 | N. Sunrise Ave/Automall Dr | 18 | B | 28 | C | 18 | B | 28 | C |
| 182 | Lead Hill Blvd/N. Sunrise Ave | 23 | C | 33 | C | 23 | C | 32 | C |
| 183 | Sierra Gardens Dr/N. Sunrise Ave | 15 | B | 22 | C | 15 | B | 22 | C |
| 184 | Oak Ridge Dr/Sunrise Ave | 6 | A | 8 | A | 6 | A | 7 | A |
| 185 | Frances Dr/Sunrise Ave | 5 | A | 6 | A | 5 | A | 6 | A |
| 186 | Coloma Way/Sunrise Ave | 18 | B | 18 | B | 18 | B | 18 | B |

| Intersection | | 2035 CIP Conditions | | | | 2035 CIP Plus Project Conditions | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | |
| | | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS |
| 187 | Sun Tree Dr/Sunrise Ave | 10 | B | 19 | B | 10 | B | 20 | B |
| 188 | Kensington Dr/Sunrise Ave | 8 | A | 28 | C | 8 | A | 28 | C |
| 189 | Rocky Ridge Dr/Stone Point Dr | 4 | A | 8 | A | 4 | A | 8 | A |
| 190 | Lead Hill Blvd/Rocky Ridge Dr | 17 | B | 25 | C | 17 | B | 25 | C |
| 191 | Professional Dr/Rocky Ridge Dr | 9 | A | 13 | B | 9 | A | 13 | B |
| 192 | Meadowlark Way/Rocky Ridge Dr | 3 | A | 7 | A | 3 | A | 7 | A |
| 193 | McLaren Dr/Rocky Ridge Dr | 8 | A | 7 | A | 8 | A | 7 | A |
| 194 | Secret Ravine Pkwy/Sierra College | 14 | B | 25 | C | 14 | B | 25 | C |
| 195 | Miners Ravine Pkwy/Sierra College Blvd | 12 | B | 14 | B | 12 | B | 12 | B |
| 196 | Olympus Dr/Sierra College Blvd | 22 | C | 26 | C | 22 | C | 25 | C |
| 197 | Indigo Creek Apts Dwy/Sierra College Blvd | 21 | C | 27 | C | 21 | C | 27 | C |
| 198 | Old Auburn Rd/Sierra College Blvd | 30 | C | 28 | C | 30 | C | 28 | C |
| 199 | Olympus Dr/Europa St | 8 | A | 6 | A | 8 | A | 6 | A |
| 200 | Secret Ravine Pkwy/Scarborough Dr | 14 | B | 13 | B | 14 | B | 13 | B |
| 201 | Secret Ravine Pkwy/Alexandra Dr | 9 | A | 9 | A | 9 | A | 9 | A |
| 202 | Convention Center Dr/Gibson Dr | ***61*** | ***E*** | 19 | B | ***62*** | ***E*** | 19 | B |
| 203 | I-80 WB Ramps/Riverside Ave | 18 | B | ***81*** | ***F*** | 17 | B | ***78*** | ***E*** |
| 204 | Orlando Ave/Riverside Ave | 33 | C | ***74*** | ***E*** | 34 | C | ***66*** | ***E*** |
| 205 | Junction Blvd/Stonecrest Dr | 27 | C | 14 | B | 30 | C | 14 | B |
| 206 | Junction Blvd/Park Regency Dr | 27 | C | 19 | B | 30 | C | 19 | B |
| 207 | Junction Blvd/Woodcreek Oaks Blvd | 20 | C | 25 | C | 21 | C | 27 | C |
| 208 | Junction Blvd/Country Club Dr | 33 | C | 31 | C | 34 | C | 30 | C |
| 209 | Junction Blvd/Revere Dr | 4 | A | 7 | A | 4 | A | 7 | A |
| 210 | Junction Blvd/Americana Dr | 12 | B | 8 | A | 12 | B | 8 | A |
| 211 | Junction Blvd/Sawtell Rd | 10 | A | 11 | B | 10 | A | 11 | B |
| 212 | PFE Rd/Hilltop Cir | 12 | B | 14 | B | 12 | B | 14 | B |
| 213 | Solaire Dr/Santucci Blvd | 19 | B | 18 | B | 18 | B | 18 | B |
| 214 | Federico Dr/Santucci Rd | 19 | B | 19 | B | 19 | B | 19 | B |
| 215 | Sierra Village Dr/Santucci Blvd | 18 | B | 23 | C | 19 | B | 23 | C |
| 216 | Hayden Pkwy./Holt Pkwy. | 15 | B | 15 | B | 29 | C | 28 | C |
| 217 | Alantown Dr/Industrial Ave | 27 | C | 18 | B | 28 | C | 18 | B |
| 218 | Freedom Way/Industrial Avenue | 4 | A | 5 | A | 4 | A | 5 | A |
| 219 | Pleasant Grove Blvd/La Sierra Drive | 8 | A | 9 | A | 28 | C | 11 | B |
| 220 | Westbrook Blvd./Road A | Does Not Exist | | | | 15 | B | 14 | B |
| 221 | Road D/Road A | Does Not Exist | | | | 12 | B | 12 | B |
| 222 | Westbrook Blvd./Road B | Does Not Exist | | | | 13 | B | 16 | B |
| 223 | Road B/Road A | Does Not Exist | | | | 12 | B | 12 | B |
| 224 | Westbrook Blvd./Road D | Does Not Exist | | | | 8 | A | 8 | A |

| Intersection | | 2035 CIP Conditions | | | | 2035 CIP Plus Project Conditions | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | |
| | | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS |
| 225 | Secret Ravine Pkwy/Medical Plaza Drive | 30 | C | 23 | C | 18 | B | 15 | B |
| 226 | High School Road/Hayden Pkwy | 22 | C | 25 | C | 23 | C | 25 | C |
| P1 | Darling/Riverside (located in POD) | 22 | C | 20 | B | 22 | C | 20 | B |
| P2 | Vernon/Douglas (located in POD) | 25 | C | ***47*** | ***D*** | 25 | C | ***47*** | ***D*** |
| P3 | Vernon/Grant (located in POD) | 6 | A | 7 | A | 6 | A | 7 | A |
| P4 | Vernon/Judah (located in POD) | 5 | A | 9 | A | 5 | A | 9 | A |
| P5 | Vernon/Lincoln (located in POD) | 13 | B | 32 | C | 13 | B | 32 | C |
| P6 | Main/Washington (located in POD) | 24 | C | ***38*** | ***D*** | 26 | C | ***39*** | ***D*** |
| P7 | Oak /S Grant (located in POD) | 7 | A | 11 | B | 7 | A | 11 | B |
| P8 | Oak/Lincoln (located in POD) | 17 | B | 20 | C | 14 | B | 22 | C |

1 - Intersections operating at LOS D or worse are indicated by ***bold, italicized*** text.
2 - Shaded cells represent significant impacts.
3 - The Proposed Project would construct at least five new signalized intersections within the project site. These intersections would be designed to operate at LOS C or better.
4 - Intersections located in Pedestrian Overlay District (POD) are exempt from the City's LOS policies.
Source: Fehr & Peers, 2016a (**Appendix M**)

**Figure 4.3-7** shows the 2035 CIP Daily Traffic Volumes with the Proposed Project.

For AM and PM peak hour conditions, significant impacts are identified for intersections in which the Proposed Project would cause operations to degrade below LOS C for intersections operating at LOS C or better; or cause operations to degrade by one or more service level for intersections operating at LOS D or worse.

As shown in **Table 4.3-14**, the Proposed Project would cause cumulatively significant intersection degradations to the below intersections during the AM and PM peak hours. This is considered a **significant** impact.

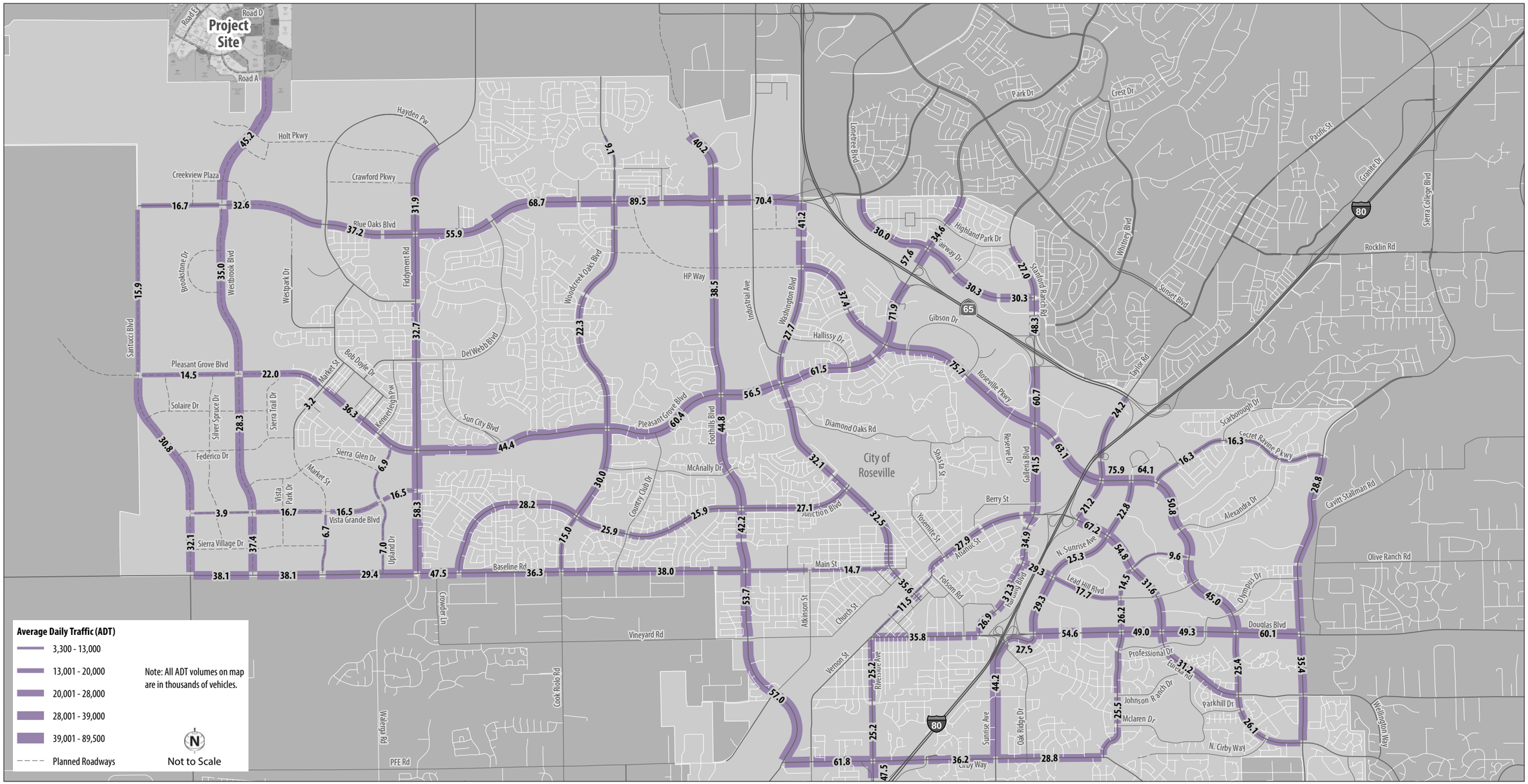
*AM Peak Hour*

- McAnally Drive/Woodcreek Oaks Boulevard (LOS C to D)
- Blue Oaks Boulevard/Westbrook Boulevard (LOS C to E)

*PM Peak Hour*

- Roseville Parkway/Gibson Drive (LOS D to E)
- Blue Oaks Boulevard/Westbrook Boulevard (LOS C to F)
- Baseline Road/Santucci Boulevard (LOS C to D)
- Westbrook Boulevard/Vista Grande Boulevard (LOS C to D)
- Baseline Road/Westbrook Boulevard (LOS C to D)

A summary of the proposed mitigation measures are shown in **Table 4.3-15**.




SOURCE: Fehr & Peers, 2015; AES, 12/17/2015



**Figure 4.3-7**

Average Daily Traffic Volume (ADT) on Roseville Roadways - 2035 CIP Plus Project Conditions

**TABLE 4.3-15**
RECOMMENDED INTERSECTION MITIGATION MEASURES – 2035 CIP PLUS PROJECT CONDITIONS

| Intersection | Recommended Intersection Mitigation | Level of Service | |
|---|---|---|---|
| | | Before Mitigation | After Mitigation |
| **AM Peak Hour** | | | |
| McAnally Drive/Woodcreek Oaks Boulevard | No feasible mitigation | D | D |
| Blue Oaks Boulevard/Westbrook Boulevard | Provide 2 left-turn lanes, 3 through lanes, and 1 right-turn lane on all approaches. Operate WB right-turn movement with an overlap phase. | E | C |
| **PM Peak Hour** | | | |
| Roseville Parkway/Gibson Drive | No feasible mitigation | E | E |
| Blue Oaks Boulevard/Westbrook Boulevard | Provide 2 left-turn lanes, 3 through lanes, and 1 right-turn lane on all approaches. Operate WB right-turn movement with an overlap phase. | F | C |
| Baseline Road/Santucci Boulevard | No feasible mitigation | D | D |
| Westbrook Boulevard/Vista Grande Boulevard | Restripe WB approach to have 2 left-turn lanes, 1 through lane, and 1 right-turn lane. | D | C |
| Baseline Road/Westbrook Boulevard | No feasible mitigation | D | D |
| Source: Fehr & Peers, 2016a (**Appendix M**). | | | |

**Mitigation Measure 4.3-8** would restore operations at the Blue Oaks Boulevard/Westbrook Boulevard and Westbrook Boulevard/Vista Grande Boulevard intersections to acceptable levels of service through addition of intersection improvements to the City's CIP. These intersection improvements, as described above in **Table 4.3-15** would restore the Blue Oaks Boulevard/Westbrook Boulevard intersection to LOS C during the AM and PM peak hours and restore the Westbrook Boulevard/Vista Grande Boulevard intersection to LOS C during PM peak hour. Further, **Mitigation Measure 4.3-1** would require the Applicant to pay fair share costs of improvements in the City's CIP. Therefore, impacts to these intersections would be **less than significant**.

No feasible mitigation measures are available for the remaining impacted intersections listed above. The City's CIP includes an additional westbound approach lane at the McAnally Drive/Woodcreek Oaks Boulevard intersection. Further widening is not possible at this intersection due to the surrounding land uses. However, operations at this intersection would be restored to LOS C under the 2035 Cumulative Plus Project scenario (**Impact 4.3-14** below) due primarily to traffic shifts caused by Placer Parkway. The Proposed Project would cause a three-second increase in delay during the PM peak hour at Roseville Parkway/Gibson Drive, which would degrade operations from LOS D to E. This intersection is built to its ultimate design and signal timing adjustments would not restore operations back to LOS D. However, operations are restored to LOS D under the 2035 Cumulative Plus Project scenario (**Impact 4.3-14** below). The Proposed Project would cause a two- to three-second increase in delay at both the Baseline Road/Santucci Boulevard and Baseline Road/Westbrook Boulevard intersections during the PM peak hour; operations are degraded from LOS C to D. Both intersections are planned to include two left-turn lanes, three through lanes, and one right-turn lane on all approaches. Further widening is not possible and signal timing adjustments would not restore operations back to LOS C. However, intersection operations are restored to LOS C at each intersection under the 2035 Cumulative Plus Project scenario

(**Impact 4.3-14** below) due primarily to traffic shifts caused by Placer Parkway. Since no feasible mitigation measures are available for significant impact to these four intersections, impacts to these intersections are considered **significant and unavoidable**.

| IMPACT 4.3-10 | CONSISTENCY OF PROJECT WITH CITY'S POLICY OF 70 PERCENT OF INTERSECTIONS OPERATING AT LOS C OR BETTER UNDER 2035 CIP CONDITIONS |
|---|---|
| **Applicable Policies and Regulations** | City of Roseville General Plan Traffic Level of Service Policies |
| **Significance with Policies and Regulations** | Less than Significant |
| **Mitigation Measures** | None Required |
| **Significance After Mitigation** | Less than Significant |

**Table 4.3-16** shows the percentage of intersections forecast to operate at LOS C or better during the AM and PM peak hours under 2035 CIP conditions with and without buildout of the Proposed Project. Under No Project conditions, 198 of the City's 221 intersections would operate at LOS C or better during AM peak hour and 175 of the City's 221 intersections would operate at LOS C or better during PM peak hour. This equates to 89.5 and 79.2 percent of the City's signalized intersections functioning at LOS C or better during the AM and PM peak periods, respectively. These percentages are higher than the City requirement that 70 percent of the City's signalized intersections function at LOS C or better during the peak period. The Proposed Project would add 5 signalized intersections within the City. Under the 2035 CIP Plus Project scenario, 198 of the City's 226 intersections would operate at LOS C or better during AM peak hour and 174 of the City's 226 intersections would operate at LOS C or better during PM peak hour. This means that 89.3 and 77.8 percent of the City's signalized intersections would function at LOS C or better during the AM and PM peak hours, respectively. These percentages are higher than the City requirement of 70 percent. Therefore, this impact is **less than significant**.

