4.3 TRANSPORTATION AND CIRCULATION

4.3.1 INTRODUCTION

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 policy under full build-out 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 Creekview Specific Plan. This section evaluates the effects of the CSP under both existing conditions and 2025 build-out conditions.

The following documents were used in preparation of this section:

- *Sierra Vista Specific Plan Final EIR*, May 2010
- *City of Roseville Capital Improvement Program EIR*, April 2007
- *City of Roseville General Plan,* 2010 as amended
- *West Roseville Specific Plan Final EIR*, 2004
- S*outh Placer County Bus Rapid Transit (BRT) Service Plan*, November 2008
- *South Placer County Regional Dial-A-Ride Study*, August 2007
- T*ransit Master Plan for South Placer County*, June 2007
- *Bus Rapid Transit (BRT) Implementation Study for South Placer County,*September 2006
- Conceptual Bus Rapid Transit (BRT) Plan for South Placer County (April 2005)
- *Placer County Regional Transportation Plan (RTP) 2027,* 2005
- *Short Range Transit Plan*, amended 2009
- City of Roseville Bicycle Master Plan
- Placer County Capital Improvement Plan
- SACOG Metropolitan Transportation Plan
- Placer Vineyards Specific Plan and Environmental Impact Report
- Regional University Specific Plan and Environmental Impact Report
- Sutter Pointe Specific Plan and Environmental Impact Report
- DKS Associates *Traffic Analysis for the Creekview Specific Plan*, September 2010
- Draft Creekview Specific Plan, 2010

The documents listed above are available for review during normal business hours at:

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

Implementation of the proposed project would not result in inadequate parking capacity, because it would be required to meet the City of Roseville's Zoning Ordinance parking standards. In addition, the 2010 amendment to the CEQA Guidelines deleted from Secction XVI of the Appendix G checklist the question whether a proposed project would result in inadequate parking capacity. The project also would not alter existing air flight patterns.The closest airport is approximately 7 miles south of the proposed project, and no multi-story buildings that would affect FAA flight obstruction rules are proposed. There is no potential for increased hazards, inadequate emergency access or conflicts with alternative transportation plans and policies. For these reasons, these issues are not further addressed in this section of the EIR.

During circulation of the Notice of Preparation (NOP, Appendix A), the City received transportation related comments from Placer County, the City of Lincoln, Sacramento County, and the public. The comments requested that various local and regional facilities be analyzed. One comment letter specifically requested that funding for transportation improvements be addressed, and that growth should fund needed improvements. Refer to Appendix B of this EIR to view the comments received on the proposed project during circulation of the NOP.

The traffic analysis in this EIR is based on the proposed CSP land use plan dated June 2010. Since that time the land use plan has been modified slightly by reducing the number of units from 2,098 to 2,011. DKS Associates reviewed the revised land use plan and determined it would not change the analysis. The traffic impacts of the CSP are being evaluated under the following scenarios for existing and future traffic conditions.

- **Existing Conditions**
  - Existing (reflects existing traffic counts conducted in late 2007/early 2008)
  - Existing plus Project (Creekview Specific Plan with Urban Reserve)
- **2025 CIP Conditions**
  - 2025 CIP plus Project (Creekview Specific Plan with Urban Reserve)

Cumulative Conditions are addressed in Section 5, *CEQA Considerations* of this EIR.

4.3.2 ENVIRONMENTAL SETTING

In order to understand existing travel patterns and conditions, pertinent aspects of transportation in Roseville were inventoried and analyzed. The following sections discuss roadway functions, traffic volumes, and traffic levels of service, as well as transit, truck and rail services, and bicycle routes.

Study Area Roadways and Intersections

Roadway Functional Classification

The existing street network in the City of Roseville is a product of both roadways that have provided access to the older portions of the City for decades and roadways that were designed to serve newer specific plan areas. In each of the City's specific plan areas and the North Industrial Plan 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 right-of-way 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 more efficient traffic flow. Outside the 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 right-of-way 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 right-of-way 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 right-of-way 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 trending State Route that connects Roseville with the cities of Lincoln and Marysville (via State Route 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 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 West Roseville Specific Plan. 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. North of Cirby Way it traverses portions of the City's Infill Area and Northwest Specific Plan and North

Industrial Plan 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 mainline.

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 West Roseville Specific Plan area 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 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 Washington Boulevard.

Woodcreek Oaks Boulevard is a north–south arterial that extends from Baseline Road to Blue Oaks Boulevard. This arterial has four lanes from Baseline Road to north of Pleasant Grove Boulevard, and two lanes north to Blue Oaks Boulevard.

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

Phillip Road is a narrow, un-improved rural road, a portion of which is gravel, which runs along the southern boundary of the CSP. It is generally an east/west roadway that has numerous 90-degree turns.

Westpark Drive is two-lane roadway that connects Bob Doyle Drive with Phillip Road in the WRSP.

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

Parkway One is a two lane connector that is proposed from the 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 right-of-way extending between a future extension of Blue Oaks Boulevard in the WRSP area and Baseline Road in the SVSP area. As indicated in Section 2.1 Project Description, Westbrook 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 "level of service" (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 level of service policy with the update of the Capital Improvement Program (CIP), which was adopted in September 2002 and updated on June 20, 2007. The current level of service policy calls for the City to maintain a LOS C standard at a minimum of 70 percent of all signalized intersections in the City during the p.m. peak hour. The evaluation of this policy is based on buildout of currently entitled land within the City and 2025 market rate development outside of the City. 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 a modified version of the Transportation Research Board Circular 212 (critical movement) method that was adopted for Roseville's CIP.

Table 4.3-1 presents the level of service categories for signalized intersections considered in this analysis and provides a definition of each category with the corresponding volume-to-capacity ratios. While the p.m. 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 a.m. peak hour analysis should now be conducted as well.

TABLE 4.3-1
LEVEL OF SERVICE DEFINITIONS AT SIGNALIZED INTERSECTIONS

Level of Service (LOS)	*Volume to Capacity Ratio*[1]	*Description*
A	0.00-0.60	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	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	Stable Operation/Acceptable Delays: Major approach phases fully utilized. Most drivers feel somewhat restricted.
D	0.82-0.90	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	Unstable Operation/Significant Delays: Volumes at or near capacity. Vehicles may wait through several signal cycles. Long queues form upstream from intersection.
F	Greater than 1.00	Forced Flow/Excessive Delays: Represents jammed conditions. Intersection operates below capacity with low volumes. Queues may block upstream intersections.

Notes:
1. The ratio of the traffic volume demand at an intersection to the capacity of the intersection.
2. The City of Roseville has established a volume-to-capacity ratio of 0.81 as the LOS C threshold, other jurisdictions use 0.80
SOURCE: Transportation Research Board, 1985.

Table 4.3-2 shows the volume thresholds used to determine segment-based levels of service on roadways in other jurisdictions. These daily traffic volume thresholds were used by Placer County to identify traffic impacts in the 1994 General Plan EIR. These same volume thresholds were used by Sacramento County to determine traffic impacts in the EIRs on the County's 1993 and 2009 General Plan updates. These counties have used these daily volume thresholds, along with peak hour intersection level of service analyses, to evaluate the traffic impacts of proposed development and infrastructure projects over the last 16-years.

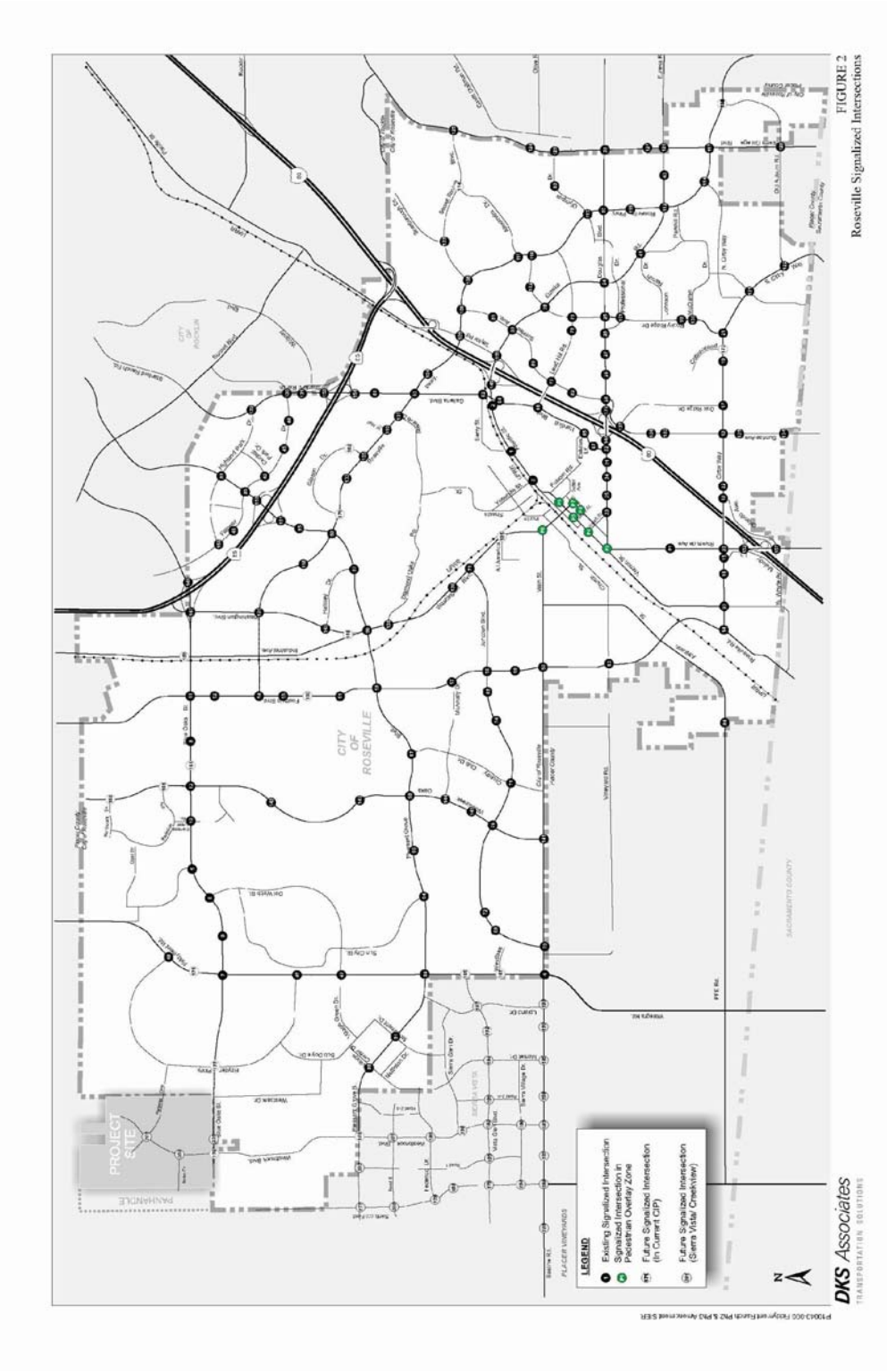
TABLE 4.3-2
LEVEL OF SERVICE DEFINITIONS ON ROADWAY SEGMENTS

Facility Type	*Average Daily Traffic Volume Threshold*				
	LOS A	*LOS B*	*LOS C*	*LOS D*	*LOS E*
Two-Lane Collector	9,000	10,700	12,000	13,500	15,000
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
Four-Lane Freeway	37,600	52,800	68,000	76,000	80,000
Six-Lane Freeway	56,400	79,200	102,000	114,000	120,000
Eight-Lane Freeway	75,200	105,600	136,000	152,000	160,000

Source: Roseville General Plan, 2025.

Figure 4.3-1 shows the existing signalized intersections.

FIGURE 4.3-1
SIGNALIZED INTERSECTIONS



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. 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 Services

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's Commuter Service (commute service) is a fixed route weekday commute period service between Roseville and downtown Sacramento. Currently Roseville Transit operates eight (8) routes between Roseville and Downtown Sacramento.

Roseville Transit's Local Service (a..k.a. fixed route service) has 13 scheduled routes, most of which operate Monday through Friday from 6 a.m. to 8 p.m. and on Saturdays from 8 a.m. to 6 p.m. There are five "transfer points": Sierra Gardens, Galleria Mall, Civic Center, Auburn/Whyte, and Woodcreek Oaks/Junction. The Roseville Transit system connects to both Placer County Transit (at Galleria Mall and Auburn/Whyte) and Sacramento Regional Transit (at Auburn/Whyte).

While the majority of trips provided by Roseville Transit are general pulic fares, Roseville Transit also operates RADAR, a general public dial a ride (DAR) system. The general public DAR system provides curb to curb services and functions as a complementary to ADA paratransit services. Roseville Transit's DAR system uses six buses during its peak hours of operation each weekday. Roseville Transit DAR services operate Monday through Friday from 6 a.m. to 8 p.m. and on weekends from 8 a.m. to 6 p.m. The majority of passengers using Roseville Transit DAR services are seniors or persons with disabilities.

There are currently no Roseville Transit routes directly serving the project site. The closest route is Route M. Route M travels close to the project site. Route M's closest access being at the

intersection of Fiddyment Road and Pleasant Grove Boulevard. Route H travels within about two miles of the project site, with its closest access being at the intersection of Pleasant Grove Boulevard and Woodcreek Oaks Boulevard.

Placer County Transit Services

Placer County Transit (PCT) operates fixed-route, commuter and dial a ride services adjacent to and connecting with Roseville Transit. PCT is operated by Placer County. PCTP principally serves the I-80, Highway 49 and SR 65 corridors. Placer County Transit has an Auburn to Light Rail express route that stops at the Auburn/Whyte transfer point where it connects to Sacramento Regional Transit there before proceeding to the Watt/I-80 light rail station. Placer County Transit 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 (4 daily runs Monday through Friday during peak hours).

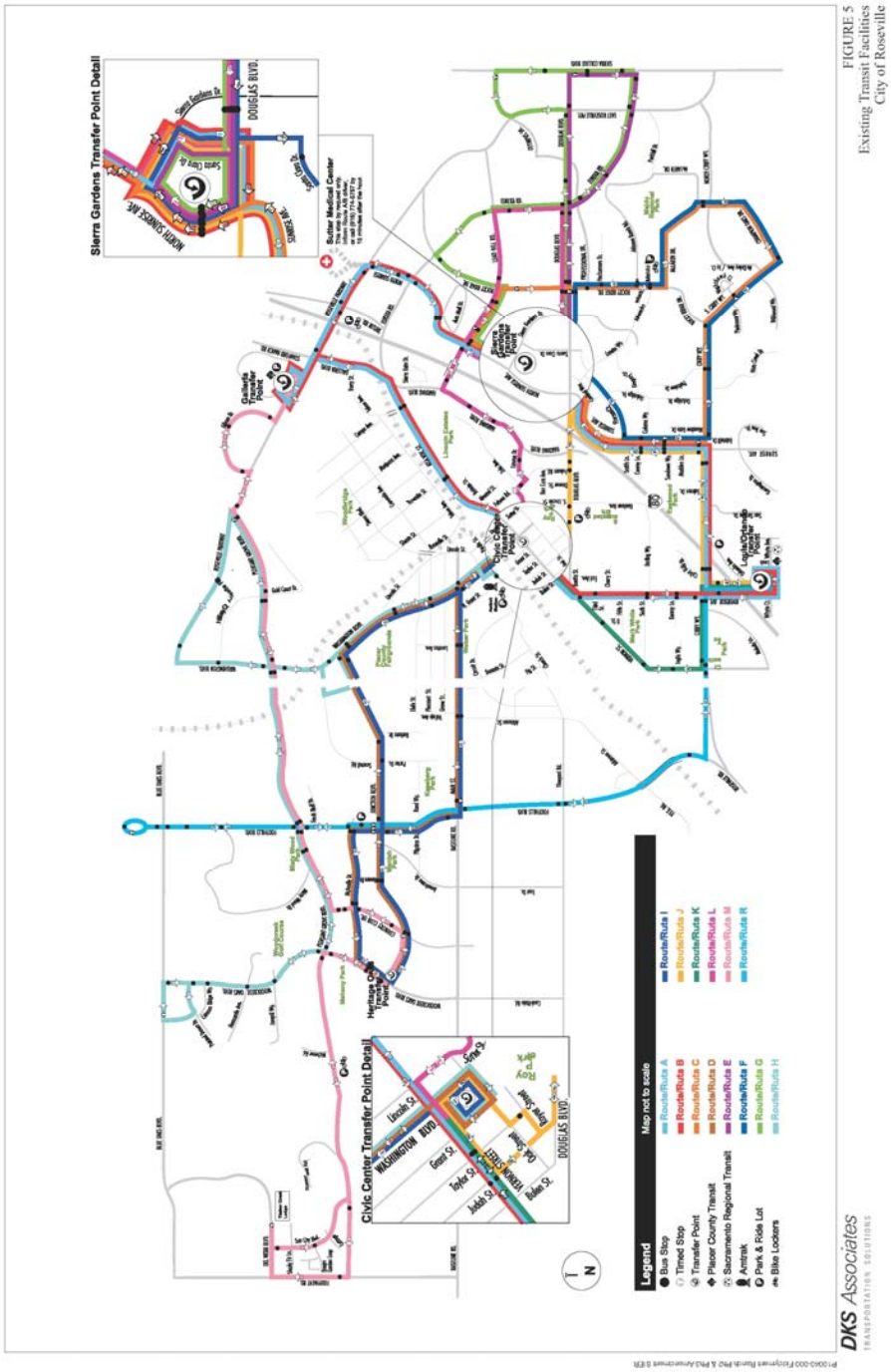
Other Transit Services

Greyhound Bus Lines has a station at the inter-modal facility (the Amtrak station) in Roseville. This station is a stop on the Sacramento to Auburn route and offers six to seven trips to Sacramento per day. From Sacramento, passengers can continue to destinations in any direction.

Taxi service is provided by several private companies.

FIGURE 4.3-2

TRANSIT ROUTES



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 Phillip Road or elsewhere adjacent to the project site.

Existing Bicycle Facilities

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

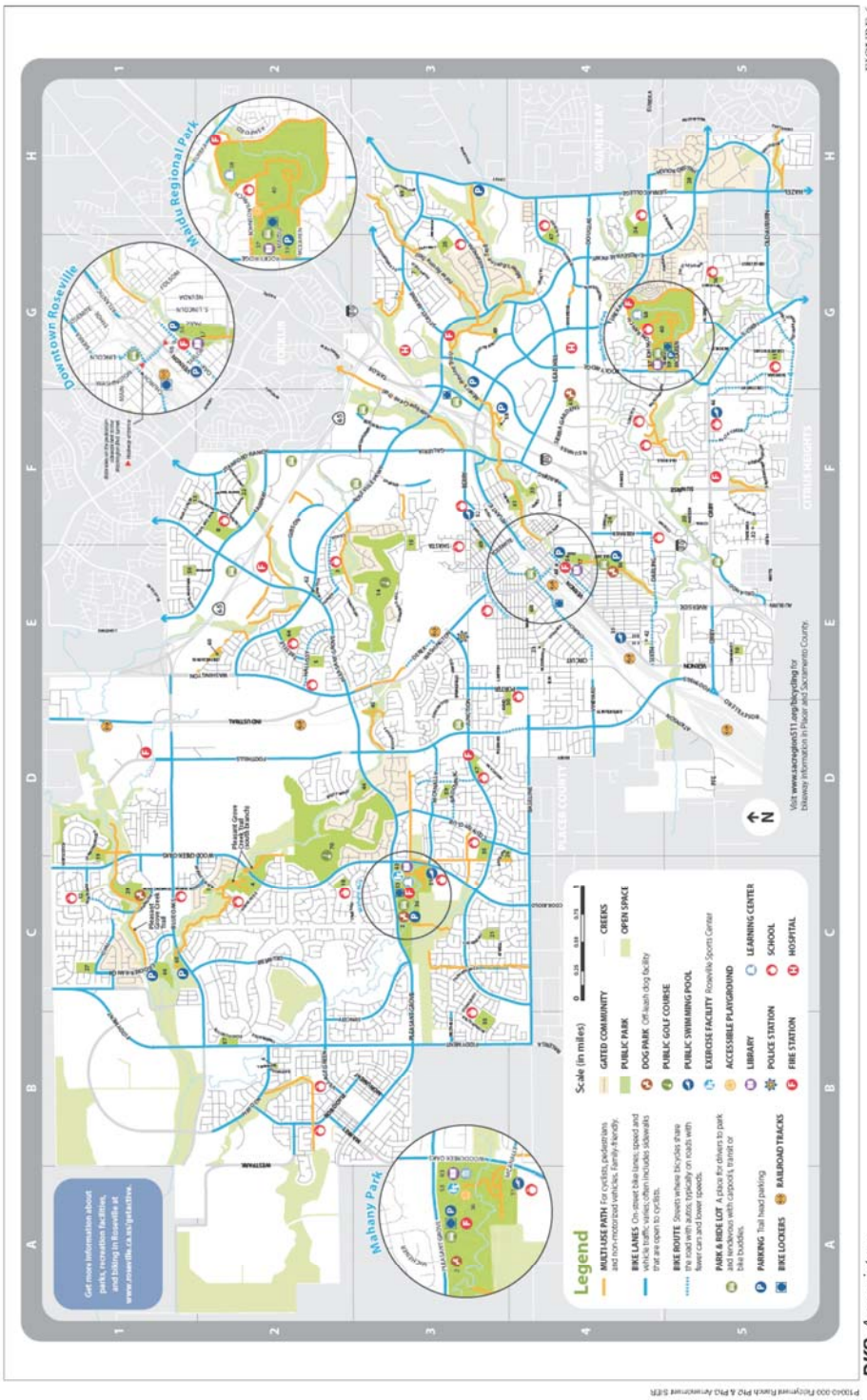
Class I bikeways, are located within a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with cross flows by motorists minimized. Class I bikeways are a minimum of 10 feet wide. A 2-foot graded area should parallel the bikeway on both sides, and the bikeway 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 right-of-way 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.

In addition, 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.

FIGURE 4.3-3

EXISTING BICYCLE FACILITIES



They are a minimum of eight-feet wide. Caltrans does not consider sidewalk facilities to be Class I 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 Bikeway 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.

Class II bike lanes currently exist adjacent to the proposed project 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.

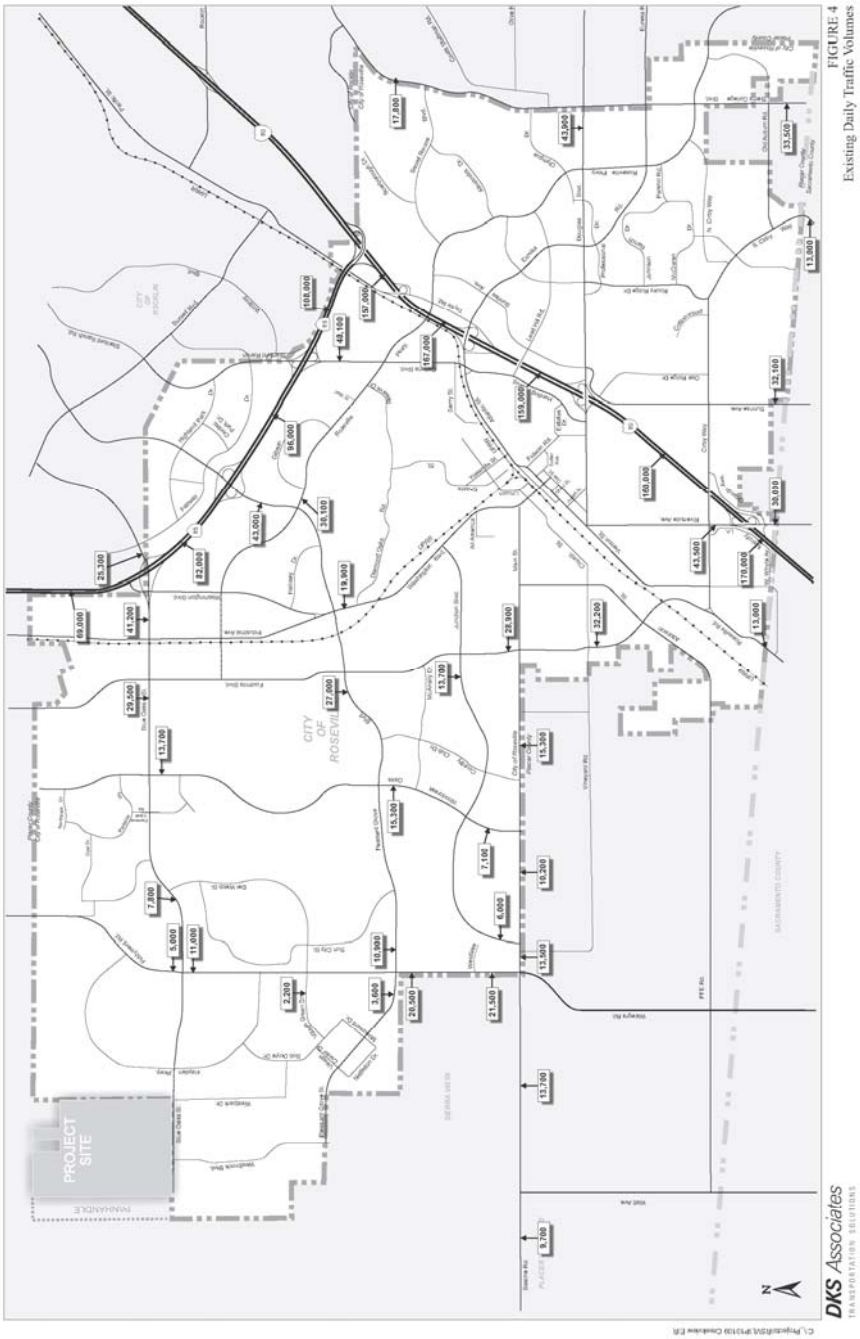
Traffic Volumes

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 provided by the City of Roseville Public Works Department. These data include both daily traffic counts at spot locations throughout the City and peak period turning movement counts at the current 150 existing signalized intersections. Traffic count data for many study area roadways outside the City of Roseville were also available from other jurisdictions. The Roseville counts were taken late (Oct) 2007/early (April) 2008. The Placer and Sacramento County counts were taken in early (January and April) 2009. Although the counts are three years old they are still relevant because traffic has generally declined since 2007 and substantial development has not occurred in recent years due to the economic downturn.

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

FIGURE 4.3-4

EXISTING DAILY TRAFFIC VOLUMES



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 Boulevard between Douglas Boulevard and I-80
- Sierra College Boulevard
- Fiddyment Boulevard between Baseline and Blue Oaks Boulevard
- Blue Oaks Boulevard west of SR 65

These truck 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 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. The "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.

Capital 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 general aviation airports in the vicinity are McClellan Airfield, approximately 7 miles southwest; 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 Level of Service

Table 4.3-3 shows the level of service at currently signalized intersections Citywide and those intersections currently operating at LOS D or worse during the am and pm peak periods. These LOS calculations are based on the most recent intersection turning movement counts available, conducted in late 2007 and early 2008. There are currently 165 signalized intersections in the City of Roseville. During the A.M. peak period, one intersection currently operates at less than LOS C. No others are at unacceptable levels (worse than LOS C). During the P.M. peak hour, five intersections currently operate at less than LOS C. Of these five, three operate at LOS D, one operates at LOS E, and one operates at LOS F. Intersections can drop in level of service (i.e., from LOS C to LOS D or worse) if even one of the four turning movements drops or is congested.

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

Intersection		*Existing Conditions*			
		AM Peak Hour		*PM Peak Hour*	
ID	*Intersection Name*	*LOS*	*V/C*	*LOS*	*V/C*
1	Atlantic & Tiger/Center	A	0.35	A	0.36
2	Atlantic & Wills	A	0.46	A	0.49
3	Atlantic St & Yosemite St	A	0.43	A	0.50
4	Baseline Rd & Fiddyment Rd	B	0.67	C	0.80
5	Blue Oaks & Crocker Ranch	A	0.22	A	0.23
6	Blue Oaks & Del Webb	A	0.14	A	0.16
7	Blue Oaks & Fiddyment	A	0.20	A	0.18
8	Blue Oaks & New Meadow	A	0.34	A	0.38
9	Blue Oaks & Orchard View	A	0.08	A	0.09
10	Blue Oaks Bl & Diamond Creek Bl	A	0.36	A	0.30
11	Blue Oaks Bl & Foothills Bl	B	0.64	A	0.58
12	Blue Oaks Bl & Woodcreek Oaks Bl	A	0.55	A	0.41
13	Cirby & Sunrise	B	0.65	**D**	**0.85**

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

Intersection		Existing Conditions			
		AM Peak Hour		PM Peak Hour	
ID	Intersection Name	LOS	V/C	LOS	V/C
14	Cirby Wy & Foothills Bl	B	0.67	C	0.74
15	Cirby Wy & Melody Ln	A	0.48	B	0.68
16	Cirby Wy & Northridge Dr	A	0.58	B	0.65
17	Cirby Wy & Oak Ridge Dr	A	0.48	A	0.53
18	Cirby Wy & Orlando Av	A	0.56	C	0.74
19	Cirby Wy & Parkview Dr	A	0.54	A	0.46
20	Cirby Wy & Riverside Av	C	0.78	C	0.78
21	Cirby Wy & Rocky Ridge Dr	B	0.61	C	0.73
22	Cirby Wy & San Simeon Dr	A	0.42	A	0.53
23	Cirby Wy & Vernon St	C	0.71	**D**	**0.85**
24	Douglas & Eureka	A	0.49	A	0.57
25	Douglas & Rocky Ridge	A	0.51	C	0.74
26	Douglas & Santa Clara	A	0.34	C	0.71
27	Douglas & Sierra Gardens	A	0.44	B	0.62
28	Douglas & Sunrise	B	0.60	**E**	**0.91**
29	Douglas & Target	A	0.34	A	0.48
30	Douglas Bl & E Roseville Pw	B	0.64	C	0.75
31	Douglas Bl & Folsom Rd	A	0.38	A	0.50
32	Douglas Bl & Harding Bl	A	0.47	C	0.73
33	Douglas Bl & Judah St	A	0.36	A	0.49
34	Douglas Bl & Keehner Av	A	0.34	A	0.33
35	Douglas Bl & Park Dr	A	0.25	A	0.29
36	Douglas Bl & Sierra College Bl	B	0.68	C	0.76

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

Intersection		Existing Conditions			
		AM Peak Hour		PM Peak Hour	
ID	Intersection Name	LOS	V/C	LOS	V/C
37	Eureka & Lead Hill	A	0.36	A	0.41
38	Eureka & N. Sunrise	A	0.48	B	0.66
39	Eureka & Rocky Ridge	A	0.34	C	0.70
40	Eureka Rd & Ashland Dr	A	0.21	A	0.18
41	Eureka Rd & Deer Valley Apts	C	0.79	A	0.30
42	Fairway & Central Park/Lowes	A	0.24	A	0.38
43	Fairway & Cortina Circle	A	0.12	A	0.24
44	Fairway & Five Star	A	0.32	A	0.31
45	Fairway & Home Depot	A	0.38	A	0.32
46	Fairway & Target/Rosehall	A	0.43	A	0.31
47	Fiddyment & Del Webb/Village Green	A	0.26	A	0.20
48	Fiddyment & Hayden Pkwy (North)	A	0.10	A	0.09
49	Fiddyment & Hayden Pkwy (South)	A	0.22	A	0.20
50	Foothills & Baseline/Main	B	0.61	C	0.70
51	Foothills & Misty Wood/NEC	A	0.27	A	0.23
52	Foothills Bl & Albertsons Dr	A	0.28	A	0.22
53	Foothills Bl & Atkinson Rd	B	0.67	C	0.72
54	Foothills Bl & Roseville Pkwy/HP (Central)	A	0.25	A	0.26
55	Foothills Bl & HP (South)	A	0.23	A	0.34
56	Foothills Bl & Junction Bl	A	0.54	C	0.74
57	Foothills Bl & McAnally Dr	A	0.35	A	0.54
58	Foothills Bl & Pleasant Grove Bl	A	0.50	B	0.67
59	Foothills Blvd & Rand/Pilgrims	A	0.37	A	0.43

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

Intersection		Existing Conditions			
		AM Peak Hour		PM Peak Hour	
ID	Intersection Name	LOS	V/C	LOS	V/C
60	Foothills Bl & Vineyard Rd	A	0.41	A	0.55
61	Galleria & Antelope Creek	A	0.35	A	0.54
62	Galleria & Berry	A	0.52	A	0.49
63	Galleria & Roseville Pkwy	A	0.48	C	0.81
64	Harding & Wills	B	0.62	A	0.47
65	Harding Bl & Estates Dr	A	0.36	A	0.50
66	Harding Bl & Lead Hill Bl	A	0.40	B	0.60
67	Harding Bl & Roseville Square	A	0.29	A	0.51
68	Junction & Stonecrest/Magenta	A	0.28	A	0.15
69	Junction Bl & Americana Dr	A	0.35	A	0.26
70	Junction Bl & Baseline Rd	A	0.33	A	0.46
71	Junction Bl & Country Club Dr	A	0.48	A	0.33
72	Junction Bl & Park Regency Dr	A	0.30	A	0.19
73	Junction Bl & Porter Dr	A	0.31	A	0.32
74	Junction Bl & Revere Dr	A	0.26	A	0.26
75	Junction Bl & Washington Bl	A	0.33	B	0.51
76	Junction Bl & Woodcreek Oaks Bl	A	0.34	A	0.31
77	Lead Hill Bl & N Sunrise Av	A	0.47	C	0.80
78	Lead Hill Bl & Rocky Ridge Dr	A	0.36	A	0.54
79	Lead Hill Bl & Wal-Mart	A	0.18	A	0.33
80	N Sunrise Av & Automall Dr	A	0.37	A	0.51
81	N Sunrise Av & Stone Point Dr	A	0.13	A	0.21
82	N. Sunrise & Sierra Gardens	A	0.37	B	0.60

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

Intersection		Existing Conditions			
		AM Peak Hour		PM Peak Hour	
ID	Intersection Name	LOS	V/C	LOS	V/C
83	Olympus Dr & Europa St	A	0.12	A	0.11
84	PFE & Hilltop	A	0.37	A	0.30
85	Pleasant Grove & Fairway	A	0.37	B	0.68
86	Pleasant Grove & Fiddyment	A	0.34	A	0.27
87	Pleasant Grove & Gold Coast/Hallissy	A	0.50	A	0.52
88	Pleasant Grove & Highland Park	A	0.23	A	0.41
89	Pleasant Grove & Market	A	0.04	A	0.04
90	Pleasant Grove & Michener	A	0.25	A	0.30
91	Pleasant Grove & Monument	A	0.06	A	0.06
92	Pleasant Grove & Rose Creek	A	0.19	A	0.30
93	Pleasant Grove & Roseville Pkwy	A	0.43	C	0.72
94	Pleasant Grove & Sun City	A	0.20	A	0.23
95	Pleasant Grove & Wal-Mart/Highland Pointe	A	0.32	C	0.74
96	Pleasant Grove & Washington	A	0.46	B	0.61
97	Pleasant Grove Bl & Country Club Dr	A	0.46	A	0.47
98	Pleasant Grove Bl & Woodcreek Oaks Bl	A	0.45	A	0.54
99	Rocky Ridge Dr & Maidu Dr	A	0.44	A	0.49
100	Rocky Ridge Dr & Mclaren Dr	A	0.41	A	0.42
101	Rocky Ridge Dr & Professional Dr	A	0.48	B	0.62
102	Rocky Ridge Dr & Stone Point Dr	A	0.09	A	0.15
103	Roseville Parkway & Chase	A	0.43	A	0.45
104	Roseville Parkway & Creekside Ridge	A	0.39	B	0.63
105	Roseville Parkway & Gibson	A	0.39	A	0.44

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

Intersection		Existing Conditions			
		AM Peak Hour		PM Peak Hour	
ID	Intersection Name	LOS	V/C	LOS	V/C
106	Roseville Parkway & N. Sunrise	A	0.49	C	0.75
107	Roseville Parkway & Reserve	A	0.42	A	0.46
108	Roseville Parkway & Secret Ravine	A	0.39	A	0.59
109	Roseville Parkway & Taylor	A	0.59	B	0.66
110	Roseville Parkway & West Mall	A	0.38	A	0.56
111	Roseville Pw & Alexandra Dr	A	0.41	A	0.53
112	Roseville Pw & Eureka Rd	A	0.33	B	0.62
113	Roseville Pw & Lead Hill/Orvietto	A	0.49	A	0.48
114	Roseville Pw & N Cirby Wy	A	0.35	A	0.45
115	Roseville Pw & Olympus Dr	A	0.51	A	0.59
116	Roseville Pw & Rocky Ridge Dr	A	0.38	A	0.48
117	Roseville Pw & Sierra College Bl	A	0.52	B	0.60
118	Roseville Pw & Trestle Rd	A	0.25	A	0.22
119	Roseville Pw & Village/Slate Creek	A	0.26	A	0.32
120	Roseville Pw & Washington Bl	A	0.15	A	0.19
121	S Cirby Wy & Champion Oaks Dr	A	0.36	A	0.38
122	S Cirby Wy & Old Auburn Rd	B	0.63	B	0.66
123	Secret Ravine & Scarborough/ Poppy Field	A	0.26	A	0.30
124	Sierra College & Miners Ravine	A	0.44	A	0.37
125	Sierra College & Secret Ravine	A	0.43	A	0.46
126	Sierra College Bl & Eureka Rd	A	0.59	B	0.64
127	Sierra College Bl & Indigo Creek Apts	A	0.35	A	0.55
128	Sierra College Bl & Old Auburn Rd	A	0.56	C	0.71

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

Intersection		Existing Conditions			
		AM Peak Hour		PM Peak Hour	
ID	Intersection Name	LOS	V/C	LOS	V/C
129	Sierra College Bl & Olympus Dr	A	0.48	A	0.36
130	Stanford Ranch & Fairway	A	0.37	B	0.60
131	Stanford Ranch & Five Star	A	0.47	A	0.59
132	Stanford Ranch & Highland Park	A	0.31	A	0.36
133	Sunrise & Coloma	B	0.64	B	0.62
134	Sunrise & Sandringham/Kensington	A	0.48	A	0.55
135	Sunrise & Sun Tree/Kensington	A	0.53	B	0.65
136	Sunrise Av & Frances Dr	A	0.53	A	0.59
137	Sunrise Av & Oak Ridge Dr	A	0.32	A	0.35
138	Washington & Diamond Oaks	A	0.51	C	0.71
139	Washington & Sawtell/Derek	A	0.26	A	0.44
140	Washington Bl & Hallissy Dr	A	0.42	A	0.36
141	Woodcreek Oaks & Baseline	B	0.60	B	0.65
142	Woodcreek Oaks & Canevari/Arsenault	A	0.57	A	0.52
143	Woodcreek Oaks & Horncastle	A	0.44	A	0.41
144	Woodcreek Oaks & McAnally	A	0.45	A	0.34
145	Woodcreek Oaks & Trailee	A	0.36	A	0.26
146	SR 65 N/B Off & Blue Oaks Blvd	B	0.61	A	0.39
147	Washington Blvd & Blue Oaks Blvd	A	0.34	A	0.42
148	I-80 WB Off & Douglas Blvd	A	0.51	B	0.67
149	I-80 WB On & Atlantic St	A	0.29	A	0.41
150	SR 65 N/B Off & Pleasant Grove Blvd	A	0.35	A	0.52
151	SR 65 S/B Off & Pleasant Grove Blvd	A	0.31	A	0.42

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

Intersection		Existing Conditions			
		AM Peak Hour		PM Peak Hour	
ID	Intersection Name	LOS	V/C	LOS	V/C
152	I-80 WB Off & Riverside Ave	A	0.55	B	0.69
153	Stanford Ranch & Sr-65 N/B On	B	0.60	**D**	**0.84**
154	Stanford Ranch/Galleria & Sr-65 S/B On	A	0.34	C	0.74
155	Taylor & Eureka I-80 EB Off	**E**	**0.97**	**F**	**1.08**
156	Fairway & Highland Park	A	0.12	A	0.27
157	I-80 EB Off/Orlando & Riverside Ave	A	0.54	B	0.69
Intersections in Pedestrian Overlay Zone					
P1	Riverside Av & Darling Wy	A	0.53	A	0.55
P2	Vernon & Douglas/Riverside	B	0.39	A	0.48
P3	Vernon & Grant	A	0.24	A	0.38
P4	Vernon & Judah	A	0.22	A	0.33
P5	Vernon & Lincoln	B	0.62	B	0.66
P6	Washington & Main	A	0.50	A	0.59
P7	Washington & Oak	A	0.35	A	0.52
P8	Grant & Oak	n/a		n/a	

Note: **Shaded** locations indicated significant impact. **Bold** Locations do not meet LOS C Policy (p.m. peak hour only)

Source: DKS Associates, 2010.

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

A California Department of Transportation (Caltrans) Transportation Concept Report (TCR) is a long-range transportation document that defines Caltrans' goal 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 TCRs for SR 65, I-80, and SR 70/99 Caltrans has adopted an LOS E standard.

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) such as the Sacramento Area Council of Governments (SACOG) to adopt a sustainable communities strategy (SCS) or alternative planning strategy (APS) that will prescribe land use allocation in that MPO's Regional Transportation Plan (RTP). The California Air Resources Board (ARB), 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. ARB is also charged with reviewing each MPO's SCS or APS for consistency with its assigned targets. If MPOs do not meet the GHG reduction targets, transportation projects will not be eligible for funding programmed after January 1, 2012.

This law also extends the minimum time period for the regional housing needs allocation cycle from 5 years to 8 years for local governments located within an MPO that meets certain requirements. City or county land use policies (including general plans) are not required to be consistent with the regional transportation plan (and associated SCS or APS). However, new provisions of CEQA would incentivize (through streamlining and other provisions) qualified projects that are consistent with an approved SCS or APS, which would be categorized as "transit priority projects."

The SACOG Blueprint Plan, discussed in Chapter 4.1, *Land Use*, provides an indication of the planning principles that are likely to be incorporated into the Sustainable Communities Strategy for the Sacramento region.

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 takes effect in January 2011, when the Governor's Office of Planning and Research issues new general plan update guidelines that reflect Complete Streets planning principles.

Regional

SACOG is responsible for preparing the Metropolitan Transportation Plan (MTP). The Metropolitan Transportation Plan is a 28-year plan for transportation improvements in the six-county region, based on projections for growth in population, housing and jobs.

Ensuring convenient access to jobs, school, entertainment, recreation and critical services such as banking, medical care and shopping will require a transportation system of roads, transit, bikeways and sidewalks to manage our diverse needs.

SACOG is the Metropolitan Planning Organization responsible for developing the state and federally required 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.

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 MTP for 2035 proposes using $41.7 billion in transportation funds to operate, maintain and expand the region's transportation system. Expenditures included:

- $14.3 billion to transit investments
  - $4.2 billion in capital investment
  - $10.1 billion in operation
- $2.9 billion to state highway improvement
- $8.3 billion to local road improvement
- $1.4 billion to exclusively bike/pedestrian improvement

- $2.3 billion in other improvements for the region (programs)

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 MTP2035 is the first MTP for the Sacramento region to pro-actively link land use, air quality, and transportation needs. Development of the MTP2035 included an 18-month public priority setting process to identify a list of transportation improvement projects to best meet the needs of our region as a whole.

SACOG is currently in the midst of planning for the next MTP cycle and expects the new MTP to be approved in December 2011.

Local

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

City of Roseville

General Plan Level of Service (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 level of service policy calls for maintaining a level of service LOS C standard at a minimum of 70 percent of all signalized intersections in the City during the p.m. peak hour. The determination of project consistency with this policy is based on build out of currently entitled land within the City and 2025 market rate development outside of the City. The City does not currently have a level of service policy for the a.m. peak hour.

This level of service 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, or even lost homes and businesses.

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 build out 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 p.m. peak hour traffic flows and provide a LOS C. In some cases, extraordinary at-grade improvements have been identified that will improve the level of service at specific intersections. However, even with these extraordinary improvements, there will remain 42 intersections within the City that will function at less 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 right-of-way 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 level of service 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 right-of-way 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 right-of-way 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)*

Transportation Systems Management Ordinance (TSM)

The purpose of the TSM Program 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 Program applies to businesses or common work locations (such as office building/complex, commercial/retail center, or industrial building/park) with 50 or more employees. The City's TSM requirements are located in Chapter 11.33 of the Roseville Municipal Code.

The goals and intent of the TSM Program 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 Specific Plan area would be subject to the provisions of the TSM Ordinance. In addition, the proposed CSP would provide a park and ride location in the proposed commercial center on the northeast corner of Blue Oaks and Westbrook Boulevards. This site will provide parking 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 specific plan area.

Design and Construction Standards

Adopted by Resolution in 2007, and updated in 2010, the Design and Construction standards 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 (CIP)

The City of Roseville currently participates in five traffic mitigation fee programs to fund Capital Improvement Projects (CIP) in Roseville and South Placer. The funding for those improvements are nexus based and designed to fully fund each of the improvements included within the CIP programs listed below.

- Roseville Traffic Mitigation Fee – structured to fund improvements within the City of Roseville to meet the City's adopted level of service standard based on 2025 market rate development in the region and buildout of existing City.

- Highway 65 Joint Powers Authority – structured to construct interchanges along Highway 65 at Galleria/Stanford Ranch, Pleasant Grove Boulevard, Blue Oaks Boulevard, and Sunset Boulevard based on 2025 development levels.

- South Placer Regional Transportation Authority (SPRTA) – structured to fund improvements along Sierra College Boulevard from Highway 193 to the Sacramento County line, portions of Auburn/Folsom Road, Douglas/I80 Interchange, and Placer Parkway. In addition, $50 million is funded for the widening of Highway 65 based on 2025 development levels.

- City/County Baseline Road Fee Program – structured to fund the City of Roseville's impacts on Placer County's portion of Baseline Road and Walerga Road based on City buildout and 2025 development levels.

- South Placer Regional Transportation Authority Tier II (SPRTA Tier II) – structured to fund $475 million toward the construction of the Placer Parkway and $5 million

toward the study and design of the I-80/SR65 interchange improvements based on 2025 development levels.

- The City's local CIP identifies roadway improvements that are needed to meet the City's level of service standard at year 2025 and includes build out of currently entitled City land, plus some potential redevelopment of properties within the City's Downtown.
- The General Plan calls for the 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. As part of the Creekview Specific Plan, the City of Roseville will amend its CIP to include the CSP project.