**TABLE 4.3-16**
CITY OF ROSEVILLE SIGNALIZED INTERSECTION OPERATIONS – 2035 CIP CONDITIONS

| Level of Service | 2035 CIP Conditions | | 2035 CIP Plus Project Conditions | |
|---|---|---|---|---|
| | AM Peak Hour | PM Peak Hour | AM Peak Hour | PM Peak Hour |
| Total Intersections[1] | 221 | 221 | 226 | 226 |
| LOS A-C | 198 (89.5%) | 175 (79.2%) | 198 (89.3%) | 174 (77.8%) |
| LOS D | 15 (7%) | 22 (10%) | 15 (7%) | 25 (11%) |
| LOS E | 6 (3%) | 18 (8%) | 7 (3%) | 19 (8%) |
| LOS F | 2 (1%) | 6 (3%) | 2 (1%) | 6 (3%) |
| Percent Operating at LOS D, E, or F | 11.5% | 20.8% | 11.6% | 22.3% |

1 - Excludes the eight signalized intersections located in the City's Pedestrian Overlay District (POD).
Source: Fehr & Peers, 2016a (**Appendix M**).

| IMPACT 4.3-11 | INCREASED TRAFFIC ON PLACER COUNTY, SUTTER COUNTY, SACRAMENTO COUNTY, OR CITY OF LINCOLN INTERSECTIONS UNDER 2035 CIP CONDITIONS. |
|---|---|
| **Applicable Policies and Regulations** | Placer County General Plan<br>Placer Vineyards Specific Plan<br>Regional University Specific Plan<br>Sutter County General Plan<br>Sacramento County General Plan<br>City of Rocklin General Plan<br>City of Lincoln General Plan |
| **Significance with Policies and Regulations** | Significant |
| **Mitigation Measures** | MM 4.3-3 Placer County Intersections: Pay Fair Share Costs to Placer County Intersection Improvements |
| **Significance After Mitigation** | Significant and Unavoidable |

The Proposed Project would result in traffic volume increases on a number of roadways in surrounding jurisdictions under 2035 CIP Conditions. **Table 4.3-17** shows the changes in AM and PM peak hour intersection LOS at study intersections in Placer County, Sutter County, Sacramento County, and City of Lincoln.

As shown in **Table 4.3-17**, operations at all study intersections within Sutter County, Sacramento County, and the City of Lincoln either would operate better than acceptable LOS with the Proposed Project, or projected unacceptable operations would not be exacerbated by the Proposed Project under 2035 CIP Conditions. Therefore, impacts to intersections within Sutter County, Sacramento County, and the City of Lincoln would be **less than significant**.

**Table 4.3-17** shows that the Proposed Project would cause significant intersection degradations to the below Placer County facilities during the AM and PM peak hours. This is considered a **significant** impact.

*AM Peak Hour*

- Cook-Riolo/PFE Road (LOS F operations exacerbated)
- N. Foothills Boulevard/Athens Avenue (LOS F operations exacerbated)

*PM Peak Hour*

- Cook-Riolo/PFE Road (LOS F operations exacerbated)
- Fiddyment Road/Sunset Boulevard West(LOS A to E)
- Fiddyment Road/Athens Avenue (LOS E to F)
- N. Foothills Boulevard/Athens Avenue (LOS F operations exacerbated)

**TABLE 4.3-17**
INTERSECTION OPERATIONS WITHIN PLACER COUNTY, SUTTER COUNTY, SACRAMENTO COUNTY, AND CITY OF LINCOLN – 2035 CIP CONDITIONS

| Intersection | Jurisdiction[1] | Control Type[2] | 2035 CIP No Project | | | | 2035 CIP Plus Project | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | |
| | | | Delay or V/C | LOS | Delay or V/C | LOS | Delay or V/C | LOS | Delay or V/C | LOS |
| Locust Rd/ Baseline Rd | Placer County | Signal | 0.24 | A | 0.45 | A | 0.25 | A | 0.46 | A |
| Watt Ave/PFE Rd | Placer County | Signal | 0.66 | B | 0.70 | B | 0.68 | B | 0.74 | C |
| Walerga Rd/PFE Rd | Placer County | Signal | 1.08 | F | 0.92 | E | 1.09 | F | 0.96 | E |
| Cook Riolo Rd/ PFE Rd | Placer County | AWSC | 226 | F | 180 | F | ***251*** | ***F*** | ***192*** | ***F*** |
| Fiddyment Rd/ Sunset Blvd W | Placer County | Signal | 0.46 | A | 0.58 | A | 0.75 | C | ***0.94*** | ***E*** |
| Fiddyment Rd/ Athens Ave | Placer County | Signal | 0.82 | D | 0.95 | E | 0.85 | D | ***1.05*** | ***F*** |
| Industrial Ave/ Athens Ave | Placer County | Signal | 0.72 | C | 0.76 | C | 0.73 | C | 0.77 | C |
| N Foothills Blvd/ Athens Ave | Placer County | TWSC | 163 (780) | F (F) | 2084 (8138) | F (F) | ***2018 (6084)*** | ***F (F)*** | ***2035 (8166)*** | ***F (F)*** |
| Cincinnati Ave/ Sunset Blvd W | Placer County | Signal | 0.99 | E | 0.95 | E | 0.98 | E | 0.95 | E |
| Westbrook Blvd/ Sunset Blvd W | Placer County | Signal | Does Not Exist | | | | 0.49 | A | 0.64 | B |
| Pleasant Grove Rd N/Riego Rd | Sutter County | Signal | 15 | B | 8 | A | 15 | B | 8 | A |
| Pleasant Grove Rd S/Riego Rd | Sutter County | Signal | 12 | B | 23 | C | 12 | B | 22 | C |
| Watt Ave/Elverta Rd | Sacramento County | Signal | 0.92 | E | 1.02 | F | 0.91 | E | 1.03 | F |
| Walerga Rd/ Elverta Rd | Sacramento County | Signal | 0.96 | E | 1.11 | F | 0.97 | E | 1.11 | F |
| Watt Ave/ Antelope Rd | Sacramento County | Signal | 1.03 | F | 1.02 | F | 1.04 | F | 1.03 | F |
| Walerga Rd/ Antelope Rd | Sacramento County | Signal | 0.73 | C | 0.84 | D | 0.74 | C | 0.85 | D |
| Watt Ave/Elkhorn Blvd | Sacramento County | Signal | 0.95 | E | 1.02 | F | 0.96 | E | 1.03 | F |
| Walerga Rd/ Elkhorn Blvd | Sacramento County | Signal | 0.74 | C | 1.01 | F | 0.74 | C | 1.02 | F |
| Ferrari Ranch Rd/ Groveland Ln | Lincoln | Signal | 28 | C | 39 | D | 31 | C | 42 | D |
| Ferrari Ranch Rd/ Joiner Pkwy | Lincoln | Signal | 46 | D | 45 | D | 47 | D | 46 | D |
| Joiner Pkwy/ Twelve Bridges Dr | Lincoln | Signal | 44 | D | 43 | D | 44 | D | 43 | D |

1 - Refer to **Section 4.3.4** for analysis methods applied for each jurisdiction and signal control type.
2 - V/C: Volume-to-Capacity, AWSC: All Way Stop Control, TWSC: Two-Way Stop Control
3 - Shaded cells with ***bold, italicized*** text represent significant impacts.
Source: Fehr & Peers, 2016a (**Appendix M**).

Implementation of **Mitigation Measure 4.3-3 (c)** would reduce impacts at the Cook-Riolo/PFE Road intersection. **Mitigation Measure 4.3-3 (f)** would restore operations at the Fiddyment Road/Sunset Boulevard West to LOS C during the PM peak hour. **Mitigation Measure 4.3-3 (g)** would restore operations at the Fiddyment Road/Athens Avenue intersection to LOS C during the AM peak hour and LOS E during the PM peak hour. **Mitigation Measure 4.3-3 (h)** would restore operations at the N. Foothills Boulevard/Athens Avenue intersection to LOS C during the AM peak hour and LOS D during the PM peak hour. Thus, impacts to these intersections would be reduced to less-than-significant levels. However, the City of Roseville does not have jurisdiction over the improvements on Placer County intersections. Furthermore, since none of these improvements are included in an existing fee program, there is no assurance that the remaining funds necessary for construction will be collected. Therefore, this impact is considered **significant and unavoidable**.

| **IMPACT 4.3-12** | **INCREASED TRAFFIC VOLUMES ON ROADWAYS WITHIN PLACER COUNTY, SUTTER COUNTY, SACRAMENTO COUNTY, OR CITY OF ROCKLIN UNDER 2035 CIP CONDITIONS** |
|---|---|
| **Applicable Policies and Regulations** | Placer County General Plan<br>Placer Vineyards Specific Plan<br>Regional University Specific Plan<br>Sutter County General Plan<br>Sacramento County General Plan<br>City of Rocklin General Plan<br>City of Lincoln General Plan |
| **Significance with Policies and Regulations** | Significant |
| **Mitigation Measures** | MM 4.3-5 Placer County Segments: Pay Fair Share Costs to Placer County Facilities |
| **Significance After Mitigation** | Significant and Unavoidable |

**Table 4.3-18** shows the 2035 CIP No Project and 2035 CIP Plus Project roadway operations at study roadways within Placer County, Sutter County, Sacramento County, and the City of Rocklin.

As shown in **Table 4.3-18**, operations at all study roadway segments within Sutter County, Sacramento County, and the City of Rocklin would operate at acceptable LOS or unacceptable operations would not be exacerbated by the Proposed Project under 2035 CIP Conditions. Therefore, impacts to intersections within Sutter County, Sacramento County, and the City of Lincoln would be **less than significant**.

**TABLE 4.3-18**
ROADWAY SEGMENT OPERATIONS WITHIN PLACER COUNTY, SUTTER COUNTY, SACRAMENTO COUNTY, AND CITY OF ROCKLIN – 2035 CIP CONDITIONS

| Segment | Jurisdiction | Number of Lanes | 2035 CIP No Project | | | 2035 CIP Plus Project | | |
|---|---|---|---|---|---|---|---|---|
| | | | Average Daily Traffic (ADT) | V/C Ratio | LOS | Average Daily Traffic (ADT) | V/C Ratio | LOS |
| Baseline Road west of Watt Avenue | Placer County | 6 | 34,500 | 0.64 | B | 34,700 | 0.64 | B |
| Watt Avenue south of Baseline Road | Placer County | 6 | 29,500 | 0.55 | A | 30,000 | 0.56 | A |
| Sunset Boulevard West west of Fiddyment Road | Placer County | 2 | 3,300 | 0.18 | A | ***17,300*** | ***0.96*** | ***E*** |
| Sunset Boulevard West east of Pleasant Grove Rd | Placer County | 2 | 3,900 | 0.22 | A | 6,600 | 0.37 | A |
| Sunset Blvd West west of SR 65 (across UPRR) | Placer County | 4 | 31,000 | 0.86 | D | 30,800 | 0.86 | D |
| Athens Avenue east of Fiddyment Road | Placer County | 2 | 22,600 | 1.26 | F | 23,100 | 1.28 | F |
| Fiddyment Road from Athens Avenue to Sunset Blvd. West | Placer County | 4 | 34,500 | 0.96 | E | ***39,300*** | ***1.09*** | ***F*** |
| Fiddyment Road from Sunset Blvd. West to Roseville City limits | Placer County | 4 | 33,900 | 0.94 | E | 25,300 | 0.70 | C |
| Brewer Road north of Baseline Road | Placer County | 2 | 300 | 0.02 | A | 300 | 0.02 | A |
| Watt Avenue south of PFE Road | Placer County | 4 | 43,700 | 1.21 | F | 44,100 | 1.23 | F |
| Walerga Road south of Baseline Road | Placer County | 4 | 38,300 | 1.06 | F | 38,200 | 1.06 | F |
| Watt Avenue south of Elverta Road | Sacramento County | 4 | 35,600 | 0.99 | E | 35,600 | 0.99 | E |
| Watt Avenue south of Antelope Road | Sacramento County | 6 | 38,900 | 0.72 | C | 39,100 | 0.72 | C |
| Watt Avenue south of Elkhorn Boulevard | Sacramento County | 6 | 46,900 | 0.87 | D | 47,300 | 0.88 | D |
| Walerga Road south of PFE Road | Sacramento County | 2 | 43,400 | 2.41 | F | 43,700 | 2.43 | F |
| Walerga Road south of Antelope Road | Sacramento County | 4 | 32,900 | 0.91 | E | 33,000 | 0.92 | E |
| Walerga Road south of Elkhorn Boulevard | Sacramento County | 4 | 28,400 | 0.79 | C | 28,500 | 0.79 | C |
| Pleasant Grove Rd north of Riego Rd | Sutter County | 2 | 8,900 | 0.49 | A | 9,100 | 0.51 | A |
| Riego Road east of SR 70/99 | Sutter County | 6 | 22,100 | 0.41 | A | 22,300 | 0.41 | A |
| Howsley Road east of SR 70/99 | Sutter County | 2 | 2,800 | 0.16 | A | 2,800 | 0.16 | A |
| Sunset Boulevard east of SR 65 | City of Rocklin | 6 | 35,700 | 0.66 | B | 36,000 | 0.67 | B |
| Blue Oaks Blvd east of Lonetree Blvd | City of Rocklin | 4 | 17,300 | 0.48 | A | 17,400 | 0.48 | A |
| Wildcat Blvd north of Ranch View Drive | City of Rocklin | 4 | 32,100 | 0.89 | D | 32,900 | 0.89 | D |

1 - V/C Ratio: Volume-to-Capacity Ratio
Source: Fehr & Peers, 2016a (**Appendix M**).

**Table 4.3-18** shows that the Proposed Project would cause cumulatively significant roadway segment degradations to the below Placer County facilities. This is considered a **significant** impact.

- Sunset Boulevard West between Westbrook Boulevard and Fiddyment Road (LOS A to E)
- Fiddyment Road from Athens Avenue to Sunset Boulevard West (LOS E to F)

Implementation of **Mitigation Measure 4.3-5 (b)** and **(c)** would restore operations on these roadway segments to acceptable levels of service by requiring the Applicant's fair share funding contribution. However, the remaining fair share costs required for construction have not been identified, and the City does not have jurisdiction over improvements on Placer County roadways. Therefore, this impact is considered **significant and unavoidable**.

| IMPACT 4.3-13 | INCREASED TRAFFIC VOLUMES ON EXISTING STATE INTERCHANGES UNDER 2035 CIP CONDITIONS |
|---|---|
| **Applicable Policies and Regulations** | Caltrans Policies |
| **Significance with Policies and Regulations** | Less than Significant |
| **Mitigation Measures** | None Required |
| **Significance After Mitigation** | Less than Significant |

The addition of the Proposed Project to 2035 CIP Conditions would cause changes in traffic volumes at State highway interchanges providing access to the site, but these changes have been found to be minimal because the project site is a number of miles from any State highway.