Long Range Transit Master Plan

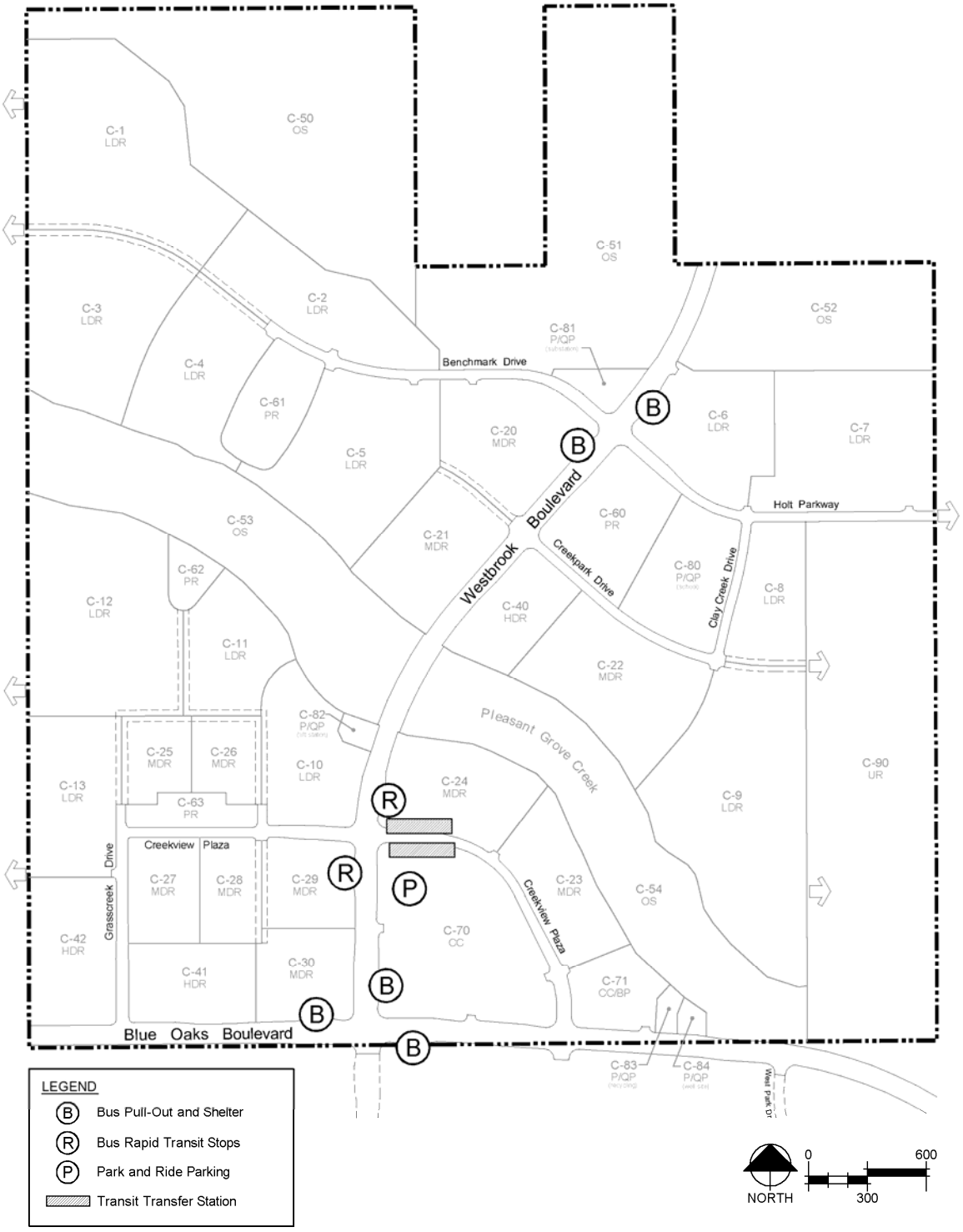
The City has worked with the Placer County Transportation Planning Agency (PCTPA) and surrounding jurisdictions to develop the Transit Master Plan for South Placer County, which is a long range transit plan document, intended to guide the growth of transit services within the City of Roseville and the 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 bus rapid transit program in response to anticipated development.

Short Range Transit Plan

The SRTP is a state and federally mandated planning document that describes the plans, programs and goals of the transit operator. The SRTP was last adopted in 2005 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. The SRTP was last amended in June 2009 to add a bus rehabilitation and remanufacturing project to program federal stimulus funds to improve the existing transit fleet.

FIGURE 4.3-5

PROPOSED TRANSIT FACILITIES



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.

City of Rocklin

The City of Rocklin General Plan (April 1991) contains the following policy:

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

Placer County

The Placer County General Plan (August 1994, as amended in 2005, 2007, and 2008) contains the objectives:

3.A7. The County shall develop and manage its roadway system to maintain the following minimum level of service (LOS), or as otherwise specified in a Community or Specific Plan:

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

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 right-of-way 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 right-of-way 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.

3.A9. 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.

3.A10. The County shall strive to meet the level of service standards through a balanced transportation system that provides alternatives to the automobile.

3.A11. 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.

3.A.12. 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.

3.A.13. The County shall secure financing in a timely manner for all components of the transportation system to achieve and maintain adopted level of service standards.

3.A.14. 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.

3.A.15. 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 level of service (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 level of service (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 plan area boundaries. The Placer Vineyard Specific Plan established LOS D or better conditions for the plan area. Consequently, LOS D applies to Baseline 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 (December 1993) contains the following policy:

CI-22. Policy: Sacramento County shall apply the following LOS standards for planning roads in the unincorporated area:

1. Rural collectors: LOS D
2. Urban area roads: LOS E

Sutter County

The Sutter County General Plan (November 1996) stipulates the following:

2.A-4 The County shall strive to develop and manage its roadway system to maintain a minimum LOS D.

4.3.4 IMPACTS

This section addresses the transportation and circulation impacts of the proposed project as determined by analyzing any changes from the existing physical conditions and the traffic conditions in 2025, assuming bailout of applicable general plans the proposed project. For a discussion of cumulative impacts on transportation and circulation, refer to Section 5, *CEQA Considerations*.

Thresholds of Significance

The following thresholds of signivicance 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 judgement. For purposes of this EIR, a significant impact would implementation of the proposed project would do did any of the following:

City of Roseville

- Cause a signalized intersection previously identified in the CIP as functioning at LOS C or better to function at LOS D or worse during either the a.m. or p.m. peak hour;
- Cause a signalized intersection previously identified in the CIP as functioning at LOS D or E to degrade by one or more LOS category (i.e. from LOS D to LOS E) during the a.m. or p.m. peak hour;
- Cause the overall percentage of intersections Citywide meeting LOS C during the p.m. peak hour to fall below 70 percent;
- Not meet the policies and guidelines of Roseville's Bikeway Master Plan;
- Have a negative impact on transit operations, travel times, and/or circulation

Placer County

- Cause a signalized intersection previously identified as functioning at LOS C or better (D or better within or adjacent to the Placer Vineyards Specific Plan) to function at LOS D or worse (E or worse within or adjacent to the Placer Vineyards Specific Plan);
- Cause an intersection or segment already functioning at LOS D or worse (E or worse within or adjacent to the Placer Vineyards Specific Plan) to experience a V/C increase of 0.05 or more;

Sacramento County

- Cause an intersection or roadway segment previously identified as functioning at LOS E or better to function at LOS F;
- Cause an intersection or roadway segment already functioning at LOS F to experience a V/C increase of 0.05 or more;

Sutter County

- Cause an intersection or roadway segment previously identified as functioning at LOS D or better to function at LOS E or worse;

State Highway Facilities

- Increase congestion to the extent that operations on a state highway would deteriorate to levels below those identified in Caltrans' Transportation Concept Report (TCR). The TCRs for Hwy 65, Hwy 70/99 and I-80 indicate that these state highways have a LOS E standard.
- Cause an interchange to operate at less than LOS E standard.
- Cause a segment of Interstate 80 or State Route 65 to degrade to LOS F, based on daily volumes.
- Increase traffic on a segment of Interstate 80 or State Route 65 that already would operate at LOS F without the Project

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 4.3-4 shows the daily volume thresholds that were used in the roadway segment analysis for those jurisdictions. As noted above, in assessing the significance of project effects on already impacted or unacceptable intersection and roadway segments in Sacramento and Placer Counties, the City has used a significance threshold requiring a volume to capacity ratio increase of 0.05 or more. In using this "five percent" increase threshold, the City has relied on the expert opinions of its traffic consultants and engineering staff, who advised that if an intersection or roadway segment is already operating at an unsatisfactory level of service, an increase of 5 percent (addition of 0.05) to the volume-to-capacity (v/c) ratio would constitute a significant project impact. Given that traffic volumes can typically fluctuate by 10% or more from day to day, the recognition that a significant impact would occur when the volume-to-capacity ratio increases by 5% (or 0.05) is not unreasonable, because any such change would typically represent less than one-half of the normal daily (weekday) fluctuation in traffic volumes. This degree of change also represents a threshold that would be noticeable to the average driver. Thus, an increase of 0.05 in the v/c ratio is significant, as it reflects what would be considered a *measurable* worsening of the intersection or roadway operations and therefore would constitute a significant project impact. Similarly, if an un-signalized intersection is already operating at unsatisfactory level of service, then an increase in v/c pf 0.05 would be considered a significant project impact. This threshold is applied even where project traffic will be added to existing or projected conditions that are

already unacceptable or are projected to be unacceptable under cumulative conditions even without the project.

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 already 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 level of service, 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., Secitons 4.4 Air Quality, 4.6 Noise and 4.8 Vegeation and Wildlife). It should be noted that Section 4.4 Air Quality found that the project will not have 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 widenings 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, ordiance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation includeing 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."

TABLE 4.3-4
ROADWAY SEGMENT LEVEL OF SERVICE THRESHOLDS

State Facilities, Placer County, Sacramento County and City of Rocklin

Facility Type	Average Daily Traffic Volume Threshold				
	LOS A	LOS B	LOS C	LOS D	LOS E
Two-Lane Collector	9,000	10,700	12,000	13,500	15,000
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
Four-Lane Freeway	37,600	52,800	68,000	76,000	80,000
Six-Lane Freeway	56,400	79,200	102,000	114,000	120,000
Eight-Lane Freeway	75,200	105,600	136,000	152,000	160,000
Facility Type	**Average Daily Traffic Volume Threshold**				
	LOS A	**LOS B**	**LOS C**	**LOS D**	**LOS E**
Sutter County Roadways					
Two-Lane Rural Roadway			7,200	12,200	20,800
Two-Lane Urban Arterial			13,170	14,800	16,460
Four-Lane Urban Arterial			26,340	29,640	32,930
Six-Lane Urban Arterial			39,510	44,460	49,395
Eight-Lane Urban Arterial			52,680	59,280	65,860
Four-Lane Expressway			38,900	47,400	51,600
Six-Lane Expressway			58,350	71,100	77,400
Eight-Lane Expressway			77,800	94,800	103,200

Methodology

As part of the scoping of the traffic analysis for this EIR, the City of Roseville sent a Notice of Preparation 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

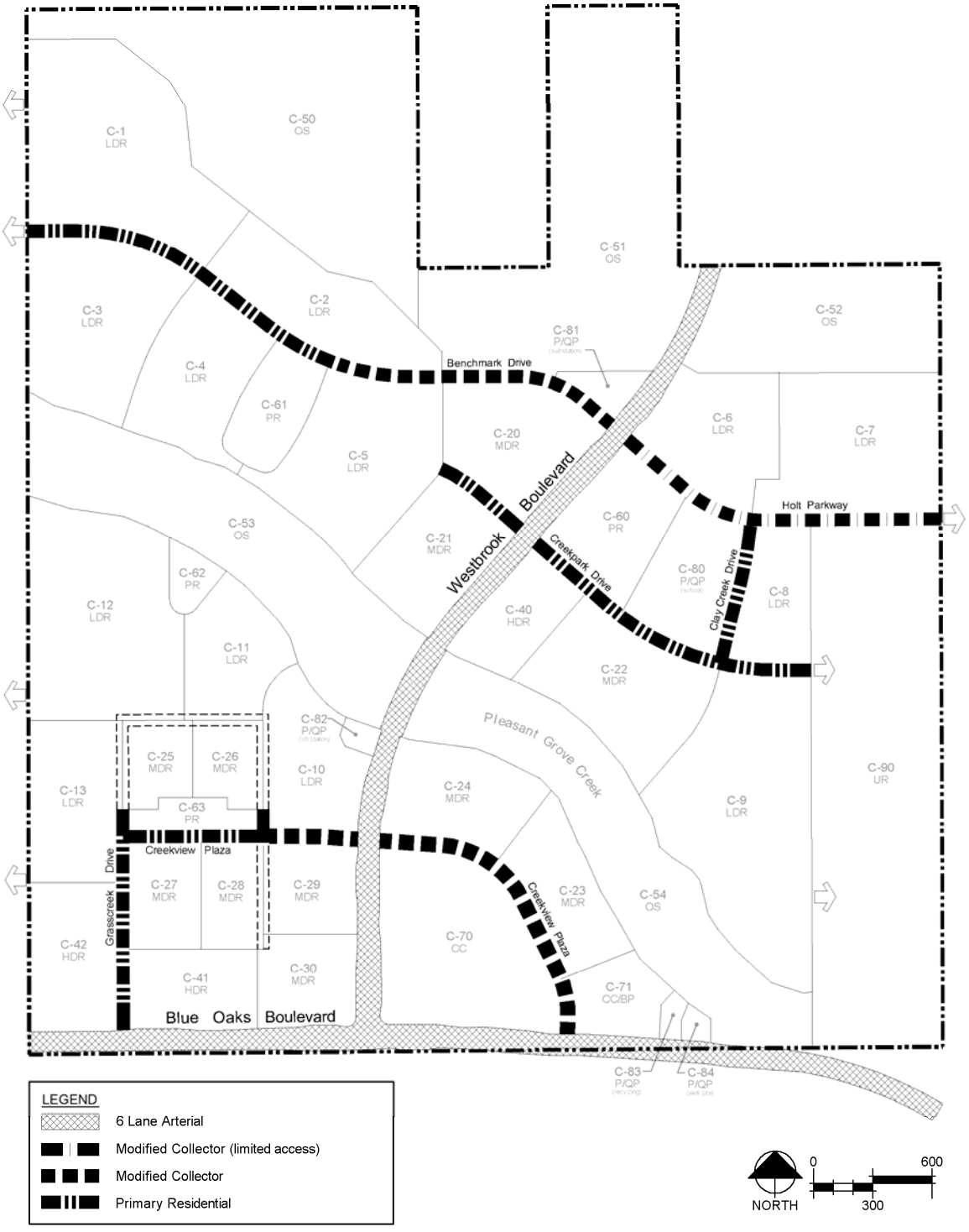
analyzed were selected as a result of the comments received from the various agencies. The comments from these agencies helped shape the modeling of the land use and roadway network shown in Figure 4.3-6, which also reflects the best professional judgment of City staff and consultants. This roadway network was used to determine the project trip distribution as shown in Figure 4.3-6.

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

The travel demand model was used to estimate future traffic volumes with and without the proposed project under various conditions. The outputs of the travel demand model include average daily, a.m., and p.m. peak hour traffic volume forecasts on roadway segments as well as for turning movements at intersections. The level of service of Roseville's arterial and collector roadway system is primarily dictated by the capacity and operations of its signalized intersections. For this Traffic Impact Analysis, levels of service were evaluated at existing and planned signalized intersections throughout the City of Roseville, as well as a number of intersections and roadway segments in other jurisdictions. Levels of service at intersections were evaluated using the Circular 212 methodology. For the last 15 to 20 years, Placer County, Sacramento County and the cities of Roseville, Rocklin and Lincoln have all used the Circular 212 methodology to evaluate intersection levels of service for traffic impact studies. Over that time, they have independently adjusted the capacities used in that methodology to match the calculated LOS with field observations of an observed LOS.

FIGURE 4.3-6

ROADWAY NETWORK



These cities and counties provided to their decision-makers a list of intersections that meet and do not meet their LOS policies based on the calculated LOS. Thus each of these jurisdictions has independently tailored the Circular 212 methodology to match their desired LOS policy. The staffs of these jurisdictions have also compared the Highway Capacity Manual (HCM) method with the Circular 212 method and have each concluded that they should continue to use Circular 212 method since it meets their policies, needs and expectations. Unlike the Circular 212 method, the HCM method requires a substantial amount of input data, including signal timing information.The HCM method can provide a good estimate of the delay incurred by motorists under existing conditions when traffic signal timing is known. However, when one is analyzing new intersections under conditions 20 years into the future, a large number of assumptions are required to use the HCM method. It is thus debatable whether this method is more accurate or useful to the public and decision makers than the Circular 212 method that has been tailored to a jurisdiction's LOS policy.

The model distributes future trips based on a future development scenario. Thus the model accomplishes the same redistribution of non-project trips due to the project in the same way the model redistributes non-project trips due to background growth between today and future conditions. Figure 4.3-8 shows the modeled trip distribution for the project. Given the location of the CSP area and proximity to SR-65, and Hwy 70/99, the traffic modeling, as shown in Figure 4.3-8, indicates that relatively few project trips would use I-80 in Roseville. The model does show that vehicles heading into Sacramento County are more likely to use Watt Avenue or Walerga Road to access Business 80 or Baseline/ Riego Road to access SR 70/99. There are very few destinations where I-80 in Roseville would be a preferred route to use.

The model also shows that less than one percent of the project trips would travel north to the City of Lincoln. Therefore, no further analysis was conducted within the City of Lincoln because these additional trips were determined to be less than significant. Although the model shows 12% of the project traffic heading north on Fiddyment, Foothills, Industrial and Hwy 65, the majority of that traffic is dispersed to the east and west prior to Lincoln and some pass through to points beyond.

Traffic volume forecasts are not based on a simple layering/adding of assumed project-generated traffic volumes onto the existing traffic volumes. Rather, the City's travel demand model is used to predict how travel patterns would change if the proposed project is added to general

planbuildout land uses within the City. The travel model redistributes trips and can cause traffic on some roadways to increase or decrease and cause changes in "critical" traffic movements at intersections. Due to this re-distribution process, changes in level of service at intersections some distance from the proposed project site can take place.

The City of Roseville's level of service policy is based solely on intersection operations during the p.m. peak hour, which is generally considered to be the busiest part of the day on local roadways. For the Creekview EIR, the DEIR considered both the a.m. peak hour and p.m. peak hour volumes in evaluating traffic impacts within the plan area, even though the City of Roseville level of service policy is based on the p.m. peak hour only.

Thus in order to be conservative this EIR considers an unacceptable a.m. peak hour condition to be a significant impact, even if such a result is not directly relevant under the City's level of service policy.

Analysis Scenarios

The traffic associated with development of the proposed project has been evaluated under existing and future conditions. The proposed roadway network is shown in Figure 4.3-6. The following conditions and scenarios have been defined and evaluated in detail:

- **Existing Conditions**
  - Existing (reflects existing traffic counts conducted in late 2007/ early 2008)
  - Existing plus Project (Creekview Specific Plan with non-participating property as Urban Reserve)
- **2025 CIP Conditions**
  - 2025 CIP
  - 2025 CIP plus Project (Creekview Specific Plan with non-participating properties as Urban Reserve)

Cumulative conditions are analyzed in Chapter 5, CEQA Conditions.

FIGURE 4.3-7

TRIP DISTRIBUTION

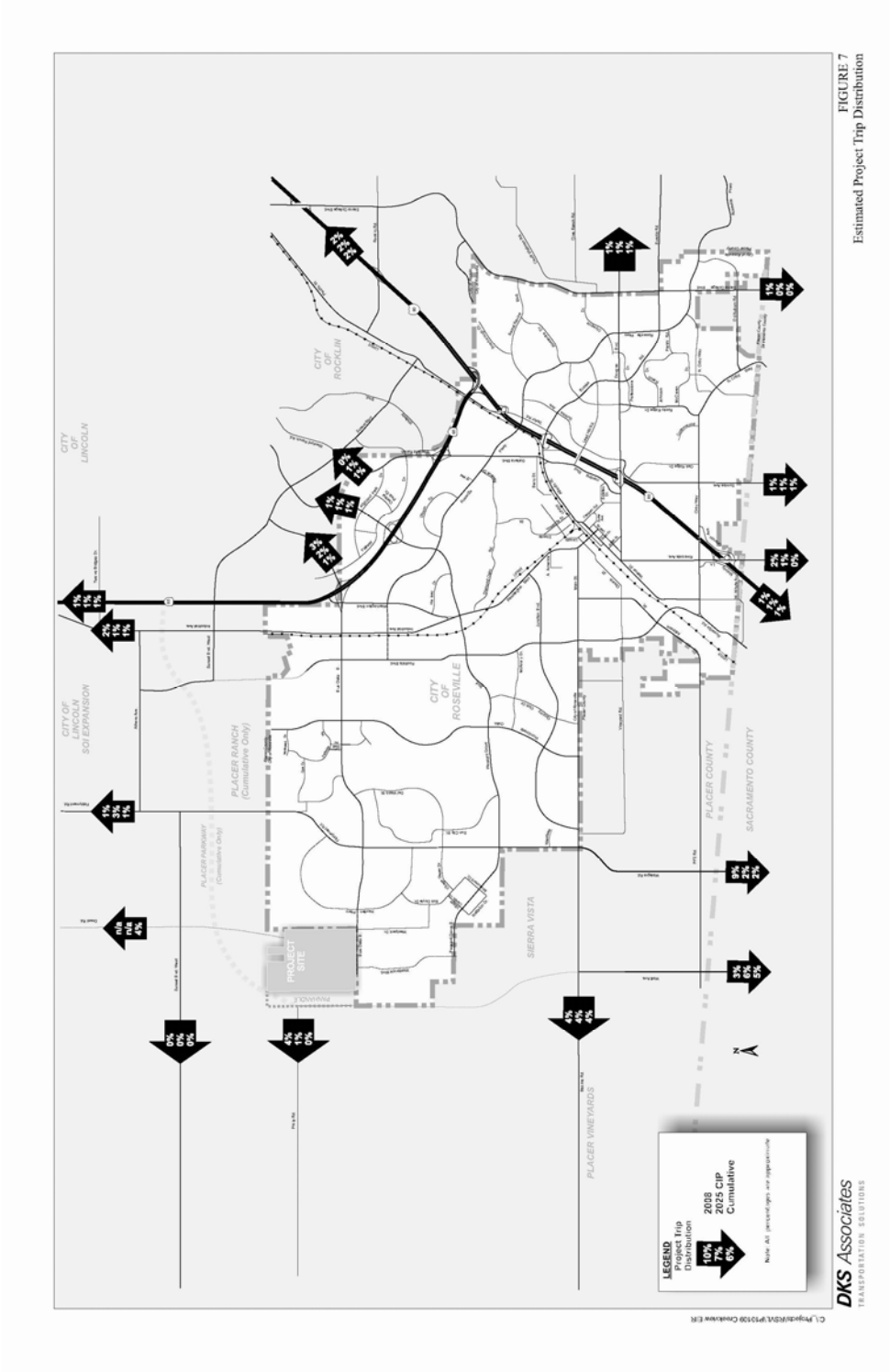
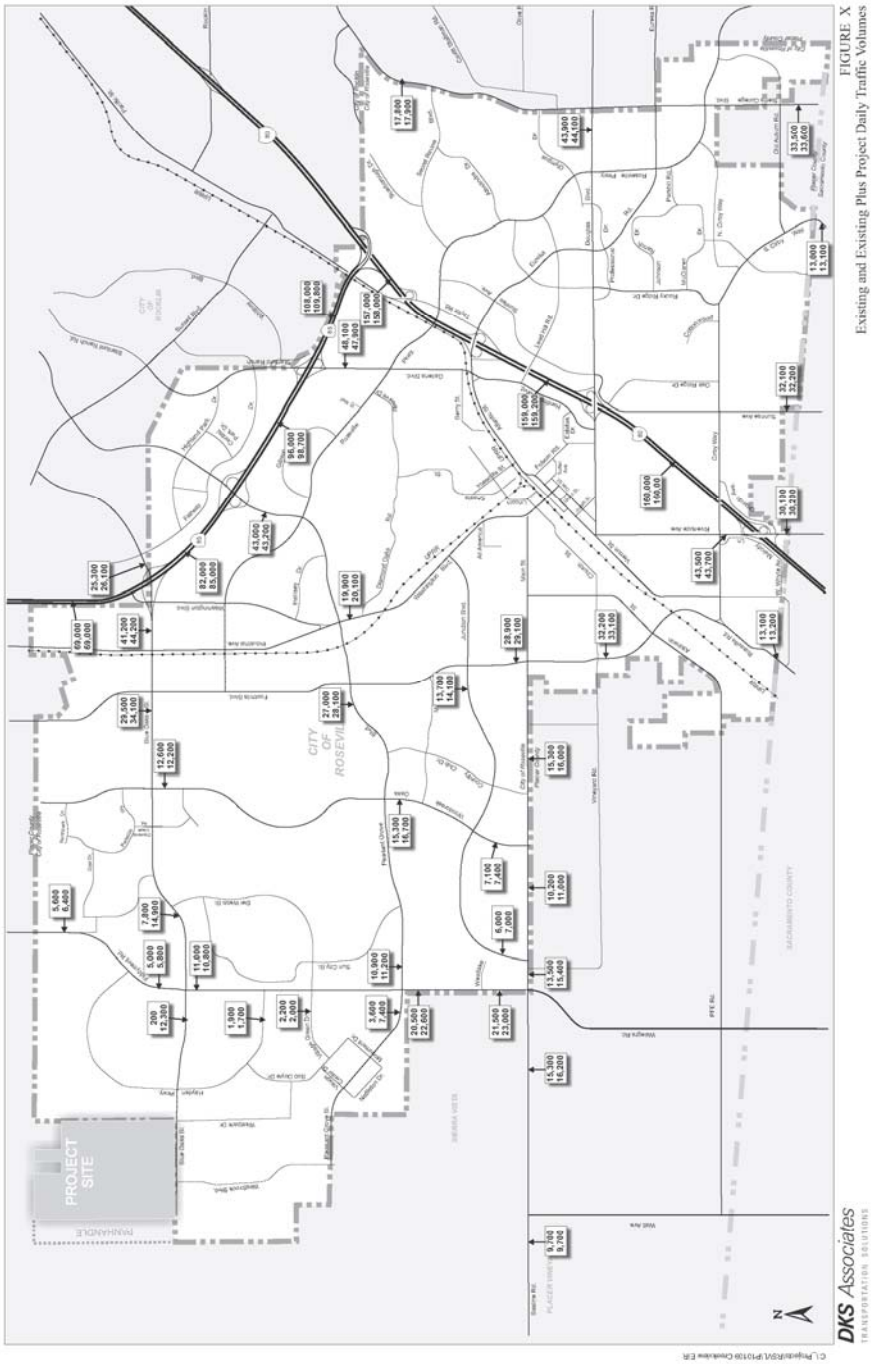


FIGURE 4.3-8

EXISTING AND EXISTING PLUS PROJECT TRAFFIC VOLUMES



Development Assumptions for 2025 CIP Considerations

The City's adopted CIP and level of service standard considers traffic levels expected to occur under 2025 development levels, which is defined as build out 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 build out 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 build out 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 the Sacramento Area Council of Governments (SACOG) for the most recent Metropolitan Transportation Plan (MTP), except in South Sutter County where build out of Phase 1 of the Sutter Pointe Specific Plan was assumed.

For this EIR, the City has determined that 2025 be the forecast timeframe because 2025 is the time frame of the City's CIP and General Plan. In consideration of the current economic climate and the anticipated reduced development absorption levels, the following land use assumptions are added to the 2025 absorption assumptions and are included in the 2025 CIP analysis:

- Buildout of the City of Roseville (existing City)
- Buildout of the West Roseville Specific Plan
- Buildout of the Sierra Vista Specific Plan
- Buildout of the proposed amendments to the West Roseville Specific Plan (SPA#3)
- Buildout of Regional University (Placer County)
- Placer Vineyards Phase 1 (Placer County)
- City of Lincoln at 2025 market absorption
- Buildout of City of Rocklin residential and 2025 absorption of non-residential
- Forecast SACOG 2025 development outside of Placer County

The City has also requested that a number of roadway improvements be included in the 2025 CIP scenario, including:

- All roadway and intersection improvements included in Roseville's Capital Improvement Program (CIP)
- I-80 improvements, including HOV lanes and auxiliary lanes in Placer County
- SR 65 improvements, including widening to six lanes between I-80 and Blue Oaks Boulevard

Other regional roadway improvements have been assumed for the 2025 CIP scenarios, including:

- Widening of Baseline Road to six lanes from Fiddyment Road to the Sutter County line (consistent with the Placer Vineyards Specific Plan, Sierra Vista Specific Plan and current City of Roseville and Placer County Fee programs for Baseline Road)
- Widening of Baseline Road to four lanes from the Sutter County Line to SR 70/99 (consistent with Phase one of the Sutter Pointe Specific Plan)
- Widening of Watt Avenue to six lanes between Baseline Road and the Sacramento County line (consistent with the Placer Vineyards Specific Plan)
- Widening of Walerga Road to four lanes between Baseline Road and the Sacramento County line (consistent with Placer County CIP)
- Widening of Riego Road to six lanes from Sutter County Line to SR 70/99 (consistent with MTP and Sutter Pointe Specific Plan.)
- Construction of an interchange at SR 70/99 and Riego Road.
- Construction of Santucci Boulevard from Baseline Road to Blue Oaks Boulevard (consistent with Regional University Specific Plan and Sierra Vista Specific Plan)

For purposes of the 2025 CIP analysis, Placer Parkway is not assumed because it is currently undergoing the Tier II environmental review process and construction is only partially funded.

See Chapter 5, *Cumulative*, for an analysis of cumulative conditions with and without Placer Parkway.

Projects listed within the MTP have identified funding programs and therefore are reasonably foreseeable transportation improvements.

Proposed Project Trip Generation

Table 4.3-5 shows a summary of the proposed project trip generation and summarizes the additional trip ends associated with the proposed project under both of the scenarios discussed above. The trip generation rates are those used in the travel demand model. These trip rates were validated by comparing the model's estimated traffic volumes to extensive traffic count data collected throughout Placer County. The model validation process has been conducted several times since 1992 and shows that the trip rates have remained stable over time. The table shows that the proposed project would increase trip generation by approximately 129,000 daily trip ends.

TABLE 4.3-5
TRIP GENERATION RATES

Land Use	Proposed Project	Daily Trip Ends per Unit	Daily Trips
Single Family	1,440 Units	9.0	12,960
Multi-Family	658 Units	6.5	4,277
Commercial	179 Ksf	35.0	6,266
Office	143 Ksf	17.7	2,535
School	600 Students	1.0	600
Park	15.9 Acres	2.2	35
Total			**26,793**

Source: DKS 2010 Trip geration based on June 2010 land use plan which included 2,098 du. The difference of 4 percent is acceptable for theoretical modeling.

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 proposed project could do their shopping or work within the project site, and thus their shopping or work trips might remain within the project site. A "select zone" assignment was performed with the travel demand model to estimate the internalization of trips. The model predicted that approximately 25% of the daily trips generated by the project would remain on roadways within the proposed project and approximately 75% of the daily trips would exit the project area and use other local and regional roadways.

Existing Plus Project Conditions

Existing Plus Project Conditions is a scenario in which as if 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 Specific Plan area. In reality, the Specific Plan area will develop over a period of years (as dictated by market absorption rates), thus other development outside the Specific Plan area 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 2025 Plus Project Condition method, because as 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 2025 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 the 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. The travel demand model has been used to determine volume changes at Study Area intersections and roadway segments and these model "deltas" have been added to recent traffic counts to determine level of service impacts.

Improvements assumed under the existing plus project scenario include the following roadway improvements required of the Creekview Specific Plan Area:

- Extension of Blue Oaks Boulevard as a two-lane road with center turn lane from Hayden Parkway to the the CSP boundary.
- Construction of Westbrook Drive as a four-lane facility from Blue Oaks Boulevard for approximately 1500 feet north, then transitioning to a two-lane road with a center

turn lane from 1500 feet north of Blue Oaks Boulevard to the northern property line, approximately 1000 feet north of Holt Parkway.

IMPACT 4.3-1	INCREASED VOLUMES ON CITY OF ROSEVILLE EXISTING CONDITIONS	
Applicable Policies and Regulations	City of Roseville General Plan City of Roseville Level of Service Policy	
	CSP	**Urban Reserve**
Significance with Policies and Regulations	Significant	Significant
Mitigation Measures:	MM 4.3-1 - Pay fair Share of Improvements in CIP	MM 4.3-1 - Pay Fair Share of Improvements in CIP
Significance after Mitigation:	Less Than Significant	Less Than Significant

AM Peak Hour

The City does not have an established Level of Service Policy for a.m. peak hour traffic demand. Table 4.3-6 shows the projected a.m. peak hour levels of service at all City of Roseville intersections under existing conditions with and without buildout of the proposed project. Under Existing Conditions, 156 of the City's 157 currently signalized intersections (which exclude those signals identified in the "pedestrian Overlay District") operate at LOS C or better. This equates to 99.4 percent of the City's signalized intersections functioning at LOS C or better during the a.m. peak period, which is significantly higher than the City's PM peak hour requirement that 70 percent of the City's signalized intersections function at LOS C or better. The proposed project would add 3 signalized intersections within the City. Under the Plus Project scenario, 159 of the City's 160 signalized intersections would operate at LOS C or better. This means that 99.4 percent of the City's intersection would function at LOS C or better during the a.m. peak hour which is significantly higher than the City's PM peak hour requirement of 70 percent. Therefore, this impact is considered to be **less than significant**.

TABLE 4.3-6
LEVEL OF SERVICE AT ROSEVILLE SIGNALIZED INTERSECTIONS
EXISTING PLUS PROJECT CONDITIONS – AM PEAK HOUR

Intersection		Existing		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
Existing Signalized Intersections					
1	Atlantic & Tiger/Center	A	0.35	A	0.34
2	Atlantic & Wills	A	0.46	A	0.46
3	Atlantic St & Yosemite St	A	0.43	A	0.43
4	Baseline Rd & Fiddyment Rd	B	0.67	C	0.72
5	Blue Oaks & Crocker Ranch	A	0.22	A	0.27
6	Blue Oaks & Del Webb	A	0.14	A	0.19
7	Blue Oaks & Fiddyment	A	0.20	A	0.33
8	Blue Oaks & New Meadow	A	0.34	A	0.42
9	Blue Oaks & Orchard View	A	0.08	A	0.13
10	Blue Oaks Bl & Diamond Creek Bl	A	0.36	A	0.44
11	Blue Oaks Bl & Foothills Bl	B	0.64	B	0.68
12	Blue Oaks Bl & Woodcreek Oaks Bl	B	0.61	B	0.63
13	Cirby & Sunrise	B	0.65	B	0.65
14	Cirby Wy & Foothills Bl	B	0.67	C	0.68
15	Cirby Wy & Melody Ln	A	0.48	A	0.49
16	Cirby Wy & Northridge Dr	A	0.58	B	0.59
17	Cirby Wy & Oak Ridge Dr	A	0.48	A	0.48
18	Cirby Wy & Orlando Av	A	0.56	A	0.53
19	Cirby Wy & Parkview Dr	A	0.54	A	0.54
20	Cirby Wy & Riverside Av	C	0.78	C	0.78
21	Cirby Wy & Rocky Ridge Dr	B	0.61	B	0.61
22	Cirby Wy & San Simeon Dr	A	0.42	A	0.42
23	Cirby Wy & Vernon St	C	0.71	C	0.73

TABLE 4.3-6
LEVEL OF SERVICE AT ROSEVILLE SIGNALIZED INTERSECTIONS
EXISTING PLUS PROJECT CONDITIONS – AM PEAK HOUR

Intersection		Existing		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
24	Douglas & Eureka	A	0.49	A	0.49
25	Douglas & Rocky Ridge	A	0.51	A	0.51
26	Douglas & Santa Clara	A	0.34	A	0.48
27	Douglas & Sierra Gardens	A	0.44	A	0.44
28	Douglas & Sunrise	B	0.60	B	0.60
29	Douglas & Target	A	0.34	A	0.38
30	Douglas Bl & E Roseville Pw	B	0.64	B	0.64
31	Douglas Bl & Folsom Rd	A	0.38	A	0.40
32	Douglas Bl & Harding Bl	A	0.47	A	0.49
33	Douglas Bl & Judah St	A	0.36	A	0.37
34	Douglas Bl & Keehner Av	A	0.34	A	0.34
35	Douglas Bl & Park Dr	A	0.25	A	0.25
36	Douglas Bl & Sierra College Bl	B	0.68	B	0.68
37	Eureka & Lead Hill	A	0.36	A	0.37
38	Eureka & N. Sunrise	A	0.48	A	0.49
39	Eureka & Rocky Ridge	A	0.34	A	0.36
40	Eureka Rd & Ashland Dr	A	0.21	A	0.21
41	Eureka Rd & Deer Valley Apts	C	0.79	A	0.34
42	Fairway & Central Park/Lowes	A	0.24	A	0.24
43	Fairway & Cortina Circle	A	0.12	A	0.12
44	Fairway & Five Star	A	0.32	A	0.33
45	Fairway & Home Depot	A	0.38	A	0.38
46	Fairway & Target/Rosehall	A	0.43	A	0.43

TABLE 4.3-6
LEVEL OF SERVICE AT ROSEVILLE SIGNALIZED INTERSECTIONS
EXISTING PLUS PROJECT CONDITIONS – AM PEAK HOUR

Intersection		Existing		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
47	Fiddyment & Del Webb/Village Green	A	0.26	A	0.25
48	Fiddyment & Hayden Pkwy (North)	A	0.10	A	0.09
49	Fiddyment & Hayden Pkwy (South)	A	0.22	A	0.21
50	Foothills & Baseline/Main	B	0.61	B	0.61
51	Foothills & Misty Wood/NEC	A	0.27	A	0.28
52	Foothills Bl & Albertsons Dr	A	0.28	A	0.30
53	Foothills Bl & Atkinson Rd	B	0.67	B	0.68
54	Foothills Bl & Roseville Pkwy/HP (Central)	A	0.25	A	0.25
55	Foothills Bl & HP (South)	A	0.23	A	0.22
56	Foothills Bl & Junction Bl	A	0.54	A	0.54
57	Foothills Bl & McAnally Dr	A	0.35	A	0.38
58	Foothills Bl & Pleasant Grove Bl	A	0.50	A	0.52
59	Foothills Blvd & Rand/Pilgrims	A	0.37	A	0.38
60	Foothills Bl & Vineyard Rd	A	0.41	A	0.42
61	Galleria & Antelope Creek	A	0.35	A	0.36
62	Galleria & Berry	A	0.52	A	0.52
63	Galleria & Roseville Pkwy	A	0.48	A	0.49
64	Harding & Wills	B	0.62	B	0.62
65	Harding Bl & Estates Dr	A	0.36	A	0.36
66	Harding Bl & Lead Hill Bl	A	0.40	A	0.42
67	Harding Bl & Roseville Square	A	0.29	A	0.30
68	Junction & Stonecrest/Magenta	A	0.28	A	0.28
69	Junction Bl & Americana Dr	A	0.35	A	0.37

TABLE 4.3-6
LEVEL OF SERVICE AT ROSEVILLE SIGNALIZED INTERSECTIONS
EXISTING PLUS PROJECT CONDITIONS – AM PEAK HOUR

Intersection		Existing		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
70	Junction Bl & Baseline Rd	A	0.33	A	0.33
71	Junction Bl & Country Club Dr	A	0.48	A	0.48
72	Junction Bl & Park Regency Dr	A	0.30	A	0.31
73	Junction Bl & Porter Dr	A	0.31	A	0.32
74	Junction Bl & Revere Dr	A	0.26	A	0.28
75	Junction Bl & Washington Bl	A	0.33	A	0.33
76	Junction Bl & Woodcreek Oaks Bl	A	0.34	A	0.36
77	Lead Hill Bl & N Sunrise Av	A	0.47	A	0.47
78	Lead Hill Bl & Rocky Ridge Dr	A	0.36	A	0.34
79	Lead Hill Bl & Wal-Mart	A	0.18	A	0.18
80	N Sunrise Av & Automall Dr	A	0.37	A	0.37
81	N Sunrise Av & Stone Point Dr	A	0.13	A	0.13
82	N. Sunrise & Sierra Gardens	A	0.37	A	0.38
83	Olympus Dr & Europa St	A	0.12	A	0.12
84	PFE & Hilltop	A	0.37	A	0.37
85	Pleasant Grove & Fairway	A	0.37	A	0.37
86	Pleasant Grove & Fiddyment	A	0.34	A	0.37
87	Pleasant Grove & Gold Coast/Hallissy	A	0.50	A	0.50
88	Pleasant Grove & Highland Park	A	0.23	A	0.23
89	Pleasant Grove & Market	A	0.04	A	0.13
90	Pleasant Grove & Michener	A	0.25	A	0.28
91	Pleasant Grove & Monument	A	0.06	A	0.15
92	Pleasant Grove & Rose Creek	A	0.19	A	0.23

TABLE 4.3-6
LEVEL OF SERVICE AT ROSEVILLE SIGNALIZED INTERSECTIONS
EXISTING PLUS PROJECT CONDITIONS – AM PEAK HOUR

Intersection		Existing		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
93	Pleasant Grove & Roseville Pkwy	A	0.43	A	0.44
94	Pleasant Grove & Sun City	A	0.20	A	0.22
95	Pleasant Grove & Wal-Mart/Highland Pointe	A	0.32	A	0.32
96	Pleasant Grove & Washington	A	0.46	B	0.45
97	Pleasant Grove Bl & Country Club Dr	A	0.45	A	0.46
98	Pleasant Grove Bl & Woodcreek Oaks Bl	A	0.45	A	0.46
99	Rocky Ridge Dr & Maidu Dr	A	0.44	A	0.43
100	Rocky Ridge Dr & Mclaren Dr	A	0.41	A	0.40
101	Rocky Ridge Dr & Professional Dr	A	0.48	A	0.47
102	Rocky Ridge Dr & Stone Point Dr	A	0.09	A	0.11
103	Roseville Parkway & Chase	A	0.43	A	0.44
104	Roseville Parkway & Creekside Ridge	A	0.39	A	0.40
105	Roseville Parkway & Gibson	A	0.39	A	0.40
106	Roseville Parkway & N. Sunrise	A	0.49	A	0.49
107	Roseville Parkway & Reserve	A	0.42	A	0.43
108	Roseville Parkway & Secret Ravine	A	0.39	A	0.39
109	Roseville Parkway & Taylor	A	0.59	B	0.60
110	Roseville Parkway & West Mall	A	0.38	A	0.38
111	Roseville Pw & Alexandra Dr	A	0.41	A	0.42
112	Roseville Pw & Eureka Rd	A	0.33	A	0.33
113	Roseville Pw & Lead Hill/Orvietto	A	0.49	A	0.50
114	Roseville Pw & N Cirby Wy	A	0.35	A	0.35
115	Roseville Pw & Olympus Dr	A	0.51	A	0.51

TABLE 4.3-6
LEVEL OF SERVICE AT ROSEVILLE SIGNALIZED INTERSECTIONS
EXISTING PLUS PROJECT CONDITIONS – AM PEAK HOUR

Intersection		Existing		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
116	Roseville Pw & Rocky Ridge Dr	A	0.38	A	0.38
117	Roseville Pw & Sierra College Bl	A	0.52	A	0.52
118	Roseville Pw & Trestle Rd	A	0.25	A	0.25
119	Roseville Pw & Village/Slate Creek	A	0.26	A	0.26
120	Roseville Pw & Washington Bl	A	0.15	A	0.20
121	S Cirby Wy & Champion Oaks Dr	A	0.36	A	0.36
122	S Cirby Wy & Old Auburn Rd	B	0.63	B	0.63
123	Secret Ravine & Scarborough/ Poppy Field	A	0.26	A	0.26
124	Sierra College & Miners Ravine	A	0.44	A	0.44
125	Sierra College & Secret Ravine	A	0.46	A	0.46
126	Sierra College Bl & Eureka Rd	A	0.59	A	0.59
127	Sierra College Bl & Indigo Creek Apts	A	0.35	A	0.35
128	Sierra College Bl & Old Auburn Rd	B	0.56	B	0.57
129	Sierra College Bl & Olympus Dr	A	0.48	A	0.48
130	Stanford Ranch & Fairway	A	0.37	A	0.37
131	Stanford Ranch & Five Star	A	0.47	A	0.46
132	Stanford Ranch & Highland Park	A	0.31	A	0.31
133	Sunrise & Coloma	B	0.64	B	0.63
134	Sunrise & Sandringham/Kensington	A	0.48	A	0.48
135	Sunrise & Sun Tree/Kensington	A	0.53	A	0.53
136	Sunrise Av & Frances Dr	A	0.53	A	0.53
137	Sunrise Av & Oak Ridge Dr	A	0.32	A	0.31
138	Washington & Diamond Oaks	A	0.51	A	0.51

TABLE 4.3-6
LEVEL OF SERVICE AT ROSEVILLE SIGNALIZED INTERSECTIONS
EXISTING PLUS PROJECT CONDITIONS – AM PEAK HOUR

Intersection		Existing		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
139	Washington & Sawtell/Derek	A	0.26	A	0.27
140	Washington Bl & Hallissy Dr	A	0.42	A	0.42
141	Woodcreek Oaks & Baseline	B	0.60	B	0.60
142	Woodcreek Oaks & Canevari/Arsenault	A	0.44	A	0.45
143	Woodcreek Oaks & Horncastle	A	0.45	A	0.50
144	Woodcreek Oaks & McAnally	A	0.45	A	0.50
145	Woodcreek Oaks & Trailee	A	0.36	A	0.38
146	SR 65 N/B Off & Blue Oaks Blvd	B	0.61	A	0.36
147	Washington Blvd & Blue Oaks Blvd	A	0.34	A	0.37
148	I-80 WB Off & Douglas Blvd	A	0.51	A	0.52
149	I-80 WB On & Atlantic St	A	0.29	A	0.29
150	SR 65 N/B Off & Pleasant Grove Blvd	A	0.35	A	0.38
151	SR 65 S/B Off & Pleasant Grove Blvd	B	0.31	A	0.32
152	I-80 WB Off & Riverside Ave	A	0.55	A	0.53
153	Stanford Ranch & Sr-65 N/B On	B	0.60	B	0.61
154	Stanford Ranch/Galleria & Sr-65 S/B On	A	0.34	A	0.35
155	Taylor & Eureka I-80 EB Off	**E**	**0.97**	**E**	**0.96**
156	Fairway & Highland Park	A	0.12	A	0.12
157	I-80 EB Off/Orlando & Riverside Ave	A	0.54	A	0.54
Signalized Intersections Added with Creekview					
203	Westbrook Blvd & Holt Parkway	n/a		A	0.34
204	Westbrook Blvd & Creekview Plaza	n/a		A	0.32
205	Blue Oaks & Creekview Plaza	n/a		A	0.17

TABLE 4.3-6
LEVEL OF SERVICE AT ROSEVILLE SIGNALIZED INTERSECTIONS
EXISTING PLUS PROJECT CONDITIONS – AM PEAK HOUR

Intersection		Existing		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
Intersections in Pedestrian Overlay Zone					
P1	Riverside Av & Darling Way	A	0.53	A	0.45
P2	Vernon & Douglas/Riverside	B	0.39	A	0.33
P3	Vernon & Grant	A	0.24	A	0.25
P4	Vernon & Judah	A	0.22	A	0.22
P5	Vernon & Lincoln	B	0.62	A	0.51
P6	Washington & Main	A	0.50	A	0.51
P7	Washington & Oak	A	0.35	A	0.33
P8	Grant & Oak	n/a		n/a	

Note:**BOLD** Locations do not meet LOS C Policy
Shaded Locations Indicate Significant LOS Impact

Source: DKS Associates, 2010.

AM Mitigation

As noted in Table 4.3-6, one intersection would operate at LOS E with or without the project under the Existing Scenario during the a.m. peak hour, and the proposed project will slightly improve the V/C ratio. This would be a **less than significant** impact. This intersection is:

- Taylor & Eureka I-80 EB Off Ramp (LOS E to LOS E)

This intersection is included within the City of Roseville's Capital Improvement program which requires the collection of development fees for this element of the program, which will further reduce this less than significant impact. Construction of the second eastbound through lane will be addressed with future implementation of the CIP program. Development within the Creekview Specific Plan Area will be required to pay fair share costs for this improvement.

PM Peak Hour

Table 4.3-7 shows the projected p.m. peak hour levels of service at all City of Roseville intersections under existing conditions with and without buildout of the proposed project. Under Existing conditions during the p.m. peak hour, 149 of the City's 157 currently signalized intersections (which exclude those signals identified in the "pedestrian Overlay District") operate at LOS C or better. This equates to 94.9 percent of the City's signalized intersections functioning at LOS C or better during the p.m. peak period, which is significantly higher than the City requirement that a minimum of 70 percent of the City's signalized intersections to function at LOS C or better during the peak period. The proposed project would add 3 signalized intersections within the City. Under the Plus Project Conditions during the p.m. peak hour, 153 of the City's 160 signalized intersections would operate at LOS C or better. This means that 95.6 percent of the City's signalized intersections would function at LOS C or better during the p.m. peak hour, which is significantly higher than the City requirement of 70 percent. Therefore, this impact is considered to be **less than significant**.