**Table 4.3-19** shows the 2035 CIP No Project and 2035 CIP Plus Project levels of service at two interchanges providing access to SR 65. The designated LOS standard on SR 65 is LOS E or better. During both the AM and PM peak hours, all of these interchanges will continue to function at LOS E or better. The addition of the Proposed Project would not cause traffic to queue back to the mainline. Therefore, impacts to Caltrans interchanges in 2035 CIP Plus Project Conditions would be considered **less than significant**.

**TABLE 4.3-19**
CALTRANS INTERCHANGE OPERATIONS – 2035 CIP CONDITIONS

| Intersection | Jurisdiction | Control Type | 2035 CIP No Project | | | | 2035 CIP Plus Project | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | |
| | | | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS |
| Sunset Blvd/SR 65 NB Ramps | Caltrans | Signal | 26 | C | 12 | B | 26 | C | 11 | B |
| Sunset Blvd/SR 65 SB Ramps | Caltrans | Signal | 22 | C | 12 | B | 22 | C | 11 | B |

1 - Average delay reported based on the HCM method.
Source: Fehr & Peers, 2016a (**Appendix M**).

| IMPACT 4.3-14 | INCREASED TRAFFIC VOLUMES ON STATE HIGHWAYS UNDER 2035 CIP CONDITIONS |
|---|---|
| **Applicable Policies and Regulations** | Caltrans Policies |
| **Significance with Policies and Regulations** | Less than Significant |
| **Mitigation Measures** | None Required |
| **Significance After Mitigation** | Less than Significant |

**Table 4.3-20** shows the 2035 CIP No Project and 2035 CIP Plus Project density and LOS on SR 65 segments during AM and PM peak hour. As shown in **Table 4.3-20**, the Proposed Project would not cause any freeway segments to degrade from acceptable to unacceptable during the AM or PM peak hours. Additionally, the Proposed Project would not cause any off-ramp vehicle queues to spill back onto the freeway mainline. For those freeway segments projected to operate unacceptably under 2035 CIP No Project Conditions, the Proposed Project would add only modest (20 vehicles per hour or less) levels of traffic, which would not significantly degrade operations at these segments. Therefore, Proposed Project impacts on State highways would be **less than significant** under 2035 CIP Conditions.

**TABLE 4.3-20**
CALTRANS SEGMENT OPERATIONS – 2035 CIP CONDITIONS

| SR 65 Freeway Facility | Type | 2035 CIP No Project Conditions | | | | 2035 CIP Plus Project Conditions | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | |
| | | Density | LOS | Density | LOS | Density | LOS | Density | LOS |
| **Northbound State Route 65** | | | | | | | | | |
| I-80 to Galleria Blvd | Basic | 42 | E | 39 | E | 42 | E | 39 | E |
| Galleria Blvd Off-Ramp | Diverge | 39 | E | 39 | E | 39 | E | 39 | E |
| Galleria Blvd On-Ramp | Merge | 35 | E | 36 | E | 35 | E | 36 | E |
| Pleasant Grove Blvd Off-Ramp | Diverge | 24 | C | 22 | C | 24 | C | 22 | C |
| Pleasant Grove Blvd On to Blue Oaks Off Ramp | Weave | N/A[2] | D | N/A | E | N/A | D | N/A | E |
| Blue Oaks Blvd Loop On-Ramp | Merge | 27 | C | 24 | C | 27 | C | 25 | C |
| Blue Oaks Blvd On to Sunset Off-Ramp | Basic | -[3] | F | 40 | E | - | F | 40 | E |
| Sunset Blvd Off-Ramp | Diverge | - | F | - | F | - | F | - | F |
| Sunset Blvd Loop On Ramp | Merge | 28 | C | 33 | D | 27 | C | 33 | D |
| Sunset Blvd Slip On-Ramp to Placer Pkwy Off-Ramp | Weave | N/A | D | N/A | D | N/A | D | N/A | D |
| Whitney Ranch Pkwy Loop On-Ramp | Merge | 25 | C | - | F | 25 | C | - | F |
| Whitney Ranch Pkwy Slip On-Ramp | Merge | 23 | C | - | F | 22 | C | - | F |
| Whitney Ranch Pkwy Slip On-Ramp to Twelve Bridges Off-Ramp | Basic | 25 | C | - | F | 25 | C | - | F |
| Twelve Bridges Dr Off-Ramp | Diverge | 30 | D | - | F | 30 | D | - | F |

| SR 65 Freeway Facility | Type | 2035 CIP No Project Conditions | | | | 2035 CIP Plus Project Conditions | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | |
| | | Density | LOS | Density | LOS | Density | LOS | Density | LOS |
| Twelve Bridges Dr On to Lincoln Off-Ramp | Weave | N/A | B | N/A | F | N/A | B | N/A | F |
| Lincoln Blvd Off to Ferrari Ranch Rd | Basic | 11 | A | 26 | C | 11 | A | 26 | C |
| Ferrari Ranch Rd Off-Ramp | Basic | 11 | A | 26 | C | 11 | A | 26 | C |
| Ferrari Ranch Rd On-Ramp | Merge | 13 | B | 27 | C | 13 | B | 27 | C |
| Ferrari Ranch Rd to Nelson Ln | Basic | 11 | A | 26 | C | 11 | B | 26 | C |
| **Southbound State Route 65** | | | | | | | | | |
| Nelson Ln to Ferrari Ranch Rd | Basic | 23 | C | 15 | B | 23 | C | 15 | B |
| Ferrari Ranch Rd Off-ramp | Diverge | 29 | D | 20 | B | 29 | D | 20 | B |
| Ferrari Ranch Rd Loop On Ramp | Basic | 20 | C | 13 | B | 20 | C | 13 | B |
| Ferrari Ranch Rd Direct On Ramp | Merge | 27 | C | 14 | B | 27 | C | 14 | B |
| Ferrari Ranch Rd to Lincoln Blvd | Basic | - | F | 21 | C | - | F | 21 | C |
| Lincoln Blvd On Ramp to Twelve Bridges Off | Weave | N/A | F | N/A | C | N/A | F | N/A | C |
| Twelve Bridges Dr Loop On Ramp | Merge | - | F | 34 | D | - | F | 34 | D |
| Twelve Bridges Dr to Placer Pwky | Basic | - | F | 34 | D | - | F | 34 | D |
| Placer Pkwy Off-ramp | Diverge | - | F | 26 | C | - | F | 25 | C |
| Placer Pkwy Loop On-Ramp | Merge | 38 | E | 35 | E | 39 | E | 35 | E |
| Placer Pkwy On-ramp to Sunset Blvd Off-Ramp | Weave[1] | 24 | C | N/A | D | 24 | C | N/A | D |
| Sunset Blvd Loop On Ramp | Merge | 36 | E | 36 | E | 36 | E | 36 | E |
| Sunset Blvd Direct On-Ramp | Merge | - | F | - | F | - | F | - | F |
| Sunset Blvd On-Ramp to Blue Oaks Blvd Off-Ramp | Basic | - | F | - | F | - | F | - | F |
| Blue Oaks Blvd Off-Ramp | Diverge | 30 | D | 30 | D | 30 | D | 30 | D |
| Blue Oaks Blvd Loop On-Ramp | Merge | 24 | C | 23 | C | 24 | C | 23 | C |
| Blue Oaks Blvd On to Pleasant Grove Off | Weave | N/A | E | N/A | F | N/A | E | N/A | F |
| Pleasant Grove Blvd Loop On-Ramp | Merge | 27 | C | 30 | D | 28 | C | 30 | D |
| Pleasant Grove Blvd Slip On-Ramp | Merge | 34 | D | 36 | E | 35 | D | 36 | E |
| Galleria Blvd Off-Ramp | Diverge | 36 | E | 38 | E | 36 | E | 38 | E |
| Galleria Blvd On-Ramp | Merge | 30 | D | - | F | 31 | D | - | F |
| Galleria Blvd to I-80 | Basic | 31 | D | 44 | E | 32 | D | 44 | E |

Note:
1 - This segment is analyzed as a basic segment in the AM peak hour because the calculation falls out of the realm of a weave segment.
2 - N/A = Not applicable because density is not calculated for weave segments based on Leisch method.
3 - " - "= Density not reported for facilities operating at LOS F.
Source: Fehr & Peers, 2016a (**Appendix M**).

## 2035 Cumulative Plus Project Impacts

This section discusses traffic-related impacts on the City's roadway system under the 2035 Cumulative Plus Project scenario. A forecasting procedure known as the "difference method" was utilized to develop

future year forecasts, which accounts for potential differences between the base year model and existing traffic counts that could otherwise transfer to the future year traffic forecast. In instances where the roadway currently does not exist, the 2035 CIP model forecast was used directly.

Intersections discussed in this section include those signalized intersections that currently exist and those that do not currently exist but are planned and approved, included in the CIP, or are proposed as part of approved specific plans including, but not limited to, the WRSP, SVSP, and CSP. Additionally, this discussion includes those intersections that would be created as a result of the Partial development of Placer Parkway from Foothills Boulevard to Santucci Boulevard.

The Traffic Study prepared by Fehr & Peers (**Appendix M**) shows that a number of intersections actually improve under the 2035 Cumulative No Project scenario compared to the 2035 CIP No Project scenario. This is mainly due to the assumed construction of Placer Parkway under the 2035 Cumulative No Project scenario. Although partial buildout of the Placer Ranch area and buildout of the Campus Oaks Project would occur, the addition of a four-lane Placer Parkway from Foothills Boulevard to Santucci Boulevard would divert traffic from the City of Roseville.

| **IMPACT 4.3-15** | **INCREASED TRAFFIC ON CITY OF ROSEVILLE INTERSECTIONS UNDER 2035 CUMULATIVE CONDITIONS** |
|---|---|
| **Applicable Policies and Regulations** | City of Roseville General Plan Level of Service Policies |
| **Significance with Policies and Regulations** | Significant |
| **Mitigation Measures** | None Available |
| **Significance After Mitigation** | Significant and Unavoidable |

**Table 4.3-21** provides a comparison of AM and PM peak hour levels of service at all current and future signalized intersections Citywide under 2035 Cumulative No Project and Plus Project conditions. **Figure 4.3-8** shows the ADT on Roseville intersections under 2035 Cumulative Plus Project Conditions.

As shown in **Table 4.3-21**, the Proposed Project would not cause any intersections during the AM peak hour to degrade from an acceptable LOS to an unacceptable LOS, or to degrade operations by one or more LOS at intersections already operating unacceptably. Therefore, impacts to Roseville intersections during the AM Peak Hour under 2035 Cumulative Plus Project Conditions are considered **less than significant**.

**TABLE 4.3-21**
ROSEVILLE SIGNALIZED INTERSECTION OPERATIONS – 2035 CUMULATIVE CONDITIONS

| Intersection | | 2035 Cumulative Conditions | | | | 2035 Cumulative Plus Project | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | |
| | | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS |
| 1 | Blue Oaks Blvd/Grasscreek Drive | 15 | B | 15 | B | 14 | B | 15 | B |
| 2 | Blue Oaks Blvd/Westbrook Blvd | 24 | C | 28 | C | 27 | C | 35 | C |
| 3 | Blue Oaks Blvd/Creekview Plaza | 13 | B | 14 | B | 14 | B | 14 | B |
| 4 | Blue Oaks Blvd/West Park Drive | 14 | B | 13 | B | 13 | B | 13 | B |
| 5 | Blue Oaks Blvd/Hayden Pkwy | 29 | C | 25 | C | 31 | C | 25 | C |
| 6 | Blue Oaks Blvd/Fiddyment Rd | 34 | C | ***36*** | ***D*** | 35 | C | ***36*** | ***D*** |
| 7 | Blue Oaks Blvd/Orchard View Rd | 8 | A | 8 | A | 8 | A | 8 | A |
| 8 | Blue Oaks Blvd/Del Webb Blvd | 11 | B | 10 | A | 11 | B | 10 | A |
| 9 | Blue Oaks Blvd/Crocker Ranch Rd | 11 | B | 12 | B | 12 | B | 12 | B |
| 10 | Blue Oaks Blvd/Diamond Creek Blvd | 21 | C | ***40*** | ***D*** | 22 | C | ***37*** | ***D*** |
| 11 | Blue Oaks Blvd/Woodcreek Oaks Blvd | ***37*** | ***D*** | ***64*** | ***E*** | ***31*** | ***C*** | ***64*** | ***E*** |
| 12 | Blue Oaks Blvd/Wood Meadow Dr | 10 | A | 24 | C | 8 | A | 33 | C |
| 13 | Blue Oaks Blvd/New Meadow Dr | 6 | A | 15 | B | 4 | A | 15 | B |
| 14 | Blue Oaks Blvd/Collector C | 21 | C | 32 | C | 21 | C | ***55*** | ***D*** |
| 15 | Blue Oaks Blvd/Foothills Blvd | 34 | C | ***89*** | ***F*** | 34 | C | ***100*** | ***F*** |
| 16 | Blue Oaks Blvd/Fidelity Way | 4 | A | 6 | A | 4 | A | 10 | A |
| 17 | Blue Oaks Blvd/Washington Blvd/SR 65 SB Ramps | 32 | C | ***52*** | ***D*** | 33 | C | ***59*** | ***E*** |
| 18 | Pleasant Grove Blvd/Santucci Blvd | 21 | C | 29 | C | 21 | C | 28 | C |
| 19 | Pleasant Grove Blvd/Silver Spruce Dr | 7 | A | 9 | A | 7 | A | 8 | A |
| 20 | Pleasant Grove Blvd/Westbrook Blvd | 28 | C | 23 | C | 29 | C | 26 | C |
| 21 | Pleasant Grove Blvd/Sierra Trail Dr | 17 | B | 13 | B | 16 | B | 13 | B |
| 22 | Pleasant Grove Blvd/Market St | 29 | C | 27 | C | 33 | C | 29 | C |
| 23 | Pleasant Grove Blvd/Monument Dr | 15 | B | 14 | B | 15 | B | 14 | B |
| 24 | Pleasant Grove Blvd/Upland Dr | 11 | B | 11 | B | 11 | B | 11 | B |
| 25 | Pleasant Grove Blvd/Fiddyment Rd | ***44*** | ***D*** | ***43*** | ***D*** | ***48*** | ***D*** | ***44*** | ***D*** |
| 26 | Pleasant Grove Blvd/Sun City Blvd | 6 | A | 6 | A | 6 | A | 6 | A |
| 27 | Pleasant Grove Blvd/Rose Creek Rd | 4 | A | 5 | A | 4 | A | 5 | A |
| 28 | Pleasant Grove Blvd/Michener Dr | 6 | A | 6 | A | 6 | A | 7 | A |
| 29 | Pleasant Grove Blvd/Woodcreek Oaks Blvd | 24 | C | ***36*** | ***D*** | 24 | C | ***35*** | ***D*** |
| 30 | Pleasant Grove Blvd/Country Club Dr | 19 | B | 11 | B | 19 | B | 11 | B |
| 31 | Pleasant Grove Blvd/Foothills Blvd | ***47*** | ***D*** | ***55*** | ***E*** | ***46*** | ***D*** | ***55*** | ***E*** |
| 32 | Pleasant Grove Blvd/Washington Blvd | ***35*** | ***D*** | ***40*** | ***D*** | ***35*** | ***D*** | ***41*** | ***D*** |
| 33 | Pleasant Grove Blvd/Hallissy Dr | 9 | A | 31 | C | 9 | A | 33 | C |
| 34 | Pleasant Grove Blvd/Roseville Pkwy | ***85*** | ***F*** | ***129*** | ***F*** | ***88*** | ***F*** | ***126*** | ***F*** |
| 35 | Highland Pointe Dr/Pleasant Grove Blvd | 23 | C | 105 | F | 23 | C | ***102*** | ***F*** |