TABLE 4.3-7
LEVEL OF SERVICE AT ROSEVILLE SIGNALIZED INTERSECTIONS
EXISTING PLUS PROJECT CONDITIONS – PM PEAK HOUR

Intersection		*Existing*		*Plus Project*	
ID	*Intersection Name*	*LOS*	*V/C*	*LOS*	*V/C*
Existing Signalized Intersections					
1	Atlantic & Tiger/Center	A	0.36	A	0.36
2	Atlantic & Wills	A	0.49	A	0.46
3	Atlantic St & Yosemite St	A	0.50	A	0.50
4	Baseline Rd & Fiddyment Rd	C	0.80	**D**	**0.83**
5	Blue Oaks & Crocker Ranch	A	0.23	A	0.26
6	Blue Oaks & Del Webb	A	0.16	A	0.20
7	Blue Oaks & Fiddyment	A	0.18	A	0.18
8	Blue Oaks & New Meadow	A	0.38	A	0.40
9	Blue Oaks & Orchard View	A	0.09	A	0.15

TABLE 4.3-7
LEVEL OF SERVICE AT ROSEVILLE SIGNALIZED INTERSECTIONS
EXISTING PLUS PROJECT CONDITIONS – PM PEAK HOUR

Intersection		Existing		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
10	Blue Oaks Bl & Diamond Creek Bl	A	0.30	A	0.39
11	Blue Oaks Bl & Foothills Bl	A	0.58	B	0.65
12	Blue Oaks Bl & Woodcreek Oaks Bl	A	0.53	A	0.58
13	Cirby & Sunrise	**D**	**0.85**	**D**	**0.85**
14	Cirby Wy & Foothills Bl	C	0.74	C	0.74
15	Cirby Wy & Melody Ln	B	0.68	C	0.71
16	Cirby Wy & Northridge Dr	B	0.65	B	0.66
17	Cirby Wy & Oak Ridge Dr	A	0.53	A	0.52
18	Cirby Wy & Orlando Av	C	0.74	C	0.75
19	Cirby Wy & Parkview Dr	A	0.46	A	0.46
20	Cirby Wy & Riverside Av	C	0.78	C	0.79
21	Cirby Wy & Rocky Ridge Dr	C	0.73	C	0.72
22	Cirby Wy & San Simeon Dr	A	0.53	A	0.54
23	Cirby Wy & Vernon St	**D**	**0.85**	**D**	**0.84**
24	Douglas & Eureka	A	0.57	A	0.57
25	Douglas & Rocky Ridge	C	0.74	C	0.74
26	Douglas & Santa Clara	C	0.71	C	0.71
27	Douglas & Sierra Gardens	C	0.62	B	0.61
28	Douglas & Sunrise	**E**	**0.91**	**D**	**0.88**
29	Douglas & Target	A	0.48	B	0.62
30	Douglas Bl & E Roseville Pw	C	0.75	C	0.76
31	Douglas Bl & Folsom Rd	A	0.50	A	0.51

TABLE 4.3-7
LEVEL OF SERVICE AT ROSEVILLE SIGNALIZED INTERSECTIONS
EXISTING PLUS PROJECT CONDITIONS – PM PEAK HOUR

Intersection		Existing		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
32	Douglas Bl & Harding Bl	C	0.73	C	0.73
33	Douglas Bl & Judah St	A	0.49	A	0.49
34	Douglas Bl & Keehner Av	A	0.33	A	0.33
35	Douglas Bl & Park Dr	A	0.29	A	0.29
36	Douglas Bl & Sierra College Bl	C	0.76	C	0.76
37	Eureka & Lead Hill	A	0.41	A	0.41
38	Eureka & N. Sunrise	B	0.66	B	0.68
39	Eureka & Rocky Ridge	C	0.70	C	0.71
40	Eureka Rd & Ashland Dr	A	0.18	A	0.18
41	Eureka Rd & Deer Valley Apts	A	0.30	A	0.29
42	Fairway & Central Park/Lowes	A	0.38	A	0.39
43	Fairway & Cortina Circle	A	0.24	A	0.24
44	Fairway & Five Star	A	0.31	A	0.31
45	Fairway & Home Depot	A	0.32	A	0.33
46	Fairway & Target/Rosehall	A	0.31	A	0.31
47	Fiddyment & Del Webb/Village Green	A	0.20	A	0.21
48	Fiddyment & Hayden Pkwy (North)	A	0.09	A	0.10
49	Fiddyment & Hayden Pkwy (South)	A	0.20	A	0.20
50	Foothills & Baseline/Main	C	0.70	C	0.70
51	Foothills & Misty Wood/NEC	A	0.23	A	0.25
52	Foothills Bl & Albertsons Dr	A	0.22	A	0.28
53	Foothills Bl & Atkinson Rd	C	0.72	C	0.72

TABLE 4.3-7
LEVEL OF SERVICE AT ROSEVILLE SIGNALIZED INTERSECTIONS
EXISTING PLUS PROJECT CONDITIONS – PM PEAK HOUR

Intersection		Existing		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
54	Foothills Bl & Roseville Pkwy/HP (Central)	A	0.26	A	0.27
55	Foothills Bl & HP (South)	A	0.34	A	0.33
56	Foothills Bl & Junction Bl	C	0.74	C	0.74
57	Foothills Bl & McAnally Dr	A	0.54	A	0.59
58	Foothills Bl & Pleasant Grove Bl	B	0.67	C	0.69
59	Foothills Blvd & Rand/Pilgrims	A	0.43	A	0.43
60	Foothills Bl & Vineyard Rd	A	0.55	A	0.56
61	Galleria & Antelope Creek	A	0.54	A	0.54
62	Galleria & Berry	A	0.49	A	0.50
63	Galleria & Roseville Pkwy	C	0.81	**D**	**0.84**
64	Harding & Wills	A	0.47	A	0.47
65	Harding Bl & Estates Dr	A	0.50	A	0.51
66	Harding Bl & Lead Hill Bl	B	0.60	B	0.61
67	Harding Bl & Roseville Square	A	0.51	A	0.51
68	Junction & Stonecrest/Magenta	A	0.15	A	0.20
69	Junction Bl & Americana Dr	A	0.26	A	0.27
70	Junction Bl & Baseline Rd	A	0.46	A	0.48
71	Junction Bl & Country Club Dr	A	0.33	A	0.34
72	Junction Bl & Park Regency Dr	A	0.19	A	0.20
73	Junction Bl & Porter Dr	A	0.32	A	0.34
74	Junction Bl & Revere Dr	A	0.26	A	0.27
75	Junction Bl & Washington Bl	B	0.51	B	0.53

TABLE 4.3-7
LEVEL OF SERVICE AT ROSEVILLE SIGNALIZED INTERSECTIONS
EXISTING PLUS PROJECT CONDITIONS – PM PEAK HOUR

Intersection		Existing		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
76	Junction Bl & Woodcreek Oaks Bl	A	0.31	A	0.31
77	Lead Hill Bl & N Sunrise Av	C	0.80	C	0.80
78	Lead Hill Bl & Rocky Ridge Dr	A	0.54	A	0.54
79	Lead Hill Bl & Wal-Mart	A	0.33	A	0.33
80	N Sunrise Av & Automall Dr	A	0.51	A	0.52
81	N Sunrise Av & Stone Point Dr	A	0.21	A	0.21
82	N. Sunrise & Sierra Gardens	B	0.60	B	0.61
83	Olympus Dr & Europa St	A	0.11	A	0.11
84	PFE & Hilltop	A	0.30	A	0.30
85	Pleasant Grove & Fairway	B	0.68	C	0.68
86	Pleasant Grove & Fiddyment	A	0.27	A	0.29
87	Pleasant Grove & Gold Coast/Hallissy	A	0.52	A	0.52
88	Pleasant Grove & Highland Park	A	0.41	A	0.41
89	Pleasant Grove & Market	A	0.04	A	0.12
90	Pleasant Grove & Michener	A	0.30	A	0.32
91	Pleasant Grove & Monument	A	0.06	A	0.13
92	Pleasant Grove & Rose Creek	A	0.30	A	0.32
93	Pleasant Grove & Roseville Pkwy	C	0.72	B	0.57
94	Pleasant Grove & Sun City	A	0.23	A	0.24
95	Pleasant Grove & Wal-Mart/Highland Pointe	B	0.74	C	0.74
96	Pleasant Grove & Washington	B	0.61	C	0.66
97	Pleasant Grove Bl & Country Club Dr	A	0.47	A	0.49

TABLE 4.3-7
LEVEL OF SERVICE AT ROSEVILLE SIGNALIZED INTERSECTIONS
EXISTING PLUS PROJECT CONDITIONS – PM PEAK HOUR

Intersection		Existing		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
98	Pleasant Grove Bl & Woodcreek Oaks Bl	A	0.54	A	0.59
99	Rocky Ridge Dr & Maidu Dr	A	0.49	A	0.49
100	Rocky Ridge Dr & Mclaren Dr	A	0.42	A	0.42
101	Rocky Ridge Dr & Professional Dr	B	0.62	B	0.61
102	Rocky Ridge Dr & Stone Point Dr	A	0.15	A	0.15
103	Roseville Parkway & Chase	A	0.45	A	0.45
104	Roseville Parkway & Creekside Ridge	B	0.63	B	0.63
105	Roseville Parkway & Gibson	A	0.44	A	0.46
106	Roseville Parkway & N. Sunrise	C	0.75	C	0.75
107	Roseville Parkway & Reserve	A	0.46	A	0.48
108	Roseville Parkway & Secret Ravine	A	0.59	B	0.60
109	Roseville Parkway & Taylor	B	0.66	B	0.66
110	Roseville Parkway & West Mall	A	0.56	A	0.58
111	Roseville Pw & Alexandra Dr	A	0.53	A	0.53
112	Roseville Pw & Eureka Rd	B	0.62	B	0.63
113	Roseville Pw & Lead Hill/Orvietto	A	0.48	A	0.48
114	Roseville Pw & N Cirby Wy	A	0.45	A	0.45
115	Roseville Pw & Olympus Dr	A	0.59	B	0.59
116	Roseville Pw & Rocky Ridge Dr	A	0.48	A	0.48
117	Roseville Pw & Sierra College Bl	B	0.60	B	0.61
118	Roseville Pw & Trestle Rd	A	0.22	A	0.23
119	Roseville Pw & Village/Slate Creek	A	0.32	A	0.33

TABLE 4.3-7
LEVEL OF SERVICE AT ROSEVILLE SIGNALIZED INTERSECTIONS
EXISTING PLUS PROJECT CONDITIONS – PM PEAK HOUR

Intersection		Existing		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
120	Roseville Pw & Washington Bl	A	0.19	A	0.21
121	S Cirby Wy & Champion Oaks Dr	A	0.38	A	0.38
122	S Cirby Wy & Old Auburn Rd	B	0.66	B	0.67
123	Secret Ravine & Scarborough/ Poppy Field	A	0.30	A	0.30
124	Sierra College & Miners Ravine	A	0.37	A	0.37
125	Sierra College & Secret Ravine	A	0.41	A	0.41
126	Sierra College Bl & Eureka Rd	B	0.64	B	0.64
127	Sierra College Bl & Indigo Creek Apts	A	0.55	A	0.55
128	Sierra College Bl & Old Auburn Rd	C	0.71	C	0.71
129	Sierra College Bl & Olympus Dr	A	0.36	A	0.36
130	Stanford Ranch & Fairway	B	0.60	B	0.60
131	Stanford Ranch & Five Star	A	0.59	B	0.59
132	Stanford Ranch & Highland Park	A	0.36	A	0.37
133	Sunrise & Coloma	B	0.62	B	0.62
134	Sunrise & Sandringham/Kensington	A	0.55	A	0.56
135	Sunrise & Sun Tree/Kensington	B	0.65	B	0.65
136	Sunrise Av & Frances Dr	A	0.59	A	0.59
137	Sunrise Av & Oak Ridge Dr	A	0.35	A	0.36
138	Washington & Diamond Oaks	C	0.71	C	0.70
139	Washington & Sawtell/Derek	A	0.44	A	0.44
140	Washington Bl & Hallissy Dr	A	0.36	A	0.38
141	Woodcreek Oaks & Baseline	B	0.65	B	0.68

TABLE 4.3-7
LEVEL OF SERVICE AT ROSEVILLE SIGNALIZED INTERSECTIONS
EXISTING PLUS PROJECT CONDITIONS – PM PEAK HOUR

Intersection		Existing		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
142	Woodcreek Oaks & Canevari/Arsenault	A	0.52	A	0.54
143	Woodcreek Oaks & Horncastle	A	0.41	A	0.40
144	Woodcreek Oaks & McAnally	A	0.34	A	0.41
145	Woodcreek Oaks & Trailee	A	0.26	A	0.28
146	SR 65 N/B Off & Blue Oaks Blvd	A	0.39	A	0.39
147	Washington Blvd & Blue Oaks Blvd	A	0.42	A	0.50
148	I-80 WB Off & Douglas Blvd	B	0.67	B	0.68
149	I-80 WB On & Atlantic St	A	0.41	A	0.40
150	SR 65 N/B Off & Pleasant Grove Blvd	A	0.52	A	0.52
151	SR 65 S/B Off & Pleasant Grove Blvd	A	0.42	A	0.42
152	I-80 WB Off & Riverside Ave	B	0.69	C	0.70
153	Stanford Ranch & Sr-65 N/B On	**D**	**0.84**	**D**	**0.84**
154	Stanford Ranch/Galleria & Sr-65 S/B On	C	0.74	C	0.75
155	Taylor & Eureka I-80 EB Off	**F**	**1.08**	**F**	**1.08**
156	Fairway & Highland Park	A	0.27	A	0.27
157	I-80 EB Off/Orlando & Riverside Ave	B	0.69	B	0.69
Signalized Intersections Added with Creekview					
203	Westbrook Blvd & Holt Parkway	n/a		0.29	
204	Westbrook Blvd & Creeview Plaza	n/a		0.21	
205	Blue Oaks Blvd & Creekview Plaza	n/a		0.50	
Intersections in Pedestrian Overlay Zone					
P1	Riverside Av & Darling Wy	A	0.55	A	0.53

TABLE 4.3-7
LEVEL OF SERVICE AT ROSEVILLE SIGNALIZED INTERSECTIONS
EXISTING PLUS PROJECT CONDITIONS – PM PEAK HOUR

Intersection		Existing		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
P2	Vernon & Douglas/Riverside	A	0.48	A	0.44
P3	Vernon & Grant	A	0.38	A	0.36
P4	Vernon & Judah	A	0.33	A	0.34
P5	Vernon & Lincoln	B	0.66	B	0.67
P6	Washington & Main	A	0.59	B	0.59
P7	Washington & Oak	A	0.52	A	0.55
P8	Grant & Oak	n/a		n/a	

Note:**BOLD** Locations do not meet LOS C Policy **Shaded** Locations Indicate Significant LOS Impact

Source: DKS Associates, 2010

PM Peak Mitigation

As noted in Table 4.3-7, two intersections would degrade from LOS C or better under the Existing Scenario to less than LOS C under the Existing Plus Project scenario during the p.m. peak hour. These two affected intersections are:

- Baseline Road & Fiddyment Road (LOS C to LOS D)
- Galleria Boulevard & Roseville Parkway (LOS C to LOS D)

Baseline Road and Fiddyment Road p.m. Peak Hour – The City of Roseville General Plan has previously adopted findings and a statement of overriding consideration for this intersection to establish LOS E as an acceptable level of service for traffic impacts based on 2025 market rate development and buildout of currently entitled land within the City limits. Therefore, impacts to this intersection under p.m. peak conditions are considered **less than significant**. In addition, construction of the following improvements would improve the operation of this intersection in the existing plus project scenario to LOS A conditions, futher reducing this less than significant impact:

- Construction of a third southbound and northbound through lane

- Construction of a eastbound and westbound through lane
- Construction of a second eastbound and westbound left turn lane
- Construction of a second northbound and southbound left turn lane

These improvements are currently included within the City of Roseville's Capital Improvement Program which includes the collection of fees for this element of the program. Construction of these improvements will be addressed with future implementation of the CIP program. Development within the Creekview Specific Plan Area will be required to pay fair share costs for these improvements consisten with MM 4.3-1.

Galleria Boulevard and Roseville Parkway p.m. Peak Hour - The City of Roseville General Plan has previously adopted findings of overriding consideration for this intersection to establish LOS F as an acceptable level of service for this intersection based on 2025 market rate development and buildout of currently entitled land within the City limits. Therefore, impacts to this intersection under p.m. peak conditions are considered **less than significant**. In addition, construction of the following improvements would improve the operation of this intersection to LOS C, further reducing this less than significant impact:

- Construction of fourth eastbound through lane.
- Construction of fourth westbound through lane
- Construction of 3rd southbound through lane

These improvements also are included within the City of Roseville's Capital Improvement Program. Development within the Creekview Specific Plan Area will be required to pay fair share costs for these improvements consistent with MM 4.3-1. This intersection will continue to operate at LOS F until the improvements are constructed, notwithstanding the project's contribution to the CIP.

TABLE 4.3-8
ROSEVILLE INTERSECTIONS WITH DEGRADED LEVEL OF SERVICE
EXISTING PLUS PROPOSED PROJECT SCENARIO

Intersection		Existing		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
AM Peak Hour					
	No Impacts Identified				
PM Peak Hour					
4	Baseline Rd & Fiddyment Rd	C	0.80	**D**	**0.83**
63	Galleria & Roseville Pkwy	C	0.81	**D**	**0.84**

Note: **BOLD** Locations do not meet LOS C Policy **Shaded** Locations Indicate Significant LOS Impact

Source: DKS Associates, 2010

TABLE 4.3-9
RECOMMENDED INTERSECTION MITIGATION MEASURES
EXISTING PLUS PROPOSED PROJECT

Intersection	Recommended Intersection Mitigation	Level of Service	
		Before Mitigation	After Mitigation
AM Peak Hour			
PM Peak Hour			
Baseline Rd & Fiddyment Rd	MM 4.3-1: Pay Fair Share Costs of Improvements in the CIP	**D**	A
Galleria & Roseville Pkwy		**D**	B

Source: DKS Associates, 2010

URBAN RESERVE

Similar to the CSP area it is expected that development in the Urban Reserve could result in impacts during P.M. peak hours during the existing plus project scenario. This is a **significant**

impact. Implementation of MM 4.3-1 - *Pay Fair Share Costs in CIP* would reduce impacts to a **less than significant** level.

IMPACT 4.3-2	INCREASED DEMAND FOR TRANSIT	
Applicable Policies and Regulations	City of Roseville General Plan Short and Long-Range Transit Plans	
	CSP	**Urban Reserve**
Significance with Policies and Regulations	Potentially Significant	Potentially Significant
Mitigation Measures	MM 4.3-2 Pay Fair Share Toward Transit Improvements	WMM 4.3-9 Transit Services Policies
Significance after Mitigation:	Less Than Significant	Less Than Significant

CREEKVIEW SPECIFIC PLAN

Historically, Roseville Transit has been funded primarily by local Transportation Development Act (TDA) funding sources, which are derived from a statewide one-quarter cent sales tax. Secondary and tertiary historical funding sources have been Federal Transit Administration (FTA) funds and local transit fares. General funds have not historically been used to support Roseville Transit and would not be expected to be used to support transit services for the CSP. As TDA revenues rise or fall during various economic conditions, transit services are expected to reflect the amount of funding available versus the unmet needs which are evaluated annually by the Placer County Transportation Planning Agency (PCTPA). Currently, Roseville Transit is facing reduced revenues and is making adjustments to reduce its services to align itself with increased costs and reduced revenues. Accordingly, if TDA revenues increase in the years ahead, Roseville Transit will have an opportunity to expand its services to best meet the unmet transit needs within the City of Roseville, which may include the new Creekview Specific Plan area. At a minimum, the current policy is to provide DAR services citywide. Thus, DAR services would provide a minimum level of transit services to the CSP upon development under the City's current policies."

The addition of residential units and commercial square footage would increase the demand for transit within the City of Roseville. Transit facilities proposed in the project are shown on Figure

4.3-5. There are currently no Roseville Transit routes directly serving the project site. Transit needs within the proposed project would not be met by current transit lines. This would result in a potentially **significant impact** on transit demand.

Pursuant to MM 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 shall provide transit services in accordance with the SRTP and LRTP as funding allows. Although the Roseville Transit System is currently facing funding problems, the requirement that the 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 area. Notably, nothing about the inclusion of such transit stops will worsen the current funding problems of the Roseville Transit system, which should improve as the national and regional economies recover from the recent recession. Because development in the Project Area is not expected to occur to any significant degree until economic conditions improve, the City expects system revenues to increase as demand for transit service in the Project area arises. For these reasons, the proposed mitigation would reduce impacts to a **less than significant** level.

URBAN RESERVE

Similar to the CSP, the addition of residential units and commercial square footage within the Urban Reserve area would increase the demand for transit within the City of Roseville. There are currently no Roseville Transit routes directly serving the Urban Reserve area. Transit needs within the proposed project would not be met by current transit lines. This would result in a potentially **potentially significant** impact on transit demand.

Implementation of previously adopted WMM 4.3-9 *Transit Services Policies* would require the Urban Reserve area to provide for fair share funding of capital and operating costs for expanded transit services. This would reduce impacts to a **less than significant** level.

IMPACT 4.3-3	IMPACTS TO BICYCLE FACILTIES	
Applicable Policies and Regulations	City of Roseville General Plan City of Roseville Bicycle Master Plan City of Roseville Design/Construction Standards Caltrans Highway Design Manual	
	CSP	**Urban Reserve**
Significance with Policies and Regulations	Less Than Significant	Potentially Significant
Mitigation Measures:	None Required	WMM 4.3-7 Provide Appropriate Bicycle Network With Future Specific Plan Submittal
Significance after Mitigation:	Less Than Significant	Less Than Significant

CREEKVIEW SPECIFIC PLAN

The proposed project would result in demand for safe and convenient pedestrian/bicycle facilities by residents and employees of the site for primarily transportation-related purposes. The proposed CSP project proposal includes Class I trails, Class II bike lanes and the Class IA facilities (paseos, etc.). These are connected within the project and to the existing City bikeway system. The Class II bike lanes for collectors have been modified to accommodate slower vehicular speeds and narrower street sections; this is a deviation from current City of Roseville Design/Construction Standards. However, they do comply with the minimum requirements of the Highway Design Manual. Thus, this impact is considered to be **less than significant**.

URBAN RESERVE

Development of the Urban Reserve would result in demand for pedestrian/bicycle facilities by residents and employees of the site for primarily transportation-related purposes. Thus, this impact is considered to be **potentially significant**.

Implementation of the previously adopted WMM 4.3-7 *Provide Appropriate Bicycle Network with Future Specific Plan Submittal* would reduce this impact to a **less than significant** level, by ensuring that bike trails are included in future development.

IMPACT 4.3-4	**INCREASED VOLUMES ON CITY OF ROCKLIN ROADWAYS EXISTING CONDITIONS**	
Applicable Policies and Regulations	City of Rocklin General Plan	
	CSP	**Urban Reserve**
Significance with Policies and Regulations	Less Than Significant	Less Than Significant
Mitigation Measures:	None Required	None Required
Significance after Mitigation:	Less Than Significant	Less Than Significant

CREEKVIEW SPECIFIC PLAN

Table 4.3-10 shows the change in traffic volumes on roadway segments within the City of Rocklin. Under the existing scenario, all of these segments will operate at better than LOS C. Under the existing plus project scenario all of these segments will continue to function at better than LOS C. Because all Rocklin segments will continue to function at better than LOS C, this impact is considered to be **less than significant**.