| Intersection | | 2035 Cumulative Conditions | | | | 2035 Cumulative Plus Project | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | |
| | | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS |
| 36 | Pleasant Grove Blvd/Hwy-65 SB Ramps | 9 | A | 15 | B | 9 | A | 17 | B |
| 37 | Pleasant Grove Blvd/Hwy-65 NB Ramps | 12 | B | 20 | B | 12 | B | 20 | B |
| 38 | Fairway Dr/Pleasant Grove Blvd | ***38*** | ***D*** | ***80*** | ***F*** | ***38*** | ***D*** | ***82*** | ***F*** |
| 39 | Highland Park Dr/Pleasant Grove Blvd | 19 | B | 25 | C | 19 | B | 25 | C |
| 40 | Vista Grande Blvd/Santucci Blvd | 14 | B | 14 | B | 14 | B | 14 | B |
| 41 | Vista Grande Blvd/Silver Spruce Dr | 15 | B | 15 | B | 14 | B | 15 | B |
| 42 | Vista Grande Blvd/Westbrook Blvd | 18 | B | 34 | C | 18 | B | 33 | C |
| 43 | Vista Grande Blvd/Vista Park Dr | 14 | B | 26 | C | 14 | B | 30 | C |
| 44 | Vista Grande Blvd/Market St | 18 | B | 25 | C | 18 | B | 25 | C |
| 45 | Vista Grande Blvd/Monarch Grove St | 21 | C | 15 | B | 21 | C | 15 | B |
| 46 | Vista Grande Blvd/Upland Dr | 15 | B | 21 | C | 15 | B | 23 | C |
| 47 | Westhills Dr/Fiddyment Rd | 29 | C | 30 | C | 31 | C | 32 | C |
| 48 | Baseline Rd/Regional Park Access | 17 | B | 17 | B | 17 | B | 17 | B |
| 49 | Baseline Rd/Santucci Blvd | 29 | C | ***37*** | ***D*** | 30 | C | ***38*** | ***D*** |
| 50 | Baseline Rd/West Shopping Center Access | 12 | B | 14 | B | 12 | B | 14 | B |
| 51 | Baseline Rd/Westbrook Blvd | 28 | C | 34 | C | 28 | C | 34 | C |
| 52 | Baseline Rd/Central Shopping Center Acc. | 5 | A | 6 | A | 5 | A | 6 | A |
| 53 | Baseline Rd/Market St | 19 | B | 17 | B | 19 | B | 17 | B |
| 54 | Baseline Rd/East Shopping Center Access | 10 | B | 14 | B | 11 | B | 14 | B |
| 55 | Baseline Rd/Upland Dr | 10 | A | 10 | A | 10 | A | 10 | A |
| 56 | Baseline Rd/Fiddyment Rd | ***41*** | ***D*** | ***43*** | ***D*** | ***41*** | ***D*** | ***43*** | ***D*** |
| 57 | Baseline Rd/Junction Blvd | 20 | B | 15 | B | 18 | B | 15 | B |
| 58 | Baseline Rd/Woodcreek Oaks Blvd | ***42*** | ***D*** | ***39*** | ***D*** | ***43*** | ***D*** | ***39*** | ***D*** |
| 59 | Baseline Rd/Foothills Blvd | ***68*** | ***E*** | ***38*** | ***D*** | ***68*** | ***E*** | ***38*** | ***D*** |
| 60 | HP-Main Dwy/Foothills Blvd | ***38*** | ***D*** | ***55*** | ***D*** | ***41*** | ***D*** | ***54*** | ***D*** |
| 61 | Roseville Pkwy/Washington Blvd | 22 | C | ***36*** | ***D*** | 22 | C | ***36*** | ***D*** |
| 62 | Trestle Rd/Roseville Pkwy | 9 | A | 18 | B | 9 | A | 22 | C |
| 63 | Roseville Pkwy/Gibson Drive (w) | ***43*** | ***D*** | ***49*** | ***D*** | ***43*** | ***D*** | 33 | C |
| 64 | Roseville Pkwy/Chase Dr | 8 | A | 20 | B | 8 | A | 24 | C |
| 65 | Roseville Pkwy/Gibson Dr | 13 | B | ***50*** | ***D*** | 12 | B | ***54*** | ***D*** |
| 66 | West Mall/Roseville Pkwy | 7 | A | 19 | B | 7 | A | 19 | C |
| 67 | Roseville Pkwy/Reserve Dr | 21 | C | ***59*** | ***E*** | 21 | C | ***56*** | ***E*** |
| 68 | Roseville Pkwy/Galleria Blvd | ***39*** | ***D*** | ***67*** | ***E*** | ***40*** | ***D*** | ***67*** | ***E*** |
| 69 | Roseville Pkwy/Creekside Ridge Dr | 14 | B | 26 | C | 14 | B | 26 | C |
| 70 | E. Roseville Pkwy/Taylor Rd | ***44*** | ***D*** | ***61*** | ***E*** | ***45*** | ***D*** | ***61*** | ***E*** |
| 71 | E. Roseville Pkwy/N. Sunrise Ave | 23 | C | ***57*** | ***E*** | 23 | C | ***58*** | ***E*** |

| Intersection | | 2035 Cumulative Conditions | | | | 2035 Cumulative Plus Project | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | |
| | | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS |
| 72 | E. Roseville Pkwy/Secret Ravine Pkwy | 21 | C | ***61*** | ***E*** | 21 | C | ***62*** | ***E*** |
| 73 | Alexandra Dr/E. Roseville Pkwy | 11 | B | 9 | A | 11 | B | 9 | A |
| 74 | Rocky Ridge Dr/E. Roseville Pkwy | 11 | B | 11 | B | 11 | B | 10 | B |
| 75 | Orvietto Dr/Roseville Pkwy | 23 | C | 20 | B | 23 | C | 20 | B |
| 76 | Olympus Dr/Roseville Pkwy | 13 | B | 21 | C | 13 | B | 21 | C |
| 77 | Douglas Blvd/Roseville Pkwy | ***48*** | ***D*** | ***61*** | ***E*** | ***49*** | ***D*** | ***58*** | ***E*** |
| 78 | Village Dr/E. Roseville Pkwy | 20 | B | 19 | B | 19 | B | 20 | C |
| 79 | Eureka Rd/E. Roseville Pkwy | 27 | C | ***37*** | ***D*** | 27 | C | ***36*** | ***D*** |
| 80 | E. Roseville Pkwy/N. Cirby Way | 6 | A | 8 | A | 6 | A | 7 | A |
| 81 | E. Roseville Pkwy/Sierra College Blvd | 25 | C | ***38*** | ***D*** | 25 | C | ***37*** | ***D*** |
| 82 | Atlantic St/Yosemite St | 18 | B | 14 | B | 18 | B | 14 | B |
| 83 | Atlantic St/Tiger Way | 17 | B | 26 | C | 17 | B | 26 | C |
| 84 | Atlantic St/Wills Rd | 14 | B | 13 | B | 14 | B | 13 | B |
| 85 | Atlantic St/I-80 WB Ramps | 5 | A | 32 | C | 5 | A | 30 | C |
| 86 | Eureka Rd/Taylor Rd | 28 | C | ***53*** | ***D*** | 30 | C | ***55*** | ***E*** |
| 87 | Eureka Rd/N. Sunrise Ave | 19 | B | ***59*** | ***E*** | 19 | B | ***57*** | ***E*** |
| 88 | Rocky Ridge Dr/Eureka Rd | 21 | C | 28 | C | 21 | C | 28 | C |
| 89 | Lead Hill Blvd/Eureka Rd | 22 | C | 23 | C | 22 | C | 23 | C |
| 90 | Douglas Blvd/Eureka Road | 29 | C | ***66*** | ***E*** | 29 | C | ***65*** | ***E*** |
| 91 | Deer Valley Apts Dwy/Eureka Rd | 13 | B | 9 | A | 13 | B | 9 | A |
| 92 | Eureka Rd/Ashland Dr | 13 | B | 11 | B | 12 | B | 11 | B |
| 93 | Eureka Rd/Sierra College Blvd | 33 | C | 29 | C | 33 | C | 28 | C |
| 94 | Douglas Blvd/Judah St | 9 | A | 20 | C | 9 | A | 20 | B |
| 95 | Douglas Blvd/Park Dr | 9 | A | 10 | A | 9 | A | 10 | A |
| 96 | Douglas Blvd/Keehner Ave | 9 | A | 8 | A | 9 | A | 8 | A |
| 97 | Douglas Blvd/Folsom Rd | 19 | B | 23 | C | 19 | B | 22 | C |
| 98 | Douglas Blvd/Harding Blvd | ***50*** | ***D*** | ***50*** | ***D*** | ***50*** | ***D*** | ***52*** | ***D*** |
| 99 | Douglas Blvd/I-80 WB Ramps | ***38*** | ***D*** | ***82*** | ***F*** | ***39*** | ***D*** | ***82*** | ***F*** |
| 100 | Douglas Blvd/I-80 EB Ramps | 10 | A | 8 | A | 10 | A | 9 | A |
| 101 | Douglas Blvd/North Sunrise Ave | 28 | C | ***60*** | ***E*** | 28 | C | ***63*** | ***E*** |
| 102 | Douglas Blvd/Santa Clara Dr | 8 | A | 29 | C | 8 | A | 29 | C |
| 103 | Douglas Blvd/Sierra Gardens Dr | 9 | A | 29 | C | 9 | A | 29 | C |
| 104 | Douglas Blvd/Target Dwy | 6 | A | ***39*** | ***D*** | 6 | A | ***38*** | ***D*** |
| 105 | Douglas Blvd/Rocky Ridge Drive | 27 | C | ***49*** | ***D*** | 28 | C | ***49*** | ***D*** |
| 106 | Douglas Blvd/Sierra College Blvd | ***37*** | ***D*** | ***41*** | ***D*** | ***38*** | ***D*** | ***41*** | ***D*** |
| 107 | Cirby Way/Foothills Blvd | ***80*** | ***F*** | ***69*** | ***E*** | ***82*** | ***F*** | ***71*** | ***E*** |
| 108 | Cirby Way/Vernon St | ***45*** | ***D*** | ***69*** | ***E*** | ***46*** | ***D*** | ***68*** | ***E*** |
| 109 | Cirby Way/Lindsay Dr | 19 | B | 10 | B | 20 | C | 10 | A |
| 110 | Cirby Way/Melody Ln | 15 | B | 15 | B | 15 | B | 13 | B |
| 111 | Cirby Way/Riverside Ave | ***48*** | ***D*** | ***150*** | ***F*** | ***48*** | ***D*** | ***140*** | ***F*** |

| Intersection | | 2035 Cumulative Conditions | | | | 2035 Cumulative Plus Project | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | |
| | | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS |
| 112 | Cirby Way/Orlando Ave | 15 | B | 24 | C | 15 | B | 24 | C |
| 113 | Cirby Way/San Simeon Dr | 11 | B | 11 | B | 11 | B | 12 | B |
| 114 | Cirby Way/Sunrise Ave | ***42*** | ***D*** | ***66*** | ***E*** | ***42*** | ***D*** | ***65*** | ***E*** |
| 115 | Cirby Way/Oakridge Dr | 18 | B | 24 | C | 17 | B | 24 | C |
| 116 | Cirby Way/Parkview Dr | 7 | A | 6 | A | 7 | A | 6 | A |
| 117 | Cirby Way/Rocky Ridge Dr | 19 | B | 32 | C | 19 | B | 31 | C |
| 118 | Cirby Way/Champion Oaks Dr | 12 | B | 10 | A | 12 | B | 10 | A |
| 119 | Old Auburn Rd/Cirby Way | 20 | B | 15 | B | 20 | B | 15 | B |
| 120 | Parkway One/Westbrook Blvd | 19 | B | 17 | B | 18 | B | 16 | B |
| 121 | Nobo Dr/Westbrook Blvd | 10 | B | 12 | B | 11 | B | 12 | B |
| 122 | N Brookstone Drive/Westbrook Blvd | 8 | A | 8 | A | 8 | A | 8 | A |
| 123 | S Brookstone Dr/Westbrook Blvd | 6 | A | 7 | A | 6 | A | 6 | A |
| 124 | Octave Avenue/Westbrook Blvd | 18 | B | 15 | B | 16 | B | 16 | B |
| 125 | Lead Hill Blvd/Wal*Mart | 4 | A | 9 | A | 4 | A | 9 | A |
| 126 | Solaire Dr/Westbrook Blvd | 14 | B | 19 | B | 14 | B | 17 | B |
| 127 | Federico Dr/Westbrook Blvd | 19 | B | 17 | B | 19 | B | 17 | B |
| 128 | Sierra Glen Dr/Westbrook Blvd | 4 | A | 4 | A | 5 | A | 4 | A |
| 129 | Sierra Village Dr/Westbrook Blvd | 16 | B | 17 | B | 16 | B | 17 | B |
| 130 | Angus Road/Fiddyment Road | 27 | C | 25 | C | 30 | C | 25 | C |
| 131 | Hayden Pkwy (North)/Fiddyment Rd | 19 | B | 27 | C | 19 | B | 27 | C |
| 132 | Fiddyment Rd/Fiddyment Ranch EW Rd | 11 | B | 15 | B | 11 | B | 15 | B |
| 133 | Hayden Pkwy (South)/Fiddyment Rd | 11 | B | 10 | B | 11 | B | 9 | A |
| 134 | Village Green Dr/Fiddyment Rd | 19 | B | 16 | B | 19 | B | 19 | B |
| 135 | Westlake Dr/Fiddyment Rd | 9 | A | 6 | A | 9 | A | 6 | A |
| 136 | San Fernando Drive/Fiddyment Road | 12 | B | 19 | B | 13 | B | 12 | B |
| 137 | Northpark Dr/Woodcreek Oaks Blvd | 22 | C | 21 | C | 21 | C | 17 | C |
| 138 | Parkside Way/Woodcreek Oaks Blvd | 18 | B | 20 | B | 19 | B | 20 | C |
| 139 | Painted Desert Dr/Woodcreek Oaks Blvd | 15 | B | 17 | B | 15 | B | 17 | B |
| 140 | Crimson Drige Dr/Woodcreek Oaks Blvd | 31 | C | 12 | B | 31 | C | 12 | B |
| 141 | Horncastle Ave/Woodcreek Oaks Blvd | 13 | B | 12 | B | 13 | B | 12 | B |
| 142 | Camino Capistrano/Woodcreek Oaks Blvd | 13 | B | 15 | B | 13 | B | 14 | B |
| 143 | Canevari Dr/Woodcreek Oaks Blvd | 12 | B | 16 | B | 12 | B | 17 | B |
| 144 | McAnally Dr/Woodcreek Oaks Blvd | 26 | C | 22 | C | 26 | C | 22 | C |
| 145 | Trailee Ln/Woodcreek Oaks Blvd | 16 | B | 15 | B | 16 | B | 15 | B |
| 146 | Albertsons Dr/Foothills Blvd | 17 | B | 20 | C | 17 | B | 21 | C |
| 147 | HP-South Dwy/Foothills Blvd | 8 | A | 15 | B | 8 | A | 15 | B |
| 148 | NEC/Foothills Blvd | 26 | C | 18 | B | 27 | C | 18 | B |
| 149 | Mistywood Dr/Foothills Blvd | 10 | B | 12 | B | 10 | B | 12 | B |

| Intersection | | 2035 Cumulative Conditions | | | | 2035 Cumulative Plus Project | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | |
| | | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS |
| 150 | McAnally Dr/Foothills Blvd | 15 | B | 21 | C | 15 | B | 21 | C |
| 151 | Junction Blvd/Foothills Blvd | 32 | C | ***41*** | ***D*** | 33 | C | ***42*** | ***D*** |
| 152 | Pilgrim Dr/Foothills Blvd | 9 | A | 7 | A | 9 | A | 7 | A |
| 153 | Vineyard Rd/Foothills Blvd | 24 | C | 26 | C | 24 | C | 27 | C |
| 154 | Denio Loop/Foothills Blvd | 13 | B | 11 | B | 13 | B | 12 | B |
| 155 | Freedom Way/Washington Blvd | 17 | B | 35 | C | 17 | B | 32 | C |
| 156 | Hallissy Dr/Washington Blvd | 7 | A | 7 | A | 7 | A | 7 | A |
| 157 | Industrial Blvd/Washington Blvd | 14 | B | 30 | C | 13 | B | 30 | C |
| 158 | Diamond Oaks Rd/Washington Blvd | 11 | B | 18 | B | 11 | B | 18 | B |
| 159 | Sawtell Rd/Washington Blvd | 10 | A | 13 | B | 10 | A | 13 | B |
| 160 | Junction Blvd/Washington Blvd | 17 | B | 23 | C | 17 | B | 23 | C |
| 161 | All American City Blvd/Washington Blvd | 12 | B | 13 | B | 12 | B | 13 | B |
| 162 | Cortina Cir/Fairway Dr | 17 | B | 19 | B | 17 | B | 19 | B |
| 163 | High School Road/Westpark Dr. | 10 | A | 6 | A | 10 | A | 6 | A |
| 164 | Fairway Dr/Target Dwy | 10 | A | 12 | B | 10 | A | 12 | B |
| 165 | Fairway Dr/Central Park Dr | 11 | B | 20 | B | 11 | B | 19 | B |
| 166 | Fairway Dr/Home Depot Dwy | 10 | A | 28 | C | 10 | A | 28 | C |
| 167 | Fairway Dr/Five Star Blvd | 11 | B | 21 | C | 11 | B | 21 | C |
| 168 | Highland Park/Stanford Ranch Rd | 12 | B | 11 | B | 12 | B | 11 | B |
| 169 | Fairway Dr/Stanford Ranch Rd | 28 | C | 30 | C | 28 | C | 28 | C |
| 170 | 5 Star Blvd/Stanford Ranch Rd | 20 | B | ***43*** | ***D*** | 20 | B | ***40*** | ***D*** |
| 171 | Hwy-65 NB Ramps/Stanford Ranch | 5 | A | 19 | B | 5 | A | 19 | B |
| 172 | Hwy-65 SB Ramps/Galleria Blvd | ***67*** | ***E*** | 34 | C | ***69*** | ***E*** | 34 | C |
| 173 | JC Penny/Galleria Circle | 13 | B | 15 | B | 13 | B | 15 | B |
| 174 | Antelope Creek Dr/Galleria Blvd | 10 | A | ***61*** | ***E*** | 10 | A | ***67*** | ***E*** |
| 175 | Berry St/Galleria Blvd | 16 | B | 25 | C | 17 | B | 26 | C |
| 176 | Wills Rd/Harding Blvd | 18 | B | 19 | B | 18 | B | 19 | B |
| 177 | Lead Hill Blvd/Harding Blvd | 19 | B | 31 | C | 19 | B | 30 | C |
| 178 | Estates Dr/Harding Blvd | 19 | B | 25 | C | 19 | B | 26 | C |
| 179 | Roseville Square/Harding Blvd | 12 | B | 30 | C | 12 | B | 30 | C |
| 180 | Stone Point Dr/N. Sunrise Ave | 10 | A | 13 | B | 10 | A | 12 | B |
| 181 | N. Sunrise Ave/Automall Dr | 20 | B | 27 | C | 19 | B | 28 | C |
| 182 | Lead Hill Blvd/N. Sunrise Ave | 23 | C | 31 | C | 23 | C | 31 | C |
| 183 | Sierra Gardens Dr/N. Sunrise Ave | 15 | B | 22 | C | 15 | B | 22 | C |
| 184 | Oak Ridge Dr/Sunrise Ave | 6 | A | 8 | A | 6 | A | 7 | A |
| 185 | Frances Dr/Sunrise Ave | 5 | A | 6 | A | 5 | A | 6 | A |
| 186 | Coloma Way/Sunrise Ave | 18 | B | 18 | B | 18 | B | 18 | B |
| 187 | Sun Tree Dr/Sunrise Ave | 10 | A | 20 | B | 10 | A | 20 | B |
| 188 | Kensington Dr/Sunrise Ave | 8 | A | 26 | C | 8 | A | 26 | C |
| 189 | Rocky Ridge Dr/Stone Point Dr | 4 | A | 9 | A | 4 | A | 8 | A |

| Intersection | | 2035 Cumulative Conditions | | | | 2035 Cumulative Plus Project | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | |
| | | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS |
| 190 | Lead Hill Blvd/Rocky Ridge Dr | 18 | B | 25 | C | 18 | B | 25 | C |
| 191 | Professional Dr/Rocky Ridge Dr | 9 | A | 13 | B | 9 | A | 13 | B |
| 192 | Meadowlark Way/Rocky Ridge Dr | 3 | A | 7 | A | 3 | A | 7 | A |
| 193 | McLaren Dr/Rocky Ridge Dr | 8 | A | 7 | A | 8 | A | 7 | A |
| 194 | Secret Ravine Pkwy/Sierra College | 14 | B | 25 | C | 14 | B | 25 | C |
| 195 | Miners Ravine Pkwy/Sierra College Blvd | 12 | B | 13 | B | 12 | B | 13 | B |
| 196 | Olympus Dr/Sierra College Blvd | 23 | C | 26 | C | 23 | C | 26 | C |
| 197 | Indigo Creek Apts Dwy/Sierra College Blvd | 21 | C | 27 | C | 21 | C | 27 | C |
| 198 | Old Auburn Rd/Sierra College Blvd | 30 | C | 28 | C | 30 | C | 28 | C |
| 199 | Olympus Dr/Europa St | 8 | A | 6 | A | 8 | A | 6 | A |
| 200 | Secret Ravine Pkwy/Scarborough Dr | 14 | B | 13 | B | 14 | B | 13 | B |
| 201 | Secret Ravine Pkwy/Alexandra Dr | 9 | A | 9 | A | 9 | A | 9 | A |
| 202 | Convention Center Dr/Gibson Dr | ***61*** | ***E*** | 19 | B | ***61*** | ***E*** | 19 | B |
| 203 | I-80 WB Ramps/Riverside Ave | 17 | B | ***86*** | ***F*** | 17 | B | ***90*** | ***F*** |
| 204 | Orlando Ave/Riverside Ave | 33 | C | ***73*** | ***E*** | 32 | C | ***70*** | ***E*** |
| 205 | Junction Blvd/Stonecrest Dr | 19 | B | 13 | B | 20 | B | 13 | B |
| 206 | Junction Blvd/Park Regency Dr | 24 | C | 17 | B | 25 | C | 17 | B |
| 207 | Junction Blvd/Woodcreek Oaks Blvd | 18 | B | 24 | C | 18 | B | 25 | C |
| 208 | Junction Blvd/Country Club Dr | 31 | C | 25 | C | 31 | C | 25 | C |
| 209 | Junction Blvd/Revere Dr | 4 | A | 5 | A | 4 | A | 5 | A |
| 210 | Junction Blvd/Americana Dr | 11 | B | 7 | A | 11 | B | 7 | A |
| 211 | Junction Blvd/Sawtell Rd | 9 | A | 10 | B | 9 | A | 10 | B |
| 212 | PFE Rd/Hilltop Cir | 12 | B | 14 | B | 12 | B | 14 | B |
| 213 | Solaire Dr/Santucci Blvd | 16 | B | 19 | B | 16 | B | 20 | B |
| 214 | Federico Dr/Santucci Rd | 24 | C | 22 | C | 23 | C | 22 | C |
| 215 | Sierra Village Dr/Santucci Blvd | 18 | B | 14 | B | 18 | B | 14 | B |
| 216 | Hayden Pkwy./Holt Pkwy. | 15 | B | 13 | B | 18 | B | 14 | B |
| 217 | Alantown Dr/Industrial Ave | 20 | B | 18 | B | 20 | B | 18 | B |
| 218 | Freedom Way/Industrial Avenue | 4 | A | 5 | A | 4 | A | 4 | A |
| 219 | Pleasant Grove Blvd/La Sierra Drive | 19 | B | 11 | B | 28 | C | 30 | C |
| 220 | Westbrook Blvd/Road D | Does Not Exist | | | | 14 | B | 15 | B |
| 221 | Road D/Road A | Does Not Exist | | | | 14 | B | 17 | B |
| 222 | Westbrook Blvd/Road B | Does Not Exist | | | | 13 | B | 19 | B |
| 223 | Road A/Road B | Does Not Exist | | | | 20 | C | 21 | C |
| 224 | Westbrook Blvd/Road A | Does Not Exist | | | | 15 | B | 17 | B |
| 225 | Secret Ravine Pkwy/Medical Plaza Drive | 17 | B | 15 | B | 17 | B | 15 | B |
| 226 | High School Road/Hayden Pkwy | 21 | C | 22 | C | 20 | B | 26 | C |
| P1 | Darling/Riverside (located in POD) | 22 | C | 19 | B | 22 | C | 19 | B |
| P2 | Vernon/Douglas (located in POD) | 24 | C | ***48*** | ***D*** | 24 | C | ***49*** | ***D*** |

| Intersection | | 2035 Cumulative Conditions | | | | 2035 Cumulative Plus Project | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | |
| | | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS |
| P3 | Vernon/Grant (located in POD) | 6 | A | 7 | A | 6 | A | 7 | A |
| P4 | Vernon/Judah (located in POD) | 5 | A | 9 | A | 5 | A | 9 | A |
| P5 | Vernon/Lincoln (located in POD) | 12 | B | 30 | C | 12 | B | 31 | C |
| P6 | Main/Washington (located in POD) | 23 | C | ***37*** | ***D*** | 23 | C | ***37*** | ***D*** |
| P7 | Oak/S Grant (located in POD) | 6 | A | 11 | B | 7 | A | 12 | B |
| P8 | Oak/Lincoln (located in POD) | 13 | B | 22 | C | 13 | B | 22 | C |

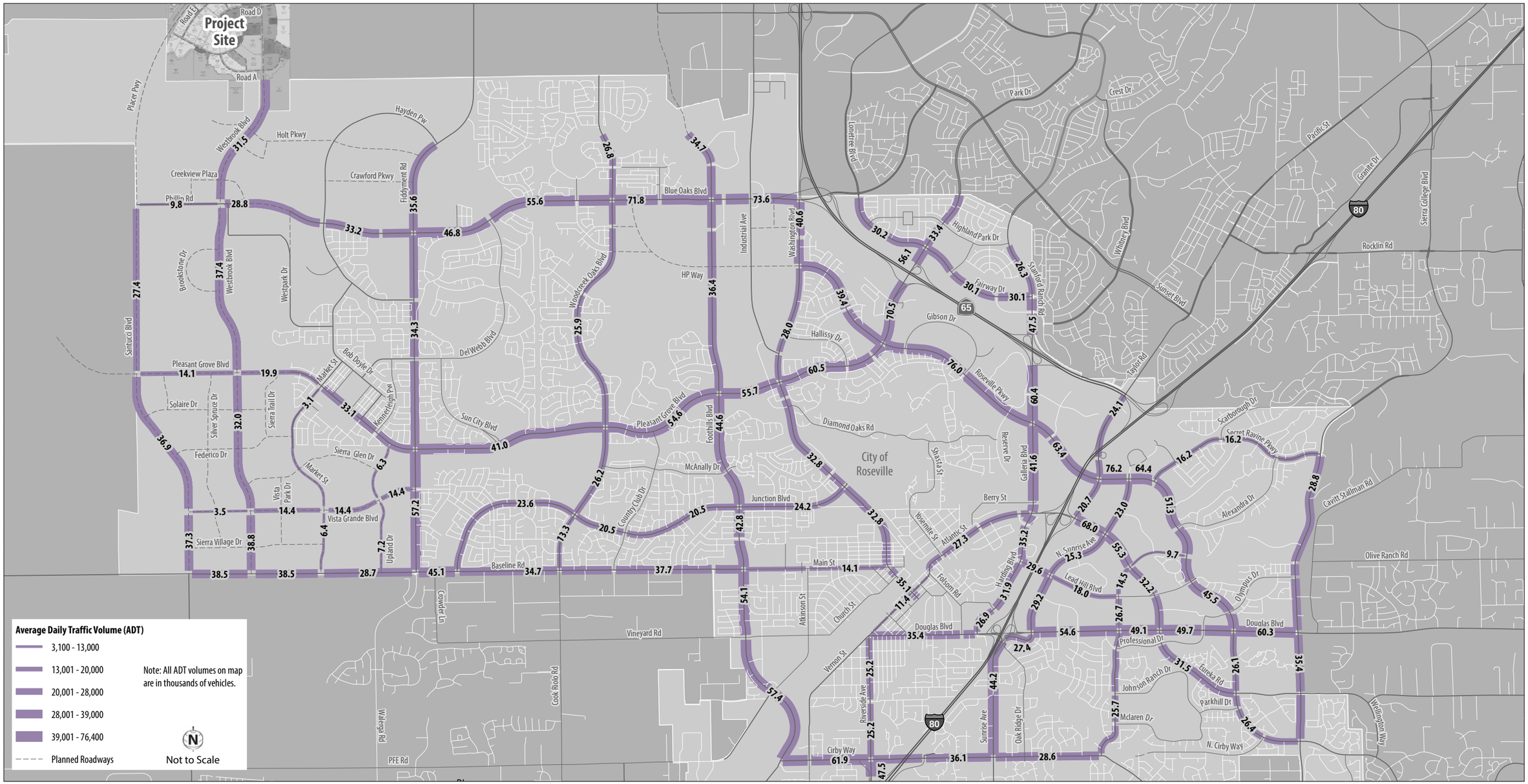
1 - Intersections operating at LOS D or worse are indicated by ***bold, italicized*** text.
2 - Shaded cells represent significant impacts.
3 - The Proposed Project would construct at least five new signalized intersections within the project site. These intersections would be designed to operate at LOS C or better.
4 - Intersections located in Pedestrian Overlay District (POD) are exempt from the City's LOS policies.
Source: Fehr & Peers, 2016a (**Appendix M**)

As shown in **Table 4.3-21**, the Proposed Project would cause cumulatively significant degradations to the below intersections during the PM peak hour. This is considered a **significant** impact.

*PM Peak Hour*

- Blue Oaks Blvd/Collector C (LOS C to D)
- Blue Oaks Blvd/Washington Blvd/SR 65 SB Ramps (LOS D to E)
- Eureka Rd/Taylor Rd/I-80 EB Ramps (LOS D to E)

The planned Blue Oaks Boulevard/Collector C intersection would be located approximately 1,175 feet west of the Blue Oaks Boulevard/Foothills Boulevard intersection. The Proposed Project would add approximately 300 eastbound through vehicles during the PM peak hour. The Traffic Study predicted that queued vehicles on the eastbound Blue Oaks Boulevard approach would spill back through this intersection, thereby causing the LOS D condition. Due to the level of project-added traffic and the degree of delay increase (32 to 55 seconds), it is unlikely that signal timing modifications would restore operations to LOS C. Further, no additional widening beyond what is assumed is possible. The Blue Oaks Boulevard/Washington Boulevard/SR 65 SB Ramps intersection was modified within the last two years to add additional capacity. The 2035 Cumulative scenario assumes additional planned widening, and no additional widening beyond what was assumed is possible. The Eureka Road/Taylor Road/I-80 EB Ramps intersection was rebuilt within the last three years to add additional capacity. A second westbound right-turn lane is planned on Taylor Road, which is assumed in-place for the 2035 Cumulative scenario. No additional widening at this intersection is possible. Therefore, because no feasible mitigation measures are available to reduce the impacts to the Blue Oaks Boulevard/Collector C, Blue Oaks Boulevard/Washington Boulevard/SR 65 SB Ramps, or Eureka Road/Taylor Road/I-80 EB Ramps intersections, impacts to these intersections would be **significant and unavoidable**.