TABLE 4.3-10
LEVEL OF SERVICE AT ROCKLIN ROADWAY SEGMENTS
EXISTING PLUS PROPOSED PROJECT SCENARIO

Roadway Segment	*LOS Standard*	*Lanes*	*Existing*		*Plus Project*	
			ADT	*LOS*	*ADT*	*LOS*
Lonetree Blvd north of Blue Oaks Blvd	D*	4	21,700	B	21,900	B
Blue Oaks Blvd at Roseville City Limit	D*	4	10,800	A	11,200	A
Pleasant Grove Blvd at Roseville City Limit	C	4	20,600	A	20,700	A
Stanford Ranch Rd at Roseville City Limit	C	4	23,600	B	23,700	B

Notes **BOLD** Locations Do Not Meet LOS Policy
Shaded Locations Indicate Significant LOS Impact
* Within ½ Mile of Freeway Ramp

Source: DKS Associates, 2010.

URBAN RESERVE

Development of the Urban Reserve would increase volumes on local roadways. Adequate capacity is available; therefore, buildout of the Urban Reserve would have a **less than significant** impact on Rocklin Roadways.

IMPACT 4.3-5	**INCREASED VOLUMES ON CITY OF LINCOLN ROADWAYS EXISTING CONDITIONS**	
Applicable Policies and Regulations	City of Lincoln General Plan	
	CSP	**Urban Reserve**
Significance with Policies and Regulations	Less Than Significant	Less Than Significant
Mitigation Measures:	None Required	None Required
Significance after Mitigation:	Less Than Significant	Less Than Significant

CREEKVIEW SPECIFIC PLAN

The roadway segment analysis incorporates the City of Lincoln's newly adopted General Plan. The existing plus project analysis concludes that the majority of the project generated trips will generally travel towards the existing Roseville and Sacramento locations, with a minimal increase north towards and into Lincoln. As shown in Table 4.3-11, based on project model results and a project trip distribution analysis, less than one percent of the project trips were determined to travel north and into the City of Lincoln. Therefore the impact is **less than significant** on those roads.

TABLE 4.3-11
LEVEL OF SERVICE AT LINCOLN ROADWAY SEGMENTS
EXISTING PLUS PROPOSED PROJECT SCENARIO

Roadway Segment	*LOS Standard*	*Lanes*	*Existing*		*Plus Project*	
			ADT	*LOS*	*ADT*	*LOS*
Dowd Road north of Catlett Road	C	2	1,000	A	1,000	A
Fiddyment Road north of Athens Avenue	C	2	4,700	A	4,800	A
Industrial Avenue north of Athens Avenue	C	2	6,300	A	6,500	A
Athens Avenue east of Dowd Road	C	0	N/A	N/A	N/A	N/A
Athens Avenue East of Fiddyment Road	C	2	3,700	A	4,300	A
Moore Road east of Fiddyment Road	C	2	400	A	500	A

Notes **BOLD** Locations Do Not Meet LOS Policy
Shaded Locations Indicate Significant LOS Impact
* Within ½ Mile of Freeway Ramp

Source: DKS Associates, 2010.

URBAN RESERVE

Development of the Urban Reserve would increase volumes on local roadways. Adequate capacity is available; therefore, buildout of the Urban Reserve would have a **less than significant** impact on Lincoln Roadways.

IMPACT 4.3-6	INCREASE TRAFFIC VOLUMES ON PLACER COUNTY ROADWAY INTERSECTIONS UNDER EXISTING CONDITIONS	
Applicable Policies and Regulations	Placer County General Plan Placer Vineyards Specific Plan Regional University Specific Plan	
	CSP	**Urban Reserve**
Significance with Policies and Regulations	Significant	Significant
Mitigation Measures:	MM-4.3-3, Placer County: Contribute Fair Share Costs to Roadways	WMM-4.3-4: Construct Identified Improvements on Placer County Roadways
Significance after Mitigation:	Significant And Unavoidable	Significant And Unaviodable

CREEKVIEW SPECIFIC PLAN

Intersection Analysis AM Peak Hour

Table 4.3-12 shows the change in Level of Service at key intersections within Placer County due to the proposed project. Under the existing scenario all of these segments operate at LOS C or better, except the intersection of Walerga Road at PFE Road, which operates at LOS E. Under the existing plus project scenario all of these intersections will continue to function at LOS C or better, except the intersections of Locust Road at Baseline Road and Walerga Road at PFE Road. The intersection of Locust Road at Baseline Road will degrade from LOS C to LOS D, however, LOS D was determined to be acceptable with approval of the Placer Vineyards Specific Plan. The intersection of Walerga Road at PFE Road will continue to operate at LOS E with or without the project. Because all Placer County segments will continue to function at acceptable levels or will not degrade in LOS, there are no a.m. peak hour impacts.

Intersection Analysis PM Peak Hour

There are two intersections that will operate at less than Placer County's acceptable level of service. The intersection of Walerga Road at PFE Road will continue to operate at LOS D with or without the project and the volume to capacity ratio will not degrade by more than 0.05. Therefore, this impact is considered **less than significant**.

The proposed project would result in a change in Level of Service at one Placer County intersection. Table 4.3-12 shows the changes in p.m. peak hour intersection level of service at the following Placer County intersection. This intersection is:

- Locust Road and Baseline Road (LOS E to F)

The stop-controlled intersection of Locust Road and Baseline Road currently operates at LOS E. The addition of the proposed project would increase the delay at that intersection and reduce the corresponding LOS from E to F. This would be a **significant** impact.

The following describes recommended mitigation measures for the affected intersection.

Lucust Road and Baseline Road – This intersection is currently stop controlled and functions at LOS E. Under the Existing Plus Project scenario, this intersection would function at LOS F. Construction of additionnal eastbound and westbound thru-lanes would improve the operation of this intersection to LOS B, which meets the County's LOS policy. This intersection could also be signalized, along with the widening of Baseline Road to four-lanes in order to operate at LOS A under Existing Plus Project conditions. Signalization of this intersection, along with the widening of Baseline Road to four lanes, was identified in the Sutter Pointe Specific Plan adopted by Sutter County.

Implementation of Mitigation Measure 4.3-3 will facilitate the construction of such improvements by requiring the City of Roseville negotiate in good faith with Placer County to enter into fair and reasonable arrangements with the intention of achieving within a reasonable time period after approval of the Creekview Specific Plan commitment for the provision of adequate fair share mitigation from the Specific Plan for impacts on Placer County roadways.

Construction of the improvements noted above would reduce the project impacts to less than significant levels. However, because the City of Roseville does not have control over improvements on Placer County roadways, the City must conservatively assume that, at the time

of project approval by the City, this impact will be is considered **significant and unavoidable**, despite the City's own commitment to work with Placer County. Consistent with CEQA Guidelines section 15091, subdivision (a)(2), the City concludes that Placer 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 County officials to explore the feasibility of such a program, wherein the effects of development across jurisdictional boundaries are addressed. If adopted, the Creekview Specific Plan area will be made part of such a fee program.

TABLE 4.3-12
LEVEL OF SERVICE AT PLACER COUNTY INTERSECTIONS
EXISTING PLUS PROPOSED PROJECT SCENARIO

Intersection	*LOS Standard*	*Existing*		*Plus Project*	
		LOS	*V/C - Delay*	*LOS*	*V/C -Delay*
AM Peak Hour					
Santucci Blvd & Baseline Rd	D	A	0.51	A	0.47
Locust Rd & Baseline Rd	D	C	24.6	D	27.2
Watt Ave Blvd & PFE Rd	C	C	20.8	C	21.8
Walerga Rd & PFE Rd	C	**E**	**0.98**	**E**	**0.97**
Cook-Riolo & PFE Rd	C	B	10.4	B	10.8
Fiddyment & Athens	C	A	9.1	A	9.1
Industrial & Athens	C	A	0.35	A	0.33
Santucci Blvd & Baseline Rd	D	D	0.86	D	0.87
Locust Rd & Baseline Rd	D	**E**	**47.2**	**F**	**74.6**
Watt Avenue & PFE Rd	C	C	16.5	C	19.9
Walerga Rd & PFE Rd	C	**D**	**0.84**	**D**	**0.87**
Cook-Riolo & PFE Rd	C	A	9.7	A	9.8
Fiddyment & Athens	C	A	9.7	B	10.4
Industrial & Athens	C	A	0.33	A	0.34

Notes: **BOLD** Locations Do Not Meet LOS Policy **Shaded** locations Indicate Significant LOS Impact V/C for Signalized Intersections, Average Intersection Delay for Stop Signs

URBAN RESERVE

Development of the Urban Reserve would likely have similar impacts on Placer County intersections as the CSP. This is considered a **significant** impact. However, because the City of Roseville does not have control over improvements on Placer County roadways, the City must conservatively assume that, at the time of project approval by the City this impact will be significant and unavoidable, despite the City's own commitment to work with Placer County. Consistent with CEQA Guidelines section 15091, subdivision (a) (2), the City concludes that Placer 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 County officials to explore the feasibioity of such a program wherein the effects of development across jurisdictional boundaries are addressed. If adopted, the Creekview Specific Plan area will be made part of such a fee program.

IMPACT 4.3-7	**INCREASE TRAFFIC VOLUMES ON PLACER COUNTY ROADWAY SEGMENTS UNDER EXISTING CONDITIONS**	
Applicable Policies and Regulations	Placer County General Plan Placer Vineyards Specific Plan Regional University Specific Plan	
	CSP	**Urban Reserve**
Significance with Policies and Regulations	Significant	Significant
Mitigation Measures:	MM-4.3-3 Placer County Intersections: Pay Fair Share Cost of Improvements; MM 4.3-4 Pay Fair Share of Improvements (Walerga Road)	WMM-4.3-4 Construct Identified Improvements; MM-4.3-3 Placer County Intersections: Pay Fair Share Cost of Improvements; MM 4.3-4 Pay Fair Share of Improvements (Walerga Road)
Significance after Mitigation:	Significant and Unavoidable	Significant and Unavoidable

CREEKVIEW SPECIFIC PLAN

Table 4.3-13 shows the changes in daily traffic volumes on Placer County roadway segments under existing plus project conditions. There would be increased volumes on Walerga Road south of Baseline if the project were instantaneously built out (LOS D to E).

Walerga Road south of Baseline Road – Under the existing scenario this segment currently carries 16,100 vehicles per day and operates at LOS D. Under the Plus Project scenario, traffic volumes would increase along this segment to 17,000 vehicles per day and operate at LOS E. This is considered a **significant** impact.

The construction of a second northbound and southbound through lane would improve the LOS along this segment of roadway to LOS A. 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 4-lanes. Development within the Creekview Specific Plan Area will be required to participate in this fee program and pay fair share costs for this improvement consistent with MM 4.3-3 *Placer County Intersections: Pay Fair Share of Improvements* and MM 4.3-4 Pay Fair Share of Improvements (Walerga Road). With implementation of MM 4.3-3, the timing of these improvements is uncertain. Therefore, this impact is considered **significant and unavoidable.**

TABLE 4.3-13
LEVEL OF SERVICE AT PLACER COUNTY ROADWAY SEGMENTS
EXISTING PLUS PROPOSED PROJECT SCENARIO

Roadway Segment	*LOS Standard*	*Lanes*	*Existing*		*Plus Project*	
			ADT	*LOS*	*ADT*	*LOS*
Baseline Rd W/O Sierra Vista	D	2	9,700	A	9,500	A
Watt Avenue S/O Baseline	D	2	5,700	A	6,600	A
Walerga Rd S/O Baseline	C	2	16,100	D	**17,000**	**E**
PFE E/O Watt Avenue	C	2	3,900	A	4,000	A
Fiddyment Rd S/O Athens	C	2	6,100	A	6,800	A
Sunset E.O Foothills	C	2	3,600	A	3,600	A
Foothills Bl S/O Athens	C	2	3,700	A	3,700	A
Athens Ave E/O Fiddyment Rd	C	2	4,900	A	5,400	A
Industrial Blvd N/O Athens Ave	C	2	6,600	A	6,900	A
Philip Rd W/O Sierra Vista	C	2	100	A	1,100	A
Brewer Rd S/O W Sunset	C	2	200	A	400	A
W Sunset W/O Fiddyment Rd	C	2	1,000	A	1,000	A
Dowd Rd S/O Athens	N/A	-	N/A		N/A	

Notes: **BOLD**Locations Do Not Meet LOS Policy (LOS "C" or "D" or better)
Shaded Locations Indicate Significant LOS Impact

Source: DKS Associates, 2010.

The conservative conclusion here that the impact is **significant and unavoidable** reflects the realities (i) that the City will be acting first without certain knowledge of Placer County actions and (ii) that the City cannot force Placer County to enter into an agreement against its will. The conclusion should not be understood to diminish the mandatory character of proposed Mitigation Measures 4.3-3, which requires the City to attempt to enter into an agreement with the County to require the CSP to pay its fair share for mitigation in the unincorporated area necessitated in part by the CSP, including impacts on Placer County segments. The City anticipates cooperation with the County and successful implementation in light of actions by the Placer County Board of Supervisors in July 2007, December 2008, and May 2009 approving mitigation measures for the Placer Vineyards, Regional University, and Riolo Vineyards specific plans requiring the County to

approach the City about entering into an agreement to address inter-jurisdictional traffic impacts and mitigation obligations.

URBAN RESERVE

Development of the Urban Reserve would likely significantly impact Placer County Roadways in the vicinity of the project area, including Walerga south of Baseline Road. This is a **significant** impact.

Implementation of MM 4.3-3 and MM 4.3-4 requires development to pay its fair share of transportation improvements in Placer County, which would reduce impacts. However, because the City of Roseville does not have control over improvements on Placer County roadways, the City must conservatively assume that, at the time of project approval by the City, impacts to roadways not subject to existing inter-jurisdictional funding program are considered **significant and unavoidable**, despite the City's own commitment to work with Placer County.

IMPACT 4.3-8	**INCREASED TRAFFIC VOLUMES ON EXISTING SACRAMENTO COUNTY INTERSECTIONS**	
Applicable Policies and Regulations	Sacramento General Plan	
	CSP	**Urban Reserve**
Significance with Policies and Regulations	Less Than Significant	Less Than Significant
Mitigation Measures:	None Required	None Required
Significance after Mitigation:	Less Than Significant	Less Than Significant

CREEKVIEW SPECIFIC PLAN

Table 4.3-14 shows the change in traffic volume on roadway segments within Sacramento County. Under the existing scenario, all of these segments will operate at LOS D or better. Under the existing plus project scenario all of these segments will continue to function at LOS D or better. Because all Sacramento County segments will continue to function at LOS D or better, this impact is considered to be **less than significant**.

TABLE 4.3-14
LEVEL OF SERVICE AT SACRAMENTO COUNTY INTERSECTIONS
EXISTING PLUS PROPOSED PROJECT SCENARIO

Intersection	*LOS Standard*	*Existing*		*Plus Project*	
		LOS	*V/C*	*LOS*	*V/C*
AM Peak Hour					
Watt Avenue & Elverta Rd	E	A	0.47	A	0.45
Walerga Rd & Elverta Rd	E	C	0.76	C	0.73
Watt Avenue & Antelope Rd	E	C	0.76	C	0.73
Walerga Rd & Antelope Rd	E	B	0.63	B	0.60
Watt Avenue & Elkhorn	E	B	0.69	B	0.61
Walerga Rd & Elkhorn	E	B	0.62	A	0.52
PM Peak Hour					
Watt Avenue & Elverta Rd	E	B	0.62	B	0.62
Walerga Rd & Elverta Rd	E	C	0.70	B	0.66
Watt Avenue & Antelope Rd	E	C	0.79	C	0.79
Walerga Rd & Antelope Rd	E	D	0.87	D	0.87
Watt Avenue & Elkhorn	E	B	0.69	B	0.69
Walerga Rd & Elkhorn	E	C	0.80	C	0.72

Notes: **Bold** Locations Do Not Meet LOS Policy
Shaded locations Indicate Significant LOS Impact

Source: DKS Associates, 2010

URBAN RESERVE

Development of the Urban Reserve would increase traffic in the vicinity of the project area. It appears that there is adequate capacity available; the impact on Sacramento County intersections would be considered **less than significant**.

IMPACT 4.3-9	INCREASED TRAFFIC VOLUMES ON EXISTING SACRAMENTO COUNTY ROADWAY SEGMENTS	
Applicable Policies and Regulations	Sacramento County General Plan Placer Vineyards Specific Plan	
	CSP	**Urban Reserve**
Significance with Policies and Regulations	Significant	Significant
Mitigation Measures:	MM 4.3-5 Contribute Fair Share Costs to Sacramento County Facilities	MM 4.3-5 Contribute Fair Share Costs to Sacramento Facilities
Significance after Mitigation:	Significant and Unavoidable	Significant and Unavoidable

CREEKVIEW SPECIFIC PLAN

Table 4.3-15 shows the changes in daily traffic volume on Sacramento County roadways under existing and existing plus project conditions. Under the existing scenario Walerga Road south of Elverta currently carries 35,800 vehicles per day and operates at LOS E. Under the Plus Project scenario, traffic volumes would increase along this segment to 36,100 vehicles per day and the roadway would operate at LOS F.

TABLE 4.3-15
LEVEL OF SERVICE AT SACRAMENTO COUNTY ROADWAY SEGMENTS
EXISTING PLUS PROPOSED PROJECT SCENARIO

Roadway Segment	*LOS Standard*	*Lanes*	*Existing*		*Plus Project*	
			ADT	*LOS*	*ADT*	*LOS*
Watt Avenue S/O PFE	E	2	16,300	E	17,200	E
Watt Avenue S/O Elverta	E	4	25,700	C	26,200	C
Watt Avenue S/O	E	4	28,400	C	29,000	D
Watt Avenue S/O Elkhorn	E	4	32,600	E	32,900	E
Walerga Rd S/O PFE	E	4	23,300	B	23,800	B
Walerga Rd S/O Elverta	E	4	35,800	E	**36,100**	**F**
Walerga Rd S/O Antelope	E	4	31,800	D	32,700	D
Walerga Rd S/O Elkhorn	E	4	29,300	D	29,400	D

Notes: **BOLD** Locations Do Not Meet LOS Policy
Shaded locations Indicate Significant LOS Impact

Source: DKS Associates, 2010

Mitigation Measure 4.3-5, *Construct Fair Share Costs to Sacramento Facilities* will facilitate the construction of improvements such as widening Walerga Road to six lanes south of PFE Road by requiring the City of Roseville 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 CSP, a commitment for the provision of adequate fair share mitigation from the specific plan 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 of Roseville does not have control over improvements on Sacramento County roadways, the City must conservatively assume that, at the time of project approval by the City, this impact is considered will be **significant and unavoidable,** despite the City's own commitment to work with Sacramento County. Consistent with CEQA Guidelines

section 15091, subdivision (a)(2), the City concludes that Sacramento 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 Sacramento County officials to explore the feasibility of such a program, wherein the effects of development across jurisdictional boundaries are addressed. If adopted, the Creekview Specific Plan area will be made part of such a fee program.

URBAN RESERVE

Development of the Urban Reserve would likely increase traffic volumes on Sacramento County roadways in the vicinity of the area, and cause similar impacts as the CSP . This is considered a **significant** impact.

Implementation of Mitigation Measure 4.3-4 Payment *of Fair Share Costs to Sacramento County Facilities* would reduce these impacts. However, because the City of Roseville does not have control over improvements on Sacramento County roadways, the City must conservatively assume that, at the time of project approval by the City, this impact will be **significant and unavoidable**, despite the City's own commitment to work with Sacramento County. Consisten with CEQA Guidelines section 15091, subdivision (a) (2), the City concludes that Sacramento 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 Sacramento County officials to explore the feasibility of such a program, wherein the effects of development across jurisdictional boundaries are addressed. If adopted, the Creekview Specific Plana rea will be made part of such a fee program.

IMPACT 4.3-10	INCREASED TRAFFIC VOLUMES ON EXISTING SUTTER COUNTY INTERSECTIONS	
Applicable Policies and Regulations	Sutter County General Plan	
	CSP	**Urban Reserve**
Significance with Policies and Regulations	Significant	Significant
Mitigation Measures:	MM 4.3-6 Contribute Fair Share Costs to Sutter County Facilities	MM 4.3-6 Contribute Fair Share Costs to Sutter County Facilities
Significance after Mitigation:	Significant and Unavoidable	Significant and Unavoidable

CREEKVIEW SPECIFIC PLAN

Intersection Analysis AM Peak Hour

Table 4.3-16 shows the change in Level of Service at key intersections within Sutter County due to the proposed project. Under the existing scenario all of these segments will operate at LOS D or better, except the intersection of State route 99 at Riego Road, which operates at LOS E. Under the existing plus project scenario all of these intersections will continue to function at LOS D or better, except the intersection of State route 99 at Riego Road, which will continue to operate at LOS E. Because all Sutter County segments will continue to function at LOS D or better or will not degrade in LOS, there are no a.m. peak hour impacts.

TABLE 4.3-16
LEVEL OF SERVICE AT SUTTER COUNTY INTERSECTIONS
EXISTING PLUS PROPOSED PROJECT SCENARIO

Intersection	*LOS Standard*	*Existing Conditions*		*Existing Plus Project*	
		LOS	*Delay*	*LOS*	*Delay*
AM Peak Hour					
Pleasant Grove N & Riego	D	C	21.4	C	21.3
Pleasant Grove S & Riego	D	C	21.2	C	23.9
SR 99 & Riego Road	D	**E**	**0.94**	**E**	**0.91**
PM Peak Hour					
Pleasant Grove N & Riego	D	D	27.7	D	34.5
Pleasant Grove S & Riego	D	**E**	**35.0**	**F**	**50.4**
SR 99 & Riego Rd	D	D	0.85	D	0.85

Notes: **BOLD** Locations Do Not Meet LOS Policy
Shaded locations Indicate Significant LOS Impact
V/C for Signalized Intersections, Average Intersection Delay for Stop Signs

Source: DKS Associates, 2010.

Intersection Analysis PM Peak Hour

The proposed project would result in a change in Level of Service at one intersection in Sutter County. Table 4.3-16 shows the changes in p.m. peak hour intersection level of service at the following Sutter County intersection. This intersection is:

- Pleasant Grove S. and Riego Road (LOS E to F)

The intersection of Pleasant Grove S. and Riego Road currently operates at LOS E. The addition of the proposed project would increase the delay at that intersection and reduce the corresponding LOS from E to F. This would be a **significant** impact.

The following describes recommended mitigation measures for the affected intersection, consistent with MM 4.3-6.

Reigo Road and Pleasant Grove South – This intersection is currently stop controlled and functions at LOS E. Under the Existing Plus Project scenario, this intersection would function at LOS F. Construction of a separate eastbound and westbound turn lane would improve the operation of this intersection to LOS E, which does not meet the County's LOS policy. This intersection would need to be signalized in order to operate at LOS C or better under Existing Plus Project conditions. This improvement, along with the widening of Baseline Road to four lanes, was identified in the Sutter Pointe Specific Plan adopted by Sutter County.

Implementation of Mitigation Measure 4.3-6 will facilitate the construction of such improvements by requiring the City of Roseville 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 Creekview Specific Plan commitment for the provision of adequate fair share mitigation from the Specific Plan for impacts on Sutter County roadways.

Construction of the improvements noted above would reduce the project impacts to less than significant levels. However, because the City of Roseville does not have control over improvements on Sutter County roadways, the City must conservatively assume that, at the time of project approval by the City, this impact will be is considered **significant and unavoidable**, despite the City's own commitment to work with Sutter County. Consistent with CEQA Guidelines section 15091, subdivision (a)(2), the City concludes that Sutter 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 Sutter County officials to explore the feasibility of such a program, wherein the effects of development across jurisdictional boundaries are addressed. If adopted, the Creekview Specific Plan area will be made part of such a fee program.

The City anticipates cooperation with the County and successful implementation in light of actions by the Sutter County Board of Supervisors in July 2009 approving mitigation measures for the Sutter Pointe Specific Plan and direction to address inter-jurisdictional traffic impacts and mitigation obligations (though not Roseville specifically).

URBAN RESERVE

Development of the Urban Reserve would likely have similar impacts on Sutter County intersections as the CSP. This is considered a **significant** impact. MM 4.3-6 requires contribution of fair share costs to Sutter County facilties. However, because the City of Roseville does not have control over improvements on Sutter County roadways, the City must conservatively assume that, at the time of project approval by the City this impact will be **significant and unavoidable**, despite the City's own commitment to work with Sutter County. Consistent with CEQA Guidelines section 15091, subdivision (a) (2), the City concludes that Sutter 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 Sutter County officials to explore the feasibioity of such a program wherein the effects of development across jurisdictional boundaries are addressed. If adopted, the Creekview Specific Plan area will be made part of such a fee program.

IMPACT 4.3-11	**INCREASED TRAFFIC VOLUMES ON EXISTING SUTTER COUNTY ROADWAYS**	
Applicable Policies and Regulations	Sutter County General Plan	
	CSP	**Urban Reserve**
Significance with Policies and Regulations	Less Than Significant	Less Than Significant
Mitigation Measures:	None Required	None Required
Significance after Mitigation:	Less Than Significant	Less Than Significant

CREEKVIEW SPECIFIC PLAN

Table 4.3-17 shows the change in traffic volume on Riego Road in Sutter County due to the proposed CSP. Under the existing scenario this segment currently carries 8,100 vehicles per day and operates at LOS C. Under the Plus Project scenario, traffic volumes would increase along this segment to 8,600 vehicles per day and operate at LOS C. Therefore, this impact is considered to be **less than significant**.

TABLE 4.3-17

LEVEL OF SERVICE AT SUTTER COUNTY ROADWAY SEGMENT

EXISTING PLUS PROPOSED PROJECT SCENARIO

Roadway Segment	*LOS Standard*	*Lanes*	*Existing*		*Plus Project*	
			ADT	*LOS*	*ADT*	*LOS*
Riego Rd E/O SR 70-99	D	2	8,100	C	8,600	C

Notes: Bold Locations Do Not Meet LOS Policy
Shaded Locations Indicate Significant LOS Impact

Source: DKS Associates, 2010

URBAN RESERVE

Similar to the CSP, development of the Urban Reserve would be expected to increase traffic on Riego Road. However, annexation of the parcels would not significantly impact this roadway segment. Therefore, this impact is considered **less than significant**.

IMPACT 4.3-12	**INCREASED TRAFFIC VOLUMES ON EXISTING STATE INTERCHANGES**	
Applicable Policies and Regulations	CALTRANS Policies	
	CSP	**Urban Reserve**
Significance with Policies and Regulations	Less Than Significant	Significant
Mitigation Measures:	MM 4.3-7: Contribute Fair Share Costs to State Interchanges	MM 4.3-7: Contribute Fair Share Costs to State Interchanges
Significance after Mitigation:	Less Than Significant	Less Than Significant

CREEKVIEW SPECIFIC PLAN

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 4.3-18 shows the existing and existing plus project levels of service at a number of interchanges providing access to State Route 65, Interstate 80, and State Route 70/99. The State's Transportation Concept Reports (TCR's) for these three highways designate a level of service standard of E or better. During the a.m. peak hour, all of these interchanges will continue to function at LOS E or better. During the p.m. peak period one interchanges will function at less than LOS E during the p.m. peak period. This interchange is:

- I-80 Eastbound off at Taylor Road/Eureka Boulevard

TABLE 4.3-18
LEVEL OF SERVICE AT SIGNALIZED HIGHWAY RAMP INTERSECTIONS
EXISTING PLUS PROPOSED PROJECT SCENARIO

Intersection	*LOS Standard*	*Existing*		*Plus Project*	
		LOS	*V/C*	*LOS*	*V/C*
AM Peak Hour					
SR 65 N/B Off & Blue Oaks Blvd	E	B	0.61	A	0.36
SR 65 SB & Washington Blvd/Blue Oaks Blvd	E	A	0.34	A	0.37
I-80 WB Off & Douglas Blvd	E	A	0.51	A	0.52
I-80 WB On & Atlantic St	E	A	0.29	A	0.29
SR 65 N/B Off & Pleasant Grove Blvd	E	A	0.35	A	0.38
SR 65 S/B Off & Pleasant Grove Blvd	E	A	0.31	A	0.32
I-80 WB Off & Riverside Ave	E	A	0.55	A	0.53
SR 65 S/B On & Stanford Ranch/Galleria	E	B	0.60	B	0.61

TABLE 4.3-18
LEVEL OF SERVICE AT SIGNALIZED HIGHWAY RAMP INTERSECTIONS
EXISTING PLUS PROPOSED PROJECT SCENARIO

Intersection	*LOS Standard*	*Existing*		*Plus Project*	
		LOS	*V/C*	*LOS*	*V/C*
SR 65 N/B On & Stanford Ranch/Galleria	E	A	0.34	A	0.35
I-80 E/B Off & Taylor/Eureka	E	E	0.97	E	0.96
I-80 EB Off/Orlando & Riverside Ave	E	A	0.54	A	0.54
SR 70/99 & Riego Rd	E	E	0.94	D	0.91
PM Peak Hour					
SR 65 N/B Off & Blue Oaks Blvd	E	A	0.39	A	0.39
SR 65 SB & Washington Blvd/Blue Oaks Blvd	E	A	0.42	A	0.50
I-80 WB Off & Douglas Blvd	E	B	0.67	B	0.68
I-80 WB On & Atlantic St	E	A	0.41	A	0.40
SR 65 N/B Off & Pleasant Grove Blvd	E	A	052	D	0.52
SR 65 S/B Off & Pleasant Grove Blvd	E	A	0.42	A	0.42
I-80 WB Off & Riverside Ave	E	B	0.69	C	0.70
SR 65 N/B On & Stanford Ranch/Galleria	E	D	0.84	D	0.84
SR 65 S/B On & Stanford Ranch/Galleria	E	C	0.74	C	0.75
I-80 E/B Off & Taylor/Eureka	E	**F**	**1.08**	**F**	**1.08**
I-80 EB Off/Orlando & Riverside Ave	E	B	0.69	C	0.69
SR 70/99 & Riego Rd	E	D	0.85	D	0.85

Notes: **Bold** Locations Do Not Meet LOS Policy
Shaded BOLD locations Indicate Significant LOS Impact

Source: DKS Associates, 2010

I-80 Eastbound off at Taylor Road/Eureka Boulevard - Under the existing scenario, this interchange currently operates at LOS F with a volume to capacity ratio of 1.08. Under the plus project scenario this interchange will continue to operate at LOS F and the volume to capacity ratio of 1.08. Because there is no further degradation in the operation of this interchange, the impacts of the proposed project on this interchange would be **less than significant**. In addition, Caltrans and the City of Roseville are currently moving forward with the design for improvements at this interchange that will that would improve the operation of the interchange under the existing plus project scenario to LOS C with a volume-to-capacity ratio of 0.74. Those improvements include:

- Construction of a fourth westbound through lane on Eureka Road
- Construction of a second eastbound to northbound left turn lane from Eureka Road to Taylor Road
- Construction of a second northbound through lane from the eastbound off ramp to Taylor Road

These improvements are currently funded, included within the City of Roseville's Capital Improvement Program, environmental review has been completed, and the City is currently working with Caltrans to develop improvement plans. Caltrans has given every indication of receptivity to these improvements, so their construction is not in doubt. Implementation of MM 4.3-7, *Contribute Fair Share Costs to State Interchanges* would require development within the CSP to pay fair share costs for these improvements. Therefore, the impacts to this interchange would remain **less than significant**.

URBAN RESERVE

The addition of development from the Urban Reserve to existing conditions would cause changes in traffic volumes at State highway interchanges providing access to the site. This is considered a **significant** impact.

Implementation of MM 4.3-6*:* Contribute Project's Fair Share Costs of the construction of transportation facilities and/or improvements on Federal or State facilities would reduce impacts to interchanges to a **less than significant** level.

IMPACT 4.3-13	INCREASED TRAFFIC VOLUMES ON EXISTING STATE HIGHWAYS	
Applicable Policies and Regulations	CALTRANS Policies	
	CSP	**Urban Reserve**
Significance with Policies and Regulations	Significant	Significant
Mitigation Measures:	MM 4.3-8: Contribute Fair Share Costs to State Roadway Segments	MM 4.3-8: Contribute Fair Share Costs to State Roadway Segments
Significance after Mitigation:	Significant and Unavoidable	Significant and Unavoidable

CREEKVIEW SPECIFIC PLAN

Table 4.3-19 shows the existing and existing plus project volumes on State highway segments. The table shows that I-80 currently operates at LOS F and the addition of the proposed project would add less than one percent to some of these already deficient facilities. These segments are:

- Douglas Boulevard to Eureka Road – 0.1 percent increase in ADT
- Eureka to Talyor Road-0.6 percent increase in ADT
- Taylor Road to 65-0.6 percent increase in ADT
- I-80 to Galleria Boulevard-1.7 percent increase in ADT
- Galleria Boulevard to Pleasant Grove Boulevard-2.8 percent increase in ADT
- Pleasant Grove to Blue Oaks Bouelvard-3.7 percent increase in ADT

TABLE 4.3-19
AVERAGE DAILY TRAFFIC VOLUMES AND LOS ON STATE HIGHWAYS
EXISTING PLUS PROPOSED PROJECT

Facility	Segment	Lanes	Existing		Existing Plus Project		
			ADT	LOS	ADT	LOS	% Change
I-80	Sacramento County line to Riverside Ave	8	**170,000**	**F**	**171,100**	**F**	**0.0%**
	Riverside Avenue to Douglas Blvd	6	**160,000**	**F**	**160,600**	**F**	**0.00%**
	Douglas Blvd to Eureka Rd	6	**159,000**	**F**	**159,200**	**F**	**+0.1%**
	Eureka Rd to Taylor Rd	8	**167,000**	**F**	**168,000**	**F**	**+0.6%**
	Taylor Rd to SR 65	8	**157,000**	**E**	**158,000**	**F**	**+0.6%**
SR 65	I-80 to Galleria Blvd	4	**108,000**	**F**	**109,800**	**F**	**+1.7%**
	Galleria Blvd to Pleasant Grove Blvd	4	**96,000**	**F**	**98,700**	**F**	**+2.8%**
	Pleasant Grove Blvd to Blue Oaks Blvd	4	**82,000**	**F**	**85,000**	**F**	**+3.7%**
	Blue Oaks Blvd to Sunset Blvd	4	69,000	D	69,000	D	0.0%
SR 70/99	Sankey Rd to Riego Rd	4	34,000	A	34,000	A	0.0%
	Riego Rd to Elverta Rd	4	39,500	B	40,300	B	+2.0%
	Elverta Rd to Elkhorn Blvd	4	44,000	B	44,800	B	+1.8%

Notes:
Highway segments operating at LOS F are **BOLD**. Impacts are **Shaded**
Volumes Exclude Carpool Lanes

Source: DKS Associates, 2010

Because Caltrans considers any increase in volume on an already deficient facility an impact, this represents a **significant** impact. Caltrans is currently moving forward with Phases 2 and 3 of the Interstate 80 widening project in Placer County that will add High Occupancy Vehicle lanes and

Auxiliary lanes from the Sacramento County line to 1,000 feet east of the Highway 65 Interchange. This is an ongoing, federally funded project that is fully funded. These improvements will significantly improve the operation of these segments of Interstate 80. However, since the City of Roseville does not have control over improvements on State facilities, and because more improvements may be required, this impact is considered **significant and unavoidable**.

No other improvements have been identified to mitigate project impacts on I-80 and SR 65 over than what is described above; however, the City is working with Caltrans & the Placer County Transportation Planning Agency (PCTPA) to establish a regional approach to institute a fee program for the purpose of funding improvements to these facilities. Implementation of MM 4.3-8, if and when Caltrans and the City enter into an enforceable agreement, the Project shall pay impact fees to the City of Roseville in amounts that constitute the 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 recognizes the magnitude of the projected growth in Placer County, its resulting increase in travel demand, and the need for a cooperative approach to plan, fund and implement transportation improvements to accommodate that growth, including improvements to the State Highway System in Placer County.

The City is working with the Placer County Transportation Planning Agency (PCTPA), the South Placer Regional Transportation Authority (SPRTA), and their member jurisdictions to develop a strategic "Transportation Expenditure Plan" that includes funding for improvements for State highways in Placer County. The Expenditure Plan includes a number of critical transportation projects and programs including construction of the Placer Parkway, improvements to I-80 and SR 65, and construction of SR 65 Lincoln Bypass.

The proposed funding components for the Expenditure Plan are as follows:

- Additional development fees
  - Tier 2 Fee
  - Transportation Uniform Mitigation Fee
- Transportation sales tax
- Existing and future State and Federal funds

The Tier 2 fees for Placer Parkway have been adopted in Roseville, Rocklin, Lincoln, and Placer County and will be applied to all new growth areas. The Tier 2 fees are intended to generate $476 million dollars towards the construction of the Placer Parkway. Consistent with MM 4.3-8, the Creekview Specific Plan will be required to participate in this fee program. In addition, the CSP will be required to participate in the South Placer Regional Transportation Authority Fee Program (SPRTA) and the Highway 65 Joint Powers Authority to fund improvements along Highway 65. The additional development fees will need to be adopted by each of the jurisdictions in South Placer County. The City supports implementation of the Transportation Expenditure Plan to fund regional improvements in South Placer County. The City will support Caltrans and regional agencies efforts to:

- Secure as much Federal and State funding for improvements to the State Highway System as possible, including funds for the transportation bond measure approved by the voters in 2006.
- Establish impact fees so that development throughout South Placer County pays their fair share of the unfunded cost of regional improvements, including improvements to SR 65

Because the City of Roseville does not have jurisdiction over State Highway facilities, this impact is considered **significant and unavoidable**.

URBAN RESERVE

Development of the Urban Reserve would increase traffic on state highways. Because Caltrans considers any increase in volume on an already deficient facility an impact, this represents a **significant** impact. Caltrans is currently moving forward with Phases 2 and 3 of the Interstate 80 widening project in Placer County that will add High Occupancy Vehicle lanes and Auxiliary lanes from the Sacramento County line to 1,000 feet east of the Highway 65 Interchange. This is an ongoing, federally funded project that is fully funded. These improvements will significantly improve the operation of these segments of Interstate 80 and reduce the impacts from the project to less than significant levels. At the time development is proposed, the Urban Reserve would be required to implement MM 4.3-8, *Pay Fair Share Costs to State Roadway Segments*. However, because the City of Roseville does not have control over improvements on State facilities, this impact is considered **significant and unavoidable**.

2025 CIP Plus Project

The 2025 CIP Conditions analysis considers market rate development of currently entitled land within Placer County and the surrounding area plus buildout of the City of Roseville with and without the Creekview Specific Plan. Section 5 of the DEIR evaluates other future development scenarios that include:

- Buildout of Roseville plus 2025 market rate development for all entitled property and reasonably foreseeable projects with and without Placer Parkway
- Buildout of Roseville plus buildout of all reasonably foreseeable projects in South Placer plus 2035 market rate development in the region.

Tables 4.3-20 and 4.3-21 show the a.m. and p.m. peak hour levels of service, respectively, at 176 existing signalized intersections Citywide under 2025 CIP conditions without buildout of the CSP. For informational purposes, these tables also show the existing levels of service for the intersections as well. It should be noted that this analysis includes a number of intersections that either currently are not signalized or are planned and approved but have not yet been built.

These tables have been divided into the following categories:

- Existing Signalized Intersections (157 intersections that are currently signalized)
- Future Signals in CIP (19 existing and future intersections that will be signalized by 2025)
- Signalized Intersections Added with Sierra Vista (23 additional signalized intersections to be constructed as part of the Sierra Vista Specific Plan)
- Intersections in Sierra Vista's Urban Reserve (3 additional signalized intersections are planned to be constructed when the Urban Reserve area is entitled and developed)
- Signalized Intersections Added with Creekview (3 additional signalized intersections to be constructed in the Creekview Specific Plan)
- Intersections in Pedestrian Overlay Zone (8 intersections excluded from the City's level of service policy where worse vehicular levels of service are accepted to promote pedestrian mobility and safety)

The addition of these signalized intersections brings the total number of signalized intersections considered in the 2025 CIP existing scenario to 205.

It should be noted that the intersection improvements identified in the Creekview Specific Plan EIR would be added to the City's CIP and are assumed at the following intersections:

- Westbrook Boulevard and Holt Parkway
- Westbrook Boulevard and Creekview Plaza
- Blue Oaks Boulevard and Creekview Plaza

Sixteen future intersections that currently do not exist, but are planned and approved and assumed to be in place within the 2025 horizon period based on forecast volumes and/or requirements of other specific plans are as follows:

- Roseville Parkway/ Old Auburn
- Washington Boulevard/ Industrial Avenue
- Foothills Boulevard/ HP Far South Access/ NEC Access
- Fiddyment Road/ Westhills Drive/Road "B"
- Woodcreek Oaks Boulevard/ Northpark Drive
- Woodcreek Oaks Boulevard/ Parkside Way
- Industrial Avenue/ Alantown Drive
- Roseville Parkway/ Gibson Road West
- Washington Boulevard/ All America Boulevard
- Cirby Way/ Cottonwood Drive
- Secret Ravine Parkway/ Alexandra Drive
- Grant Street/Oak Street (Ped Overlay)
- Gibson Road/ New Convention Center Road
- Pleasant Grove Boulevard/Westbrook Road
- Fiddyment Road/ Westlake Dr.
- Douglas Blvd/ I-80 EB on

The following four intersections do not currently exist but are identified in the West Roseville Specific Plan and included in the City's CIP. Therefore, they are assumed to be constructed and signalized by 2025:

- Blue Oaks Boulevard/ Westbrook Boulevard
- Blue Oaks Boulevard/ Hayden Parkway
- Fiddyment Road/ Fiddyment Ranch East/West Roadway
- Blue Oaks Boulevard/ Wood Meadow

The addition of these 20 signalized intersections would bring the total number of signalized intersections considered in the 2025 CIP existing scenario to 184.

Additionally, there are 23 signals identified in the Sierra Vista Specific Plan, included in the City's CIP and expected to be constructed by 2025. They are:

- Santucci Boulevard/ Pleasant Grove Boulevard
- Santucci Boulevard/ Federico Drive
- Santucci Boulevard/ Vista Glen Boulevard
- Santucci Boulevard/ Baseline Road
- Westbrook Boulevard/ Federico Drive
- Westbrook Boulevard/ Vista Glen Boulevard
- Westbrook Boulevard/ Baseline Road
- Market Street/ Vista Glenn Boulevard
- Market Street/ Baseline Road
- Pleasant Grove Boulevard/ Upland Drive
- Upland Drive/ Vista Glen Boulevard
- Upland Drive/ Baseline Road
- Baseline Road/ CMU3 Entrance
- Westbrook Boulevard/ Sierra Village Drive
- Vista Glen Boulevard/ Road 2A

- Vista Glen Boulevard/ SV N/S Collector 5
- Santucci Boulevard/ SV CC 5 & 6
- Santucci Boulevard/ Sierra Village Drive
- Vista Glen Boulevard/ Road 1
- Westbrook Boulevard/Sierra Glen Drive
- Baseline Road/ SV CC2
- Baseline Road/ SV CCBP2
- Baseline Road/ SV CC4

The addition of these 23 signalized intersections would bring the total number of signalized intersections considered in the 2025 CIP existing scenario to 207.

The City's General Plan excludes a number of signalized intersections included in the City's Pedestrian Overlay Zone from consideration in the City's Level of Service Policy. The Pedestrian Overlay Zone represents an area in the older part of the City in which worse vehicular levels of service are accepted to promote pedestrian mobility and safety. Therefore, the following eight intersections are excluded from Roseville's level of service policy:

- Riverside Avenue/ Darling Way
- Vernon Street/ Riverside Avenue/ Douglas Boulevard
- Vernon Street/ Grant Street
- Vernon Street/ Judah Street
- Vernon Street/ Lincoln Street
- Washington Boulevard/ Main Street
- Washington Boulevard/ Oak Street
- Oak Street/ Grant Street

With the elimination of these intersections, the total number of signalized intersections considered in the 2025 CIP analysis is 199.

Table 4.3-20 shows a summary of conditions under 2025 CIP conditions without the proposed project, and that under 2025 CIP conditions, the City will meet its 70% LOS C or better policy during the p.m. peak hour. The table shows that in the a.m. peak hour 90.5% of the City's intersections will operate at LOS C or better and in the p.m. peak hour 79.9% of the City's

intersections willoperate at LOS C or better. The table also shows that 19 intersections operate at LOS D or worse in the a.m. peak hour and 40 intersections will operate at LOS D or worse in the p.m. peak hour.

2025 CIP Plus Project Conditions

This section discusses traffic-related impacts on the City's roadway system under the 2025 CIP plus proposed project scenario. The impacts of the proposed project on transit and bikeways are covered under the Existing Plus Project Conditions analysis. The City's travel demand model has been used to estimate the change in daily a.m. and p.m. peak hour traffic volumes on City of Roseville roadways, due to development of the proposed project under 2025 CIP conditions.

TABLE 4.3-20
NUMBER OF ROSEVILLE INTERSECTIONS OPERATING AT LOS "C" OR BETTER
2025 CIP EXISTING SCENARIO

Level of Service	*AM - Peak Hour*		*PM - Peak Hour*	
	Number of Intersections	*Percentage*	*Number of Intersections*	*Percentage*
LOS A-C	180	**90.5%**	159	**79.9%**
LOS D	8	4.0%	23	11.6%
LOS E	8	4.0%	9	4.5%
LOS F	3	1.5%	8	4.0%
LOS D-F	**19**	**9.5%**	**40**	**20.1%**
Total	**199**	**100%**	**199**	**100%**
Note: Excludes intersections in Pedestrian Overlay Zone				

Source: DKS Associates, 2010.

Traffic volume forecasts are not based on a simple layering/ adding of assumed project-generated traffic volumes onto the No Project traffic volumes. Rather, the City's travel demand model is used to predict how travel patterns would change if the proposed project is added to buildout land

uses within the City. The travel model redistributes trips, and can cause traffic on some roadways to increase or decrease and cause changes in "critical" traffic movements at intersections. Due to this re-distribution process, changes in level of service at intersections some distance from the proposed project can take place.