SOURCE: Fehr & Peers, 2015; AES, 12/17/2015



**Figure 4.3-8**
Average Daily Traffic Volume (ADT) on Roseville Roadways - 2035 Cumulative Plus Project Conditions

| IMPACT 4.3-16 | CONSISTENCY OF PROJECT WITH CITY'S POLICY OF 70 PERCENT OF INTERSECTIONS OPERATING AT LOS C OR BETTER UNDER 2035 CUMULATIVE CONDITIONS |
|---|---|
| **Applicable Policies and Regulations** | City of Roseville General Plan Traffic Level of Service Policies |
| **Significance with Policies and Regulations** | Less than Significant |
| **Mitigation Measures** | None Required |
| **Significance After Mitigation** | Less than Significant |

**Table 4.3-22** shows the percentage of Roseville intersections projected to operate at LOS C or better during the AM and PM peak hours under 2035 Cumulative Conditions with and without buildout of the Proposed Project. Under 2035 Cumulative No Project Conditions, 198 of the City's 221 intersections would operate at LOS C or better during the AM peak hour and 175 of the City's 221 intersections would operate at LOS C or better during the PM peak hour. This equates to 89.5 percent and 79.2 percent of the City's signalized intersections functioning at LOS C or better during the AM and PM peak hours, respectively. This is higher than City requirement that 70 percent of the City's signalized intersections function at LOS C or better during the peak period. The Proposed Project would add five signalized intersections within the City. Under the Plus Project scenario, 204 of the City's 226 intersections would operate at LOS C or better during the AM peak hour and 180 of the City's 226 intersections would operate at LOS C or better during the PM peak hour. This equates to 90.4 percent and 79.6 percent of the City's signalized intersections functioning at LOS C or better during the AM and PM peak hours, respectively. This is higher than the City requirement that 70 percent of the City's signalized intersections function at LOS C or better during the peak period. Therefore, this impact is would be **less than significant**.

**TABLE 4.3-22**
CITY OF ROSEVILLE SIGNALIZED INTERSECTION OPERATIONS – 2035 CUMULATIVE CONDITIONS

| Level of Service | 2035 Cumulative Conditions | | 2035 Cumulative Plus Project Conditions[1] | |
|---|---|---|---|---|
| | AM Peak Hour | PM Peak Hour | AM Peak Hour | PM Peak Hour |
| Total Intersections[2] | 221 | 221 | 226 | 226 |
| LOS A-C | 198 (89.5%) | 175 (79.2%) | 204 (90.2%) | 180 (79.6%) |
| LOS D | 18 (8%) | 23 (11%) | 17 (8%) | 21 (9%) |
| LOS E | 3 (1%) | 16 (7%) | 3 (1%) | 18 (8%) |
| LOS F | 2 (1%) | 7 (3%) | 2 (1%) | 7 (3%) |
| Percent Operating at LOS D, E, or F | 11.5% | 20.8% | 9.8% | 20.4% |

1 - The Plus Project scenario includes the five new signalized intersections within the project site.
2 - Excludes the eight signalized intersections located in the City's Pedestrian Overlay District (POD).
Source: Fehr & Peers, 2016a (**Appendix M**).

| IMPACT 4.3-17 | INCREASED TRAFFIC ON PLACER COUNTY, SUTTER COUNTY, SACRAMENTO COUNTY, OR CITY OF LINCOLN INTERSECTIONS UNDER 2035 CUMULATIVE CONDITIONS |
|---|---|
| **Applicable Policies and Regulations** | Placer County General Plan<br>Placer Vineyards Specific Plan<br>Regional University Specific Plan<br>Sutter County General Plan<br>Sacramento County General Plan<br>City of Rocklin General Plan<br>City of Lincoln General Plan |
| **Significance with Policies and Regulations** | Significant |
| **Mitigation Measures** | MM 4.3-3 Placer County Intersections: Pay Fair Share Costs to Placer County Intersection Improvements |
| **Significance After Mitigation** | Significant and Unavoidable |

The Proposed Project would result in traffic volume increases on a number of intersections in surrounding jurisdictions under 2035 Cumulative Conditions. **Table 4.3-23** shows the changes in AM and PM peak hour intersection LOS at study intersections in Placer County, Sutter County, Sacramento County, and City of Lincoln.

As shown in **Table 4.3-23**, operations at all study intersections within Sutter County, Sacramento County, and the City of Lincoln would either operate at acceptable LOS, or unacceptable operations would not be exacerbated by the Proposed Project under 2035 Cumulative Conditions. Therefore, impacts to intersections within Sutter County, Sacramento County, and the City of Lincoln would be **less than significant**.

**Table 4.3-23** shows that the Proposed Project would cause significant intersection degradations to the below Placer County facilities during the AM peak hour. This is considered a **significant** impact.

*AM Peak Hour*

- Cook Riolo Rd/PFE Rd (LOS F operations exacerbated)
- N. Foothills Blvd/Athens Avenue (LOS F operations exacerbated)

**Mitigation Measure 4.3-3 (c)** would reduce impacts at the Cook-Riolo Road/PFE Road intersection under 2035 Cumulative Plus Project Conditions**. Mitigation Measure 4.3-3 (h)** would restore operations at the N. Foothills Boulevard/Athens Avenue intersection to LOS A during the AM peak hour and LOS D during the PM peak hour under 2035 Cumulative Plus Project Conditions. However, these improvements are not included in any existing fee program. Further, this mitigation measure requires the City of Roseville to negotiate in good faith with Placer County to identify the Proposed Project's fair share

funding contribution. However, since the City of Roseville does not have jurisdiction over the improvements on Placer County intersections, this impact is considered **significant and unavoidable**.

**TABLE 4.3-23**
INTERSECTION OPERATIONS WITHIN PLACER COUNTY, SUTTER COUNTY, SACRAMENTO COUNTY, AND CITY OF LINCOLN – 2035 CUMULATIVE CONDITIONS

| Intersection | Jurisdiction[1] | Control Type[2] | 2035 Cumulative No Project | | | | 2035 Cumulative With Project | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | |
| | | | Delay or V/C | LOS | Delay or V/C | LOS | Delay or V/C | LOS | Delay or V/C | LOS |
| Locust Rd/ Baseline Rd | Placer County | Signal | 0.25 | A | 0.45 | A | 0.25 | A | 0.44 | A |
| Watt Ave/PFE Rd | Placer County | Signal | 0.71 | C | 0.72 | C | 0.72 | C | 0.74 | C |
| Walerga Rd/PFE Rd | Placer County | Signal | 1.06 | F | 0.93 | E | 1.06 | F | 0.95 | E |
| Cook Riolo Rd/ PFE Rd | Placer County | AWSC | 193 | F | 161 | F | ***205*** | ***F*** | 163 | F |
| Fiddyment Rd/ Sunset Blvd W | Placer County | Signal | 0.58 | A | 0.67 | B | 0.51 | A | 0.64 | B |
| Fiddyment Rd/ Athens Ave | Placer County | Signal | 0.84 | D | 0.94 | E | 0.83 | D | 0.93 | E |
| Industrial Ave/ Athens Ave | Placer County | Signal | 0.67 | B | 0.72 | C | 0.67 | B | 0.73 | C |
| N Foothills Blvd/ Athens Ave | Placer County | TWSC | 68 (352) | F (F) | 2514 | F (F) | ***113 (281)*** | ***F (F)*** | 2346 (6905) | F (F) |
| Cincinnati Ave/ Sunset Blvd W | Placer County | Signal | 1.22 | F | 1.19 | F | 1.25 | F | 1.20 | F |
| Westbrook Blvd/ Sunset Blvd W | Placer County | Signal | Does Not Exist | | | | 0.24 | A | 0.38 | A |
| Pleasant Grove Rd N/Riego Rd | Sutter County | Signal | 13 | B | 7 | A | 13 | B | 7 | A |
| Pleasant Grove Rd S/Riego Rd | Sutter County | Signal | 12 | B | 26 | C | 12 | B | 23 | C |
| Watt Ave/Elverta Rd | Sacramento County | Signal | 0.88 | D | 1.02 | F | 0.88 | D | 1.02 | F |
| Walerga Rd/ Elverta Rd | Sacramento County | Signal | 0.97 | E | 1.11 | F | 0.98 | E | 1.11 | F |
| Watt Ave/ Antelope Rd | Sacramento County | Signal | 1.04 | F | 1.10 | F | 1.04 | F | 1.09 | F |
| Walerga Rd/ Antelope Rd | Sacramento County | Signal | 0.71 | C | 0.83 | D | 0.71 | C | 0.84 | D |
| Watt Ave/Elkhorn Blvd | Sacramento County | Signal | 0.94 | E | 1.01 | F | 0.94 | E | 1.02 | F |
| Walerga Rd/ Elkhorn Blvd | Sacramento County | Signal | 0.75 | C | 0.98 | E | 0.75 | C | 0.99 | E |
| Ferrari Ranch Rd/ Groveland Ln | Lincoln | Signal | 24 | C | 34 | C | 24 | C | 34 | C |
| Ferrari Ranch Rd/ Joiner Pkwy | Lincoln | Signal | 35 | C | 35 | C | 35 | C | 34 | C |
| Joiner Pkwy/ Twelve Bridges Dr | Lincoln | Signal | 45 | D | 44 | D | 45 | D | 45 | D |

1 - Refer to **Section 4.3.4** for analysis methods applied for each jurisdiction and signal control type.
2 - V/C: Volume-to-Capacity, AWSC: All Way Stop Control, TWSC: Two-Way Stop Control
3 - Shaded cells with ***bold, italicized*** text represent significant impacts.
Source: Fehr & Peers, 2016a (**Appendix M**).

| IMPACT 4.3-18 | INCREASED TRAFFIC VOLUMES ON ROADWAYS WITHIN PLACER COUNTY, SUTTER COUNTY, SACRAMENTO COUNTY, OR CITY OF ROCKLIN UNDER 2035 CUMULATIVE CONDITIONS |
|---|---|
| **Applicable Policies and Regulations** | Placer County General Plan<br>Placer Vineyards Specific Plan<br>Regional University Specific Plan<br>Sutter County General Plan<br>Sacramento County General Plan<br>City of Rocklin General Plan<br>City of Lincoln General Plan |
| **Significance with Policies and Regulations** | Less than Significant |
| **Mitigation Measures** | None Required |
| **Significance After Mitigation** | Less than Significant |

**Table 4.3-24** shows the 2035 Cumulative No Project and 2035 Cumulative Plus Project roadway operations at study roadways within Placer County, Sutter County, Sacramento County, and the City of Rocklin.

As shown in **Table 4.3-24**, no study roadway segments within Placer County, Sutter County, Sacramento County, or the City of Rocklin are projected to degrade from acceptable to unacceptable LOS as a result of the Proposed Project under 2035 Cumulative Conditions. Additionally, for those intersections projected to operate worse than LOS C in 2035 Cumulative No Project Conditions, the Proposed Project would not increase the volume-to-capacity ratio at those intersections by 0.05 or more (see **Thresholds of Significance** discussion under **Section 4.3.4** above) and would therefore not constitute a significant degradation of unacceptable operations. Therefore, impacts to roadway segments within Placer County, Sutter County, Sacramento County, and the City of Lincoln would be **less than significant**.

**TABLE 4.3-24**
ROADWAY SEGMENT OPERATIONS WITHIN PLACER COUNTY, SUTTER COUNTY, SACRAMENTO COUNTY, AND CITY OF ROCKLIN – 2035 CUMULATIVE CONDITIONS

| Segment | Jurisdiction | Number of Lanes | 2035 Cumulative No Project | | | 2035 Cumulative Plus Project | | |
|---|---|---|---|---|---|---|---|---|
| | | | Average Daily Traffic (ADT) | V/C Ratio[1] | LOS | Average Daily Traffic (ADT) | V/C Ratio | LOS |
| Baseline Road west of Watt Avenue | Placer County | 6 | 35,800 | 0.66 | B | 35,600 | 0.66 | B |
| Watt Avenue south of Baseline Road | Placer County | 6 | 34,700 | 0.64 | B | 34,600 | 0.64 | B |
| Sunset Boulevard West west of Fiddyment Road | Placer County | 2 | 5,500 | 0.31 | A | 2,300 | 0.13 | A |
| Sunset Blvd West west of SR 65 (across UPRR) | Placer County | 4 | 38,600 | 1.07 | F | 39,200 | 1.09 | F |
| Sunset Blvd east of Pleasant Grove Rd | Placer County | 2 | 6,000 | 0.33 | A | 10,700 | 0.59 | A |
| Athens Avenue east of Fiddyment Road | Placer County | 2 | 17,400 | 0.97 | E | 18,200 | 1.01 | F |
| Fiddyment Road from Athens Avenue to Sunset Blvd. W. | Placer County | 4 | 35,000 | 0.97 | E | 35,300 | 0.98 | E |
| Fiddyment Road from Sunset Blvd. W to Roseville City Limits | Placer County | 4 | 37,900 | 1.05 | F | 34,600 | 0.96 | E |
| Brewer Road north of Baseline Road | Placer County | 2 | 300 | 0.02 | A | 300 | 0.02 | A |
| Watt Avenue south of PFE Road | Placer County | 4 | 44,600 | 1.24 | F | 44,800 | 1.24 | F |
| Walerga Road south of Baseline Road | Placer County | 4 | 38,000 | 1.06 | F | 38,200 | 1.06 | F |
| Watt Avenue south of Elverta Road | Sacramento County | 4 | 35,600 | 0.99 | E | 35,700 | 0.99 | E |
| Watt Avenue south of Antelope Road | Sacramento County | 6 | 39,000 | 0.72 | C | 39,200 | 0.73 | C |
| Watt Avenue south of Elkhorn Boulevard | Sacramento County | 6 | 47,400 | 0.88 | D | 47,400 | 0.88 | D |
| Walerga Road south of PFE Road | Sacramento County | 2 | 44,100 | 2.45 | F | 44,300 | 2.46 | F |
| Walerga Road south of Antelope Road | Sacramento County | 4 | 32,800 | 0.91 | E | 33,000 | 0.92 | E |
| Walerga Road south of Elkhorn Boulevard | Sacramento County | 4 | 28,400 | 0.79 | C | 28,600 | 0.79 | C |
| Pleasant Grove Rd north of Riego Rd | Sutter County | 2 | 8,600 | 0.48 | A | 9,500 | 0.53 | A |
| Riego Road east of SR 70/99 | Sutter County | 6 | 22,400 | 0.41 | A | 22,300 | 0.41 | A |
| Howsley Road east of SR 70/99 | Sutter County | 2 | 2,800 | 0.16 | A | 2,800 | 0.16 | A |
| Sunset Boulevard east of SR 65 | City of Rocklin | 6 | 40,100 | 0.74 | C | 40,800 | 0.76 | C |
| Blue Oaks Blvd east of Lonetree Blvd | City of Rocklin | 4 | 16,000 | 0.44 | A | 15,900 | 0.44 | A |
| Wildcat Blvd north of Ranch View Drive | City of Rocklin | 4 | 36,300 | 1.01 | F | 36,400 | 1.01 | F |

1 - V/C Ratio: Volume-to-Capacity Ratio
Source: Fehr & Peers, 2016a (**Appendix M**).

| IMPACT 4.3-19 | INCREASED TRAFFIC VOLUMES ON STATE INTERCHANGES UNDER 2035 CUMULATIVE CONDITIONS |
|---|---|
| **Applicable Policies and Regulations** | Caltrans Policies |
| **Significance with Policies and Regulations** | Less than Significant |
| **Mitigation Measures** | None Required |
| **Significance After Mitigation** | Less than Significant |

The addition of the Proposed Project to 2035 CIP Conditions would cause changes in traffic volumes at State highway interchanges providing access to the site, but these changes have been found to be minimal because the project site is a number of miles from any State highway.

**Table 4.3-25** shows the 2035 CIP No Project and 2035 CIP Plus Project levels of service at two interchanges providing access to SR 65. The designated LOS standard on SR 65 is LOS E or better. During both the AM and PM peak hours, these interchanges are projected to function at LOS E or better with or without the Proposed Project under 2035 Cumulative Conditions. Therefore, there would be **no cumulative impact**. The addition of the Proposed Project would not cause traffic to queue back to the mainline. Therefore, impacts to Caltrans interchanges in 2035 Cumulative Plus Project Conditions would be considered **less than significant**.

**TABLE 4.3-25**
CALTRANS INTERCHANGE OPERATIONS – 2035 CUMULATIVE CONDITIONS

| Intersection | Jurisdiction [1] | Control Type | 2035 Cumulative No Project | | | | 2035 Cumulative With Project | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | |
| | | | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS |
| Sunset Blvd/SR65 NB Ramps | Caltrans | Signal | 33 | C | 12 | B | 33 | C | 11 | B |
| Sunset Blvd/SR65 SB Ramps | Caltrans | Signal | 24 | C | 12 | B | 25 | C | 12 | B |

1 - At signalized intersections on Caltrans facilities, average delay reported based on HCM method.
Source: Fehr & Peers, 2016a (**Appendix M**).

| IMPACT 4.3-20 | INCREASED TRAFFIC VOLUMES ON STATE HIGHWAYS UNDER 2035 CUMULATIVE CONDITIONS |
|---|---|
| **Applicable Policies and Regulations** | Caltrans Policies |
| **Significance with Policies and Regulations** | Significant |
| **Mitigation Measures** | MM 4.3-7: State Facilities: Payment of Fees for State Roadway Segments |
| **Significance After Mitigation** | Significant and Unavoidable |

**Table 4.3-26** shows the 2035 CIP No Project and 2035 CIP Plus Project density and LOS on SR 65 segments during AM and PM peak hour.

As shown in **Table 4.3-26**, the Proposed Project would not cause any off-ramp vehicle queues to spill back onto the freeway mainline or add traffic to an off-ramp that already queues back to the mainline. For those freeway segments projected to operate unacceptably under 2035 Cumulative No Project Conditions, the Proposed Project would add only modest (40 vehicles per hour or less) levels of traffic, which would not significantly degrade operations at these segments.

However, as shown in **Table 4.3-26**, the Proposed Project would cause cumulatively significant freeway segment degradations to the below Caltrans facilities. This is considered a **significant** impact.

*AM Peak Hour*

- SB SR 65 from Ferrari Ranch Road to Lincoln Boulevard (LOS E to F)
- SB SR 65 from Twelve Bridges Drive to Placer Parkway (LOS E to F)

**Mitigation Measure 4.3-7** would reduce impacts on the above-listed freeway segments to acceptable levels by requiring the Applicant to pay the Highway 65 JPA and the SPRTA fees. The Highway 65 JPA Fee assesses fees on new development for the cost of interchange improvements along SR 65 and the SPRTA fee provide funding for regional projects such as the SR 65 Widening and Placer Parkway. However, the remaining funding necessary to construct the SR 65 Widening Project has not been identified. No improvements within the SR 65 study area are included in the Tier 1 project list in SACOG's MTP/SCS. Therefore, the impacts to SR 65 under 2035 Cumulative Plus Project Conditions would remain **significant and unavoidable** because adequate mitigation is not available to ensure the impacts are reduced to less than significant.

**TABLE 4.3-26**
CALTRANS SEGMENT OPERATIONS – 2035 CIP CONDITIONS

| SR 65 Freeway Facility | Type | 2035 Cumulative No Project Conditions | | | | 2035 Cumulative Plus Project Conditions | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | |
| | | Density | LOS | Density | LOS | Density | LOS | Density | LOS |
| **Northbound State Route 65** | | | | | | | | | |
| I-80 to Stanford Ranch Rd | Basic | 42 | E | 40 | E | 42 | E | 40 | E |
| Stanford Ranch Rd Off-Ramp | Diverge | 39 | E | 39 | E | 39 | E | 39 | E |
| Stanford Ranch Rd On-Ramp | Merge | 36 | E | 36 | E | 35 | E | 36 | E |
| Pleasant Grove Blvd Off-Ramp | Diverge | 2 | C | 23 | C | 24 | C | 23 | C |
| Pleasant Grove Blvd On to Blue Oaks Off Ramp | Weave | N/A[1] | D | N/A | E | N/A | D | N/A | E |
| Blue Oaks Blvd Loop On-Ramp | Merge | 26 | C | 25 | C | 26 | C | 25 | C |
| Blue Oaks Blvd On to Sunset Off-Ramp | Basic | 43 | E | 41 | E | 43 | E | 41 | E |
| Sunset Blvd Off-Ramp | Diverge | -[2] | F | - | F | - | F | - | F |
| Sunset Blvd Loop On Ramp | Merge | 26 | C | 33 | D | 25 | C | 33 | D |
| Sunset Blvd Slip On-Ramp to Placer Pkwy Off-Ramp | Weave | N/A | C | N/A | D | N/A | C | N/A | D |
| Whitney Ranch Pkwy Loop On-Ramp | Merge | 29 | D | - | F | 30 | D | - | F |
| Whitney Ranch Pkwy Slip On-Ramp | Merge | 26 | C | - | F | 27 | C | - | F |
| Whitney Ranch Pkwy Slip On-Ramp to Twelve Bridges Off-Ramp | Basic | 30 | D | - | F | 30 | D | - | F |
| Twelve Bridges Dr Off-Ramp | Diverge | 35 | D | - | F | 35 | D | - | F |
| Twelve Bridges Dr On to Lincoln Off-Ramp | Weave | N/A | C | N/A | F | N/A | C | N/A | F |
| Lincoln Blvd Off to Ferrari Ranch Rd | Basic | 11 | B | 24 | C | 11 | B | 24 | C |
| Ferrari Ranch Rd Off-Ramp | Basic | 11 | B | 24 | C | 11 | B | 24 | C |
| Ferrari Ranch Rd On-Ramp | Merge | 13 | B | 24 | C | 13 | B | 24 | C |
| Ferrari Ranch Rd to Nelson Ln | Basic | 11 | B | 22 | C | 11 | B | 22 | C |
| **Southbound State Route 65** | | | | | | | | | |
| Nelson Ln to Ferrari Ranch Rd | Basic | 20 | C | 15 | B | 20 | C | 15 | B |
| Ferrari Ranch Rd Off-ramp | Diverge | 25 | C | 19 | B | 25 | C | 19 | B |
| Ferrari Ranch Rd Loop On Ramp | Basic | 19 | C | 14 | B | 19 | C | 14 | B |
| Ferrari Ranch Rd Direct On Ramp | Merge | 26 | C | 15 | B | 26 | C | 15 | B |
| Ferrari Ranch Rd to Lincoln Blvd | Basic | 44 | E | 22 | C | **-** | ***F*** | 22 | C |
| Lincoln Blvd On Ramp to Twelve Bridges Off | Weave | N/A | F | N/A | D | N/A | F | N/A | D |
| Twelve Bridges Dr Loop On Ramp | Merge | - | F | 36 | E | - | F | 36 | E |
| Twelve Bridges Dr to Placer Pwky | Basic | 45 | E | 39 | E | **-** | ***F*** | 39 | E |
| Placer Pwky Off-ramp | Diverge | - | F | 28 | D | - | F | 28 | D |
| Placer Pkwy Loop On-Ramp | Merge | 38 | E | 33 | D | 38 | E | 33 | D |
| Placer Pkwy On-ramp to Sunset Blvd Off-Ramp | Weave[3] | 23 | C | N/A | D | 23 | C | N/A | D |
| Sunset Blvd Loop On Ramp | Merge | 36 | E | 34 | D | 36 | E | 34 | D |
| Sunset Blvd Direct On-Ramp | Merge | - | F | 31 | D | - | F | 31 | D |
| Sunset Blvd On-Ramp to Blue Oaks Blvd Off-Ramp | Basic | - | F | 41 | E | - | F | 41 | E |
| Blue Oaks Blvd Off-Ramp | Diverge | 30 | D | 29 | D | 31 | D | 29 | D |

| SR 65 Freeway Facility | Type | 2035 Cumulative No Project Conditions | | | | 2035 Cumulative Plus Project Conditions | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | |
| | | Density | LOS | Density | LOS | Density | LOS | Density | LOS |
| Blue Oaks Blvd Loop On-Ramp | Merge | 24 | C | 23 | C | 24 | C | 23 | C |
| Blue Oaks Blvd On to Pleasant Grove Blvd Off | Weave | N/A | E | N/A | F | N/A | E | N/A | F |
| Pleasant Grove Blvd Loop On-Ramp | Merge | 28 | D | 30 | D | 29 | D | 30 | D |
| Pleasant Grove Blvd Slip On-Ramp | Merge | 35 | D | 36 | E | 36 | E | 36 | E |
| Galleria Blvd Off-Ramp | Diverge | 37 | E | 38 | E | 37 | E | 38 | E |
| Galleria Blvd On-Ramp | Merge | 31 | D | - | F | 31 | D | 37 | E |
| Galleria Blvd to I-80 | Basic | 32 | D | 43 | E | 33 | D | 42 | E |

1 - This segment is analyzed as a basic segment in the AM peak hour because the calculation falls out of the realm of a weave segment.
2 - N/A = Not applicable because density is not calculated for weave segments based on Leisch method.
3 - " - "= Density not reported for facilities operating at LOS F.
4 - Shaded cells with ***bold, italicized*** text represent significant impacts.
Source: Fehr & Peers, 2016a (**Appendix M**).

## SuperCumulative Impacts

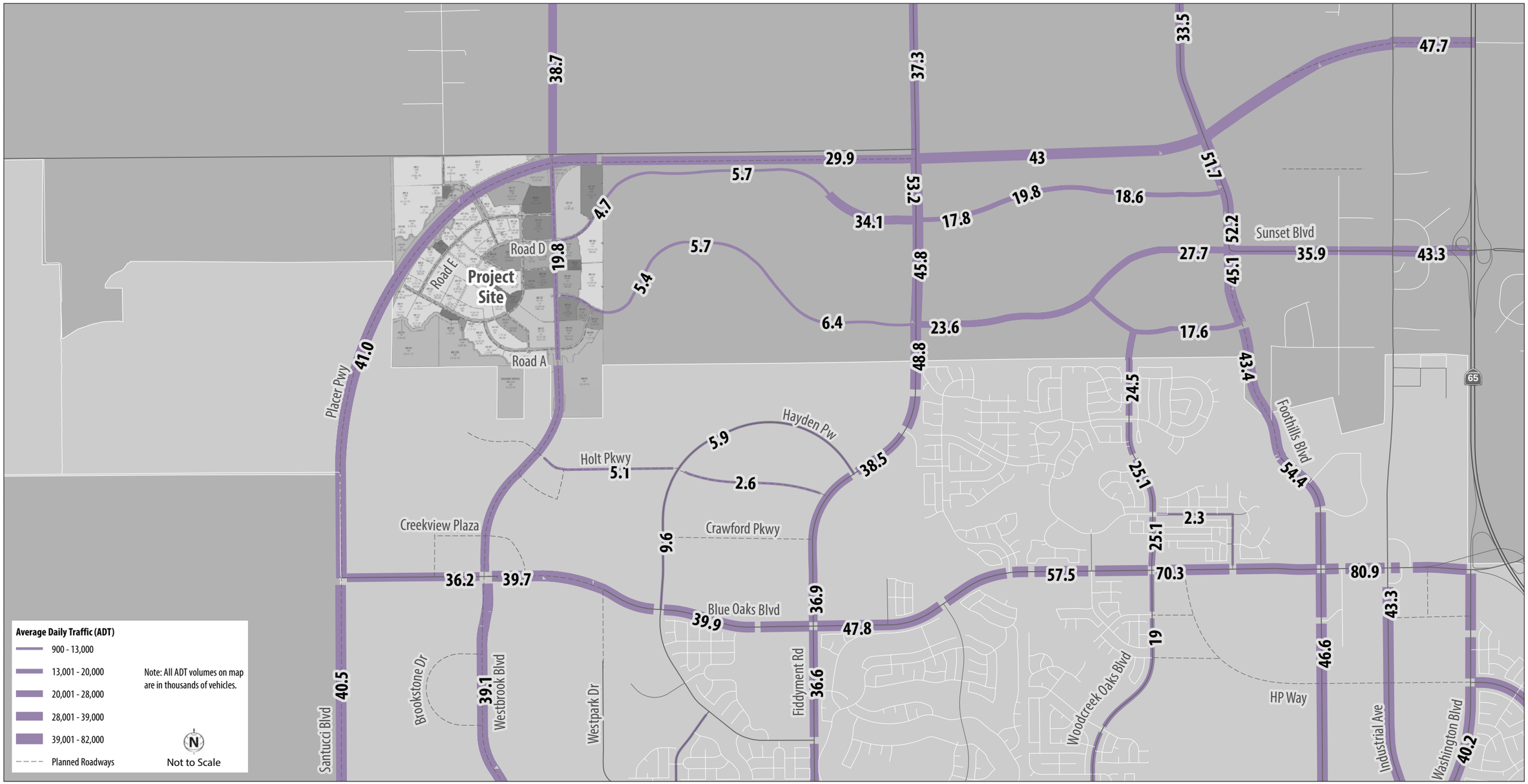
As discussed under **Analysis Scenarios**, a "SuperCumulative" scenario that goes beyond what is required under CEQA was considered in order to provide information on ultimate transportation needs and regional connections. Due to the speculative nature of the SuperCumulative scenario, this scenario is not included for analysis purposes and should be used for informational purposes only. Therefore, LOS operations at City of Roseville signalized intersections were not estimated. **Figures 4.3-9 and 4.3-10** show the predicted SuperCumulative ADT forecasts on roadways in northwest Roseville and unincorporated Placer County under SuperCumulative No Project and Plus Project conditions, respectively.

## 4.3.5 MITIGATION MEASURES

### MM 4.3-1 Roseville Intersections: Pay Fair Share of Improvements in the CIP (Impacts 4.3-1 and 4.3-9)

The Applicant shall pay fair-share fees toward the following improvements detailed within the CIP:

- **Baseline Road/Fiddyment Road**: Addition of a second eastbound left-turn lane.
- **Cirby Way/Riverside Avenue**: Addition of a third eastbound through lane.
- **Baseline Road/Foothills Road**: Addition of a third northbound through lane.
- **Baseline Road/Woodcreek Oaks Boulevard:** Addition of a second eastbound through lane.
- **Blue Oaks Boulevard/Foothills Boulevard**: Addition of a third northbound left-turn lane and a third southbound through lane.
- **Cirby Way/Vernon Street**: Addition of a second southbound left-turn lane.
- **Foothills Boulevard/Junction Boulevard**: Addition of a second eastbound left-turn lane.

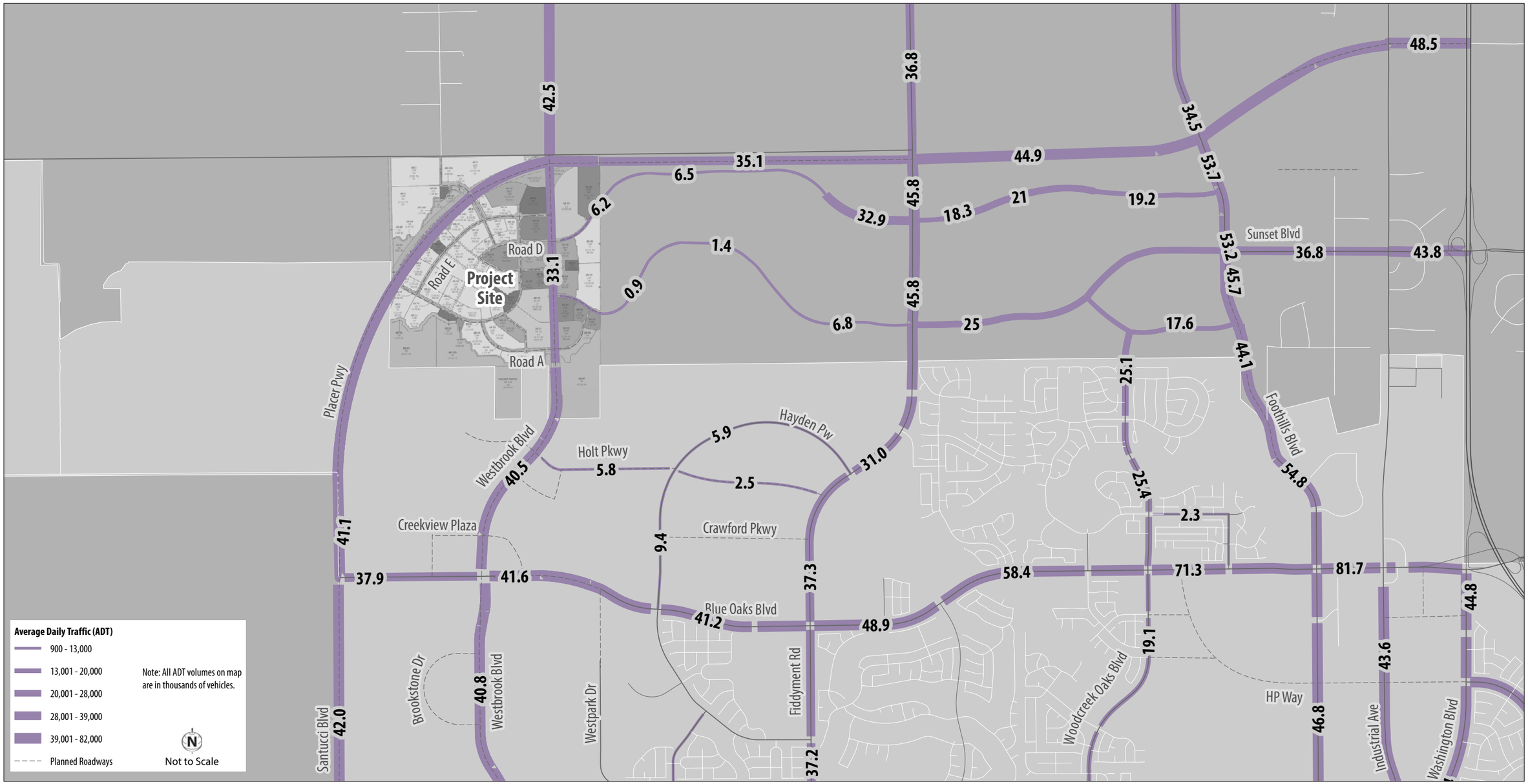



SOURCE: Fehr & Peers, 2015; AES, 12/17/2015



**Figure 4.3-9**

Average Daily Traffic Volume (ADT) on Roseville Roadways - Supercumulative No Project Conditions




SOURCE: Fehr & Peers, 2015; AES, 12/17/2015



**Figure 4.3-10**

Average Daily Traffic Volume (ADT) on Roseville Roadways - Supercumulative Plus Project Conditions

- **Roseville Parkway/Galleria Boulevard**: Addition of a fourth westbound through lane.

## MM 4.3-2 Transit Services: Pay Fair Share toward Transit Improvements (Impacts 4.3-4)

The Applicant shall pay its fair share towards the capital improvements for expanded transit services to the project site. This includes bus turn-outs, shelter pads, and shelters.

## MM 4.3-3 Placer County Intersections: Pay Fair Share Costs to Placer County Intersection Improvements (Impacts 4.3-5, 4.3-6, 4.3-11, 4.3-17)

The Applicant shall pay the fair share cost of improvements to restore acceptable operations during peak hours at the following intersections:

a) **Watt Avenue/PFE Road**: Installation of a traffic signal at this intersection. This improvement is included in the Placer County CIP (December 2014).
b) **Walerga Road/PFE Road**: Widening of Walerga Road to four lanes through the intersection, to consist of two northbound and two southbound travel lanes. The Placer County Countywide CIP (December 2014) includes funding ROW acquisition for the widening of Walerga Road to six lanes from Baseline Road to the Sacramento County line. However, funding for construction is not provided.
c) **Cook-Riolo Road/PFE Road Intersection**: Development of capacity-enhancing improvements identified by Placer County. This improvement is not included in any existing fee program.
d) **Fiddyment Road/Sunset Boulevard West**: Installation of a traffic signal at this intersection. This improvement is not included in any existing fee program.
e) **Fiddyment Road/Athens Avenue**: Installation of a traffic signal at this intersection. This improvement is not included in any existing fee program.
f) **Fiddyment Road/Sunset Boulevard West:** The addition of a second eastbound left-turn lane at the intersection. This improvement is not included in any existing fee program.
g) **Fiddyment Road/Athens Avenue:** The addition of a second westbound left-turn lane to the intersection. This improvement is not included in any existing fee program.
h) **N Foothills Boulevard/Athens Avenue:** Installation of a traffic signal at this intersection. This improvement is not included in any existing fee program.

Consistent with Placer County's Mitigation Measure 4.7-2a for the Placer Vineyards Specific Plan and Mitigation Measure 6.12-1 for the Regional University Specific Plan, the City of Roseville, in working with Placer County to provide funding for improvements not already subject to an existing interagency fee program, shall negotiate in good faith with Placer County to enter into additional fair and reasonable arrangements with the intention

of achieving, within a reasonable time period after approval of the ARSP, commitment for the provision of adequate fair share mitigation from the ARSP for significant impacts on Placer County roadways. In reaching an accommodation with Placer County, the City and Placer County, in order to better ensure an effective sub-regional approach to mitigating transportation-related impacts, may choose to include within the same agreements or JPA (if a JPA is formed) additional public agencies with whom it must work to mitigate transportation-related impacts, such as Sacramento County, Sutter County, and Caltrans. As the City strives to achieve agreement(s) with one or more of these other agencies, the City shall insist that "fair share" fee obligations be reciprocal, in the sense that the other local agencies, in accepting fair share contributions from the ARSP developers, must agree to require new development occurring in their own jurisdictions to make fair share contributions towards mitigating the significant effects of such development on the City's transportation network. Any such arrangement(s), with just Placer County or with additional agencies, shall account for existing inter-agency fee programs in order to avoid requiring redundant mitigation or fee payments exceeding fair share mitigation levels.

The City intends that its arrangement(s) with Placer County and any other agencies shall permit the participating agencies flexibility in providing cross-jurisdictional credits and reimbursements consistent with the general "fair share" mitigation standard, and require an updated model run incorporating the best available information in order to obtain the most accurate, up-to-date impact assessment feasible and to generate the most accurate, up-to-date estimates of regional fair share contributions. These arrangements, moreover, should also include provisions that allow for periodic updates to the traffic modeling on which fair share payment calculations depend in order to account for (i) newly approved projects cumulatively contributing to transportation-related impacts and that therefore should contribute to the funding of necessary improvements (e.g., the Curry Creek Community Plan in Placer County), (ii) additional physical improvements necessitated in whole or in part by newly approved projects, (iii) changing cost calculations for the construction of needed improvements based on changes in the costs of materials, labor, and other inputs.

The City will monitor traffic volumes and coordinate with the County regarding traffic mitigation fees to fund regional improvements.

## MM 4.3-4 Sutter County Facilities: Pay Fair Share Costs to Sutter County Intersection Improvements (Impact 4.3-5)

The Applicant shall pay the fair share costs of improvements to restore acceptable operations during peak hours at the following intersections:

a) **Pleasant Grove Road N/Riego Road**: Widening of Riego Road to four lanes through the intersection, to consist of two eastbound and two westbound travel lanes. This improvement is not included in any known fee program.

b) **Pleasant Grove Road S/Riego Road**: Widening of Riego Road to four lanes through the intersection, to consist of two eastbound and two westbound travel lanes. This improvement is not included in any known fee program.

The City of Roseville shall negotiate in good faith to enter into a fair agreement with Sutter County regarding the ARSP's fair share mitigation for these improvements. In reaching an accommodation with Sutter County, the City and Sutter County, in order to better ensure an effective sub-regional approach to mitigating transportation-related impacts, may choose to include within the same agreements or JPA additional public agencies with whom it must work to mitigate transportation-related impacts, such as Placer County, Sacramento County, and Caltrans. As the City strives to achieve agreement(s) with one or more of these other agencies, the City shall insist that "fair share" fee obligations be reciprocal, in the sense that the other local agencies, in accepting fair share contributions from the ARSP developers, must agree to require new development occurring in their own jurisdictions to make fair share contributions towards mitigating the significant effects of such development on the City's transportation network. Any such arrangement(s), with just Sutter County or with additional agencies, shall account for existing inter-agency fee programs in order to avoid requiring redundant mitigation or fee payments exceeding fair share mitigation levels. The City intends that its arrangement(s) with Sutter County and any other agencies shall permit the participating agencies flexibility in providing cross-jurisdictional credits and reimbursements consistent with the general "fair share" mitigation standard, and require an updated model run incorporating the best available information in order to obtain the most accurate, up-to-date impact assessment feasible and to generate the most accurate, up-to-date estimates of regional fair share contributions. These arrangements, moreover, should also include provisions that allow for periodic updates to the traffic modeling on which fair share payment calculations depend in order to account for (i) newly approved projects cumulatively contributing to transportation-related impacts and that therefore should contribute to the funding of necessary improvements (e.g., the Curry Creek Community Plan in Placer County), (ii) additional physical improvements necessitated in whole or in part by newly approved projects, (iii) changing cost calculations for the construction of needed improvements based on changes in the costs of materials, labor, and other inputs. Implementation of **Mitigation Measure 4.3-4** would reduce impacts to a less-than-significant level; however, these improvements lie outside the jurisdiction of the City of Roseville.

## MM 4.3-5 Placer County Segments: Pay Fair Share Costs to Placer County Facilities (Impacts 4.3-6 and 4.3-12)

The Applicant shall pay the fair share costs of improvements to restore acceptable operations on the following roadway segments:

a) **Walerga Road between Baseline Road and PFE Road**: Widening of this roadway to four lanes, consisting of two continuous northbound and southbound

travel lanes. The Placer County Countywide Traffic Fee Program (December 2014) includes funding for ROW acquisition for the widening of Walerga Road to size lanes from Baseline to the Sacramento County line. However, funding for construction is not provided.

b) **Sunset Boulevard West between Fiddyment Road and Westbrook Boulevard**: Widening of this roadway to include four lanes. However, only two travel lanes are necessary (based on travel demand) upon construction of Placer Parkway. Therefore, Placer County may request that the fair share contribution cover roadway widening for dedicated turn lanes and/or shoulders, capacity widening, or a contribution toward the construction of Placer Parkway. It should be noted that consistent with Mitigation Measure 4.3-7, the Proposed Project is required to contribute to the construction of Placer Parkway through payment of the SPRTA fees. Improvements to Sunset Boulevard West are not included in any existing fee program.

c) **Fiddyment Road from Athens Avenue to Sunset Boulevard West**: Widening of this roadway to six lanes. This improvement is not included in any existing fee program.

The City shall determine the means of providing the ARSP's fair share to fund these improvements with Placer County through the inter-agency agreement or other arrangement required by **Mitigation Measure 4.3-3**. Widening of Walerga Road south of Baseline to six lanes is identified in the Dry Creek Community Plan.

## MM 4.3-6 Sacramento County Segments: Pay Fair Share Costs to Sacramento County Facilities (Impact 4.3-6)

The Applicant shall pay their fair share cost of improvements to restore operations on the following roadway segment:

- **Walerga Road between PFE Road and Singing Tree Way**: Widening of this roadway to four lanes, consisting of two northbound and southbound travel lanes. The Sacramento County General Plan Circulation Element (amended 2011) shows this segment of Walerga Road as a planned four-lane road. However, the Final Report for the Sacramento County Development Transportation Impact Fee Program (2010) does not include this widening in the fee program.

Consistent with Placer County's Mitigation Measure 4.7-2a for the Placer Vineyards Specific Plan and Mitigation Measure 6.12-1 for the Regional University Specific Plan, which require Placer County to attempt to enter into an agreement with Sacramento County in order to mitigate the significant effects of the those two Placer County projects within Sacramento County, the City of Roseville shall negotiate in good faith to enter into a fair agreement with Sacramento County regarding the ARSP's fair share mitigation for this improvement. In reaching an accommodation with Sacramento County, the City and Sacramento County, in order to better ensure an effective subregional approach to

mitigating transportation-related impacts, may choose to include within the same agreements or JPA additional public agencies with whom it must work to mitigate transportation-related impacts, such as Placer County, Sutter County, and Caltrans. As the City strives to achieve agreement(s) with one or more of these other agencies, the City shall insist that "fair share" fee obligations be reciprocal, in the sense that the other local agencies, in accepting fair share contributions from the ARSP developers, must agree to require new development occurring in their own jurisdictions to make fair share contributions towards mitigating the significant effects of such development on the City's transportation network. Any such arrangement(s), with just Sacramento County or with additional agencies, shall account for existing inter-agency fee programs in order to avoid requiring redundant mitigation or fee payments exceeding fair share mitigation levels. The City intends that its arrangement(s) with Sacramento County and any other agencies shall permit the participating agencies flexibility in providing cross-jurisdictional credits and reimbursements consistent with the general "fair share" mitigation standard, and require an updated model run incorporating the best available information in order to obtain the most accurate, up-to-date impact assessment feasible and to generate the most accurate, up-to-date estimates of regional fair share contributions. These arrangements, moreover, should also include provisions that allow for periodic updates to the traffic modeling on which fair share payment calculations depend in order to account for (i) newly approved projects cumulatively contributing to transportation-related impacts and that therefore should contribute to the funding of necessary improvements, (ii) additional physical improvements necessitated in whole or in part by newly approved projects, (iii) changing cost calculations for the construction of needed improvements based on changes in the costs of materials, labor, and other inputs. Implementation of **Mitigation Measure 4.3-6** would reduce impacts to a less-than-significant level; however, these improvements lie outside the jurisdiction of the City of Roseville.

## MM 4.3-7 State Facilities: Payment of Fees for State Roadway Segments (Impacts 4.3-8 and 4.3-20)

No specific improvements have been identified to mitigate project impacts on I-80 or SR 65; however, the City is willing to work with Caltrans & the PCTPA to establish a regional approach to institute a fee program for the purpose of funding improvements on these facilities. If and when Caltrans and the City enter into an enforceable agreement, the Proposed Project shall pay impact fees to the City of Roseville in amounts that constitute the Proposed Project's fair share contributions to the construction of transportation facilities and/or improvements, consistent with the Mitigation Fee Act (Gov. Code, § 66000 et seq.).

The City shall determine the means of providing the project's fair share of the funds for these improvements to Caltrans through the inter-agency agreement or other arrangement.

The Applicant shall pay the Highway 65 JPA fee and the SPRTA fee. The Highway 65 JPA Fee assesses fees on new development for the cost of interchange improvements along SR 65. The SPRTA Fee provides funding for regional projects such as the SR 65 Widening Project and Placer Parkway.

## MM 4.3-8 City of Roseville Facilities: Update the City of Roseville Capital Improvement Plan (Impact 4.3-9)

The City of Roseville shall modify its CIP to include the following improvements:

- **Blue Oaks Boulevard/Westbrook Boulevard**: Provide two left-turn lanes, three through lanes, and one right turn lane on all approaches and operate the westbound right-turn movement with an overlap phase.
- **Westbrook Boulevard/Vista Grande Boulevard**: Redesign the westbound approach (currently proposed to consist of one left-turn, two through lanes, and one right-turn lane) to be striped to consist of two left-turn lanes, one through lane, and one right-turn lane.

Once the CIP is modified, the Applicant shall pay fair-share fees toward the above improvements.