IMPACT 4.3-14	INCREASED TRAFFIC ON CITY OF ROSEVILLE ROADWAYS UNDER 2025 CONDITIONS	
Applicable Policies and Regulations	City of Roseville General Plan Level of Service Policies	
	CSP	**Urban Reserve**
Significance with Policies and Regulations	Significant	Significant
Mitigation Measures:	MM 4.3-1 Pay Fair Share Improvements to the CIP	WMM 4.3-1 Pay Fair Share Improvement to the CIP
Significance after Mitigation:	Significant and Unavoidable	Significant and Unavoidable

CREEKVIEW SPECIFIC PLAN

The proposed project would increase traffic volumes on City of Roseville roadways under 2025 CIP Conditions and result in significant LOS impacts at one intersection during the a.m. peak and six intersections during the p.m. peak:

A.M Peak Hour

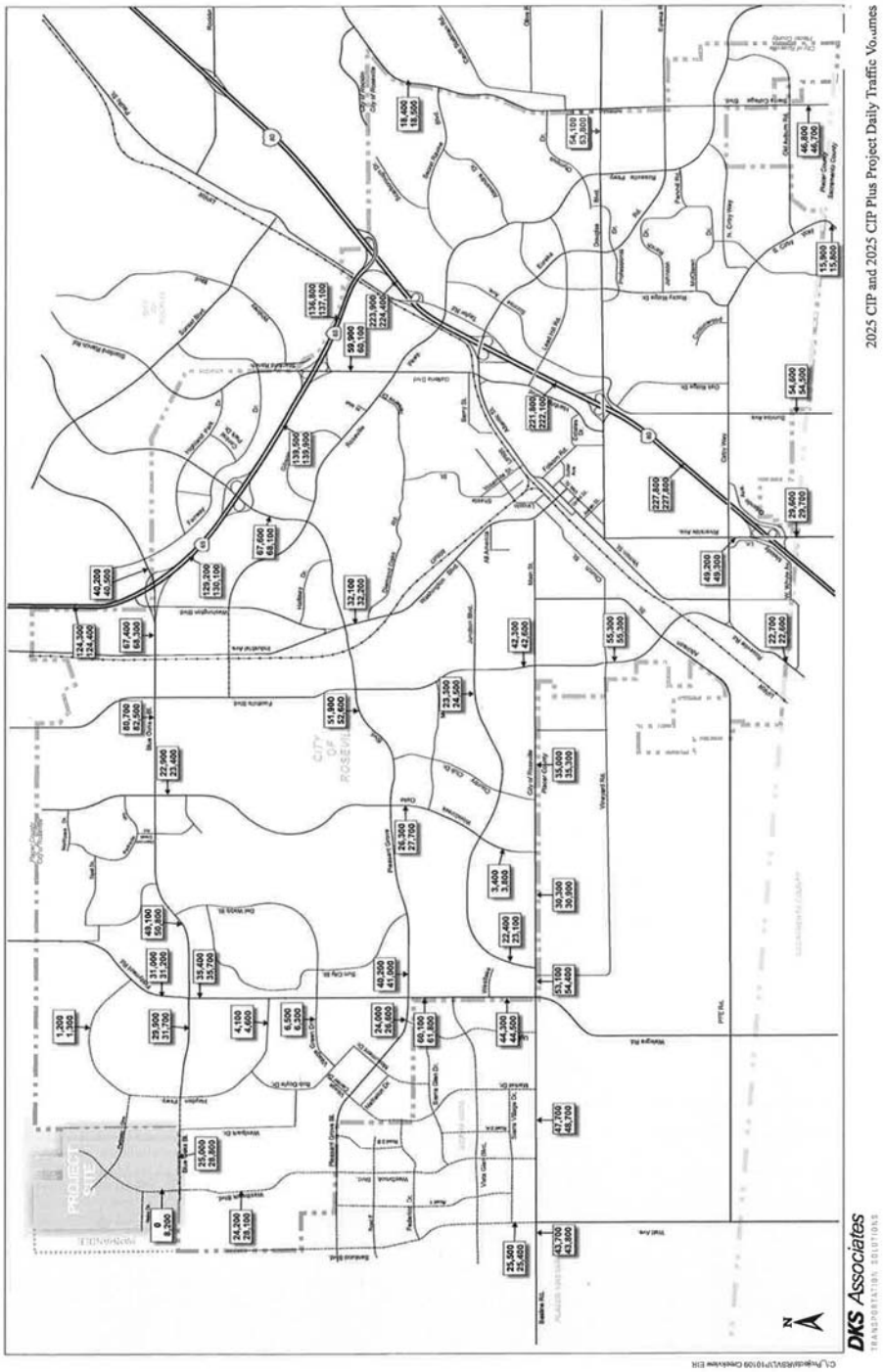
- Cirby/Foothills

PM Peak Hour Impacts

- Blue Oaks & Diamond Creek
- Pleasant Grove & Fiddyment

FIGURE 4.3-9

2025 DAILY TRAFFIC VOLUMES WITH THE PROJECT



- Pleasant Grove & Washington
- Roseville Parkway & Chase
- Woodcreek Oaks & Baseline
- Industrial & Alantown

Table 4.3-21 identifies the a.m. peak hour levels of service at all current and future signalized intersections citywide under 2025 CIP conditions with and without buildout of the Creekview Specific Plan. The tables reflect that four additional intersections would be added by the proposed project, bringing the total number of signalized intersections considered in the analysis to 199, as compared to the 196 intersections under the no project scenario. Those intersections are:

- Westbrook Boulevard and Holt Parkway
- Westbrook Boulevard and Creekview Plaza
- Blue Oaks Boulevard and Creekview Plaza
- Blue Oaks Boulevard and Grasscreek Drive

AM Peak Hour

Table 4.3-24 identifies the one intersection that would be significantly impacted during the a.m. peak hour. That intersection is:

- Cirby Way and Foothills Boulevard (LOS E to LOS F)

TABLE 4.3-21
LEVEL OF SERVICE AT ROSEVILLE INTERSECTIONS
2025 CIP PLUS PROJECT CONDITIONS –AM PEAK HOUR

Intersection		2025 CIP Conditions			
		2025		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
Existing Signalized Intersections					
1	Atlantic & Tiger/Center	A	0.44	A	0.44
2	Atlantic & Wills	C	0.74	C	0.75
3	Atlantic St & Yosemite St	A	0.55	A	0.56
4	Baseline Rd & Fiddyment Rd	**D**	**0.85**	**D**	**0.87**
5	Blue Oaks & Crocker Ranch	B	0.68	B	0.69
6	Blue Oaks & Del Webb	A	0.58	B	0.60
7	Blue Oaks & Fiddyment	C	0.72	C	0.77
8	Blue Oaks & New Meadow	C	0.72	C	0.73
9	Blue Oaks & Orchard View	A	0.62	B	0.64
10	Blue Oaks Bl & Diamond Creek Bl	C	0.78	C	0.79
11	Blue Oaks Bl & Foothills Bl	**E**	**0.96**	**E**	**0.99**
12	Blue Oaks Bl & Woodcreek Oaks Bl	**E**	**0.92**	**E**	**0.94**
13	Cirby & Sunrise	**E**	**0.92**	**E**	**0.92**
14	Cirby Wy & Foothills Bl	**E**	**1.00**	**F**	**1.01**
15	Cirby Wy & Melody Ln	A	0.58	A	0.59
16	Cirby Wy & Northridge Dr	C	0.77	C	0.78
17	Cirby Wy & Oak Ridge Dr	A	0.55	A	0.55
18	Cirby Wy & Orlando Av	**E**	**0.92**	**E**	**0.91**
19	Cirby Wy & Parkview Dr	B	0.60	B	0.60

TABLE 4.3-21
LEVEL OF SERVICE AT ROSEVILLE INTERSECTIONS
2025 CIP PLUS PROJECT CONDITIONS –AM PEAK HOUR

Intersection		2025 CIP Conditions			
		2025		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
20	Cirby Wy & Riverside Av	**F**	**1.03**	**F**	**1.03**
21	Cirby Wy & Rocky Ridge Dr	A	0.43	A	0.43
22	Cirby Wy & San Simeon Dr	B	0.60	A	0.60
23	Cirby Wy & Vernon St	**E**	**0.98**	**E**	**0.99**
24	Douglas & Eureka	A	0.53	A	0.53
25	Douglas & Rocky Ridge	B	0.61	B	0.61
26	Douglas & Santa Clara	A	0.57	A	0.57
27	Douglas & Sierra Gardens	A	0.53	A	0.53
28	Douglas & Sunrise	C	0.70	C	0.70
29	Douglas & Target	A	0.44	A	0.44
30	Douglas Bl & E Roseville Pw	C	0.75	C	0.75
31	Douglas Bl & Folsom Rd	A	0.50	A	0.50
32	Douglas Bl & Harding Bl	B	0.65	B	0.66
33	Douglas Bl & Judah St	A	0.32	A	0.33
34	Douglas Bl & Keehner Av	A	0.51	A	0.52
35	Douglas Bl & Park Dr	A	0.38	A	0.38
36	Douglas Bl & Sierra College Bl	C	0.75	C	0.75
37	Eureka & Lead Hill	A	0.47	A	0.47
38	Eureka & N. Sunrise	A	0.57	A	0.57
39	Eureka & Rocky Ridge	A	0.54	A	0.54
40	Eureka Rd & Ashland Dr	A	0.37	A	0.35

TABLE 4.3-21
LEVEL OF SERVICE AT ROSEVILLE INTERSECTIONS
2025 CIP PLUS PROJECT CONDITIONS –AM PEAK HOUR

Intersection		*2025 CIP Conditions*			
		2025		*Plus Project*	
ID	*Intersection Name*	*LOS*	*V/C*	*LOS*	*V/C*
41	Eureka Rd & Deer Valley Apts	A	0.37	A	0.37
42	Fairway & Central Park/Lowes	A	0.44	A	0.44
43	Fairway & Cortina Circle	A	0.27	A	0.27
44	Fairway & Five Star	A	0.40	A	0.40
45	Fairway & Home Depot	A	0.51	A	0.51
46	Fairway & Target/Rosehall	A	0.57	A	0.57
47	Fiddyment & Del Webb/Village Green	B	0.63	B	0.64
48	Fiddyment & Hayden Pkwy (North)	A	0.43	A	0.44
49	Fiddyment & Hayden Pkwy (South)	A	0.57	A	0.57
50	Foothills & Baseline/Main	**E**	**0.97**	**E**	**0.95**
51	Foothills & Misty Wood/NEC	A	0.58	A	0.58
52	Foothills Bl & Albertsons Dr	A	0.52	A	0.52
53	Foothills Bl & Atkinson Rd	A	0.53	A	0.54
54	Foothills Bl & Roseville Pkwy/HP (Central)	C	0.79	C	0.81
55	Foothills Bl & HP (South)	C	0.73	C	0.74
56	Foothills Bl & Junction Bl	C	0.78	C	0.78
57	Foothills Bl & McAnally Dr	A	0.59	B	0.60
58	Foothills Bl & Pleasant Grove Bl	**D**	**0.86**	**D**	**0.87**
59	Foothills Blvd & Rand/Pilgrims	A	0.51	A	0.51
60	Foothills Bl & Vineyard Rd	B	0.65	B	0.68
61	Galleria & Antelope Creek	A	0.44	A	0.44

TABLE 4.3-21
LEVEL OF SERVICE AT ROSEVILLE INTERSECTIONS
2025 CIP PLUS PROJECT CONDITIONS –AM PEAK HOUR

Intersection		2025 CIP Conditions			
		2025		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
62	Galleria & Berry	B	0.65	B	0.67
63	Galleria & Roseville Pkwy	C	0.79	C	0.79
64	Harding & Wills	B	0.64	B	0.64
65	Harding Bl & Estates Dr	A	0.45	A	0.46
66	Harding Bl & Lead Hill Bl	C	0.70	B	0.68
67	Harding Bl & Roseville Square	A	0.35	A	0.35
68	Junction & Stonecrest/Magenta	B	0.64	B	0.68
69	Junction Bl & Americana Dr	A	0.55	A	0.57
70	Junction Bl & Baseline Rd	B	0.70	B	0.70
71	Junction Bl & Country Club Dr	C	0.75	C	0.80
72	Junction Bl & Park Regency Dr	B	0.61	B	0.67
73	Junction Bl & Porter Dr	A	0.59	B	0.61
74	Junction Bl & Revere Dr	A	0.5	A	0.53
75	Junction Bl & Washington Bl	A	0.52	A	0.52
76	Junction Bl & Woodcreek Oaks Bl	A	0.56	A	0.57
77	Lead Hill Bl & N Sunrise Av	A	0.52	A	0.53
78	Lead Hill Bl & Rocky Ridge Dr	A	0.43	A	0.41
79	Lead Hill Bl & Wal-Mart	A	0.25	A	0.25
80	N Sunrise Av & Automall Dr	A	0.36	A	0.36
81	N Sunrise Av & Stone Point Dr	A	0.42	A	0.43
82	N. Sunrise & Sierra Gardens	A	0.48	A	0.48

TABLE 4.3-21
LEVEL OF SERVICE AT ROSEVILLE INTERSECTIONS
2025 CIP PLUS PROJECT CONDITIONS –AM PEAK HOUR

Intersection		2025 CIP Conditions			
		2025		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
83	Olympus Dr & Europa St	A	0.12	A	0.12
84	PFE & Hilltop	A	0.30	A	0.30
85	Pleasant Grove & Fairway	A	0.55	A	0.56
86	Pleasant Grove & Fiddyment	C	0.78	C	0.79
87	Pleasant Grove & Gold Coast/Hallissy	C	0.70	C	0.70
88	Pleasant Grove & Highland Park	A	0.34	A	0.34
89	Pleasant Grove & Market	A	0.40	A	0.43
90	Pleasant Grove & Michener	B	0.63	B	0.65
91	Pleasant Grove & Monument	A	0.32	A	0.34
92	Pleasant Grove & Rose Creek	B	0.62	B	0.63
93	Pleasant Grove & Roseville Pkwy	**F**	**1.03**	**F**	**1.03**
94	Pleasant Grove & Sun City	A	0.64	B	0.66
95	Pleasant Grove & Wal-Mart/Highland Pointe	A	0.52	A	0.52
96	Pleasant Grove & Washington	**D**	**0.85**	**D**	**0.84**
97	Pleasant Grove Bl & Country Club Dr	B	0.69	B	0.69
98	Pleasant Grove Bl & Woodcreek Oaks Bl	B	0.63	B	0.66
99	Rocky Ridge Dr & Maidu Dr	A	0.54	A	0.54
100	Rocky Ridge Dr & Mclaren Dr	A	0.52	A	0.52
101	Rocky Ridge Dr & Professional Dr	A	0.58	A	0.58
102	Rocky Ridge Dr & Stone Point Dr	A	0.09	A	0.09
103	Roseville Parkway & Chase	A	0.56	A	0.56

TABLE 4.3-21
LEVEL OF SERVICE AT ROSEVILLE INTERSECTIONS
2025 CIP PLUS PROJECT CONDITIONS –AM PEAK HOUR

Intersection		2025 CIP Conditions			
		2025		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
104	Roseville Parkway & Creekside Ridge	A	0.52	A	0.52
105	Roseville Parkway & Gibson	**D**	**0.88**	**D**	**0.88**
106	Roseville Parkway & N. Sunrise	C	0.75	C	0.76
107	Roseville Parkway & Reserve	A	0.54	A	0.54
108	Roseville Parkway & Secret Ravine	A	0.57	A	0.57
109	Roseville Parkway & Taylor	**D**	**0.88**	**D**	**0.87**
110	Roseville Parkway & West Mall	A	0.47	A	0.47
111	Roseville Pw & Alexandra Dr	A	0.54	A	0.54
112	Roseville Pw & Eureka Rd	A	0.51	A	0.49
113	Roseville Pw & Lead Hill/Orvietto	B	0.60	B	0.60
114	Roseville Pw & N Cirby Wy	A	0.41	A	0.41
115	Roseville Pw & Olympus Dr	A	0.56	A	0.56
116	Roseville Pw & Rocky Ridge Dr	A	0.46	A	0.46
117	Roseville Pw & Sierra College Bl	A	0.51	A	0.50
118	Roseville Pw & Trestle Rd	A	0.54	A	0.54
119	Roseville Pw & Village/Slate Creek	A	0.45	A	0.44
120	Roseville Pw & Washington Bl	B	0.65	B	0.66
121	S Cirby Wy & Champion Oaks Dr	A	0.51	A	0.51
122	S Cirby Wy & Old Auburn Rd	C	0.76	C	0.75
123	Secret Ravine & Scarborough/ Poppy Field	A	0.29	A	0.29
124	Sierra College & Miners Ravine	A	0.51	A	0.52

TABLE 4.3-21
LEVEL OF SERVICE AT ROSEVILLE INTERSECTIONS
2025 CIP PLUS PROJECT CONDITIONS –AM PEAK HOUR

Intersection		2025 CIP Conditions			
		2025		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
125	Sierra College & Secret Ravine	A	0.50	A	0.50
126	Sierra College Bl & Eureka Rd	B	0.61	B	0.64
127	Sierra College Bl & Indigo Creek Apts	A	0.45	A	0.45
128	Sierra College Bl & Old Auburn Rd	A	0.57	A	0.57
129	Sierra College Bl & Olympus Dr	B	0.62	B	0.62
130	Stanford Ranch & Fairway	A	0.50	A	0.50
131	Stanford Ranch & Five Star	A	0.41	A	0.41
132	Stanford Ranch & Highland Park	A	0.32	A	0.33
133	Sunrise & Coloma	C	0.74	C	0.74
134	Sunrise & Sandringham/Kensington	B	0.59	A	0.59
135	Sunrise & Sun Tree/Kensington	B	0.64	B	0.64
136	Sunrise Av & Frances Dr	B	0.66	B	0.66
137	Sunrise Av & Oak Ridge Dr	A	0.40	A	0.40
138	Washington & Diamond Oaks	B	0.67	B	0.67
139	Washington & Sawtell/Derek	A	0.55	A	0.56
140	Washington Bl & Hallissy Dr	A	0.48	A	0.50
141	Woodcreek Oaks & Baseline	**D**	**0.89**	**D**	**0.90**
142	Woodcreek Oaks & Canevari/Arsenault	A	0.45	A	0.46
143	Woodcreek Oaks & Horncastle	A	0.52	A	0.54
144	Woodcreek Oaks & McAnally	**D**	**0.84**	**D**	**0.86**
145	Woodcreek Oaks & Trailee	A	0.59	A	0.59

TABLE 4.3-21
LEVEL OF SERVICE AT ROSEVILLE INTERSECTIONS
2025 CIP PLUS PROJECT CONDITIONS –AM PEAK HOUR

Intersection		2025 CIP Conditions			
		2025		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
146	SR 65 N/B Off & Blue Oaks Blvd	A	0.57	A	0.56
147	Washington Blvd & Blue Oaks Blvd	A	0.49	A	0.50
148	I-80 WB Off & Douglas Blvd	C	0.70	C	0.70
149	I-80 WB On & Atlantic St	A	0.42	A	0.42
150	SR 65 N/B Off & Pleasant Grove Blvd	A	0.55	A	0.56
151	SR 65 S/B Off & Pleasant Grove Blvd	A	0.43	A	0.44
152	I-80 WB Off & Riverside Ave	C	0.72	C	0.72
153	Stanford Ranch & Sr-65 N/B On	A	0.54	A	0.54
154	Stanford Ranch/Galleria & Sr-65 S/B On	A	0.43	A	0.44
155	Taylor & Eureka I-80 EB Off	D	0.83	D	0.82
156	Fairway & Highland Park	A	0.38	A	0.39
157	I-80 EB Off/Orlando & Riverside Ave	C	0.76	C	0.76
Future Signals in CIP					
158	Roseville Pkwy & Old Auburn	A	0.24	A	0.24
159	Washington Blvd & Industrial	B	0.60	A	0.58
160	Foothills Blvd & HP Far South/ NEC	C	0.73	C	0.74
161	Blue Oaks Blvd & Wood Meadow	C	0.71	C	0.71
162	Gibson Rd & New Convention Center Rd	A	0.49	A	0.49
163	Blue Oaks Blvd & Westbrook Blvd	A	0.16	A	0.27
164	Blue Oaks Blvd & Hayden Pkwy	A	0.55	A	0.58
165	Fiddyment Rd & Westhills Dr	C	0.74	C	0.79

TABLE 4.3-21
LEVEL OF SERVICE AT ROSEVILLE INTERSECTIONS
2025 CIP PLUS PROJECT CONDITIONS –AM PEAK HOUR

Intersection		2025 CIP Conditions			
		2025		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
166	Pleasant Grove Blvd & Westbrook Blvd	A	0.35	A	0.35
167	Fiddyment Rd & Westlake Dr	A	0.45	A	0.44
168	Woodcreek Oaks Blvd & Northpark Dr	A	0.32	A	0.32
169	Woodcreek Oaks Blvd & Parkside Wy	A	0.46	A	0.48
170	Industrial Ave & Alantown Dr	**E**	**0.91**	**E**	**0.92**
171	Roseville Pkwy & Gibson West	**F**	**1.02**	**F**	**1.02**
172	Washington Blvd & All America	A	0.51	A	0.51
173	Cirby & Cottonwood	A	0.54	A	0.54
174	Secret Ravine & Alexandra	A	0.14	A	0.14
175	Fiddyment Rd & Fiddyment Ranch EW Rd	B	0.61	B	0.62
176	Douglas Blvd & I-80 EB On	A	0.48	A	0.48
Signalized Intersections within Sierra Vista					
177	Santucci Blvd & Pleasant Grove Blvd	A	0.24	A	0.24
178	Santucci Blvd & Federico Dr	B	0.63	B	0.63
179	Santucci Blvd & Vista Glen Blvd	A	0.32	A	0.32
180	Santucci Blvd & Baseline Rd	B	0.68	B	0.64
181	Westbrook Blvd & Federico Dr	A	0.56	A	0.56
182	Westbrook Blvd & Vista Glen Blvd	A	0.43	A	0.39
183	Westbrook Blvd & Baseline Rd	C	0.74	C	0.75
184	Market St & vista Glen Blvd	A	0.34	A	0.32
185	Market St & Baseline Rd	B	0.64	B	0.63

TABLE 4.3-21
LEVEL OF SERVICE AT ROSEVILLE INTERSECTIONS
2025 CIP PLUS PROJECT CONDITIONS –AM PEAK HOUR

Intersection		2025 CIP Conditions			
		2025		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
186	Pleasant Grove Blvd & Upland Dr	A	0.44	A	0.44
187	Upland Dr & Vista Glen Blvd	A	0.35	A	0.34
188	Upland Dr & Baseline Rd	A	0.52	A	0.52
189	Baseline Rd & CMU3 Entrance	A	0.47	A	0.45
190	Westbrook Blvd & Sierra Village Dr	A	0.37	A	0.35
191	Vista Glen Blvd & Road 2A	A	0.22	A	0.19
192	Vista Glen Blvd & SV NS Coll 5	A	0.32	A	0.31
193	Santucci Blvd & SV CC5 CC6	A	0.27	A	0.27
194	Santucci Blvd & Sierra Village Dr	A	0.43	A	0.43
195	Vista Glen Blvd & Road 1	A	0.10	A	0.1
196	Westbrook Blvd & Sierra Glen Dr	A	0.23	A	0.23
197	Baseline Rd & SV CC2	A	0.46	A	0.44
198	Baseline Rd & SV CCBP2	A	0.49	A	0.48
199	Baseline Rd & SV CC4	A	0.50	A	0.49
Intersections in Sierra Vista's Urban Reserve					
200	Santucci Blvd & Road E	N/A	N/A		
201	Westbrook Blvd & Road E	N/A	N/A		
202	Pleasant Grove Blvd & Road 1	N/A	N/A		
Signalized Intersections Added with Creekview					
203	Westbrook Blvd & Holt Parkway	N/A		A	0.28
204	Westbrook Blvd & Creekview Plaza	N/A		A	0.18

TABLE 4.3-21
LEVEL OF SERVICE AT ROSEVILLE INTERSECTIONS
2025 CIP PLUS PROJECT CONDITIONS –AM PEAK HOUR

Intersection		*2025 CIP Conditions*			
		2025		*Plus Project*	
ID	*Intersection Name*	*LOS*	*V/C*	*LOS*	*V/C*
205	Blue Oaks Blvd & Creekview Plaza	N/A		A	0.29
Intersections in Pedestrian Overlay Zone					
P1	Riverside Av & Darling Wy (Ped Overlay)	C	0.78	A	0.77
P2	Vernon & Douglas/Riverside	A	0.54	A	0.53
P3	Vernon & Grant	A	0.44	A	0.45
P4	Vernon & Judah	A	0.46	A	0.46
P5	Vernon & Lincoln	A	0.56	A	57
P6	Washington & Main	A	0.57	A	58
P7	Washington & Oak	A	0.54	A	54
P8	Grant & Oak	N/A		N/A	

Source: DKS Associates, 2010

Implementation of MM 4.3-1 *Pay Fair Share of Improvements in CIP* to provide for the intersection improvements would reduce impacts, but not to a less than significant level. The following summarizes the specific intersection improvements that would be needed.

Cirby Way and Foothills Boulevard – Under the 2025 CIP scenario, this intersection would operate at LOS E during the a.m. peak hour. The addition of the project would cause the intersection to degrade to LOS F. The level of service at this intersection could be improved to LOS E with the construction of a third northbound through lane. However, due to right-of-way constraints on the adjacent Union Pacific railyard and the proximity of other adjacent businesses, this improvement is not feasible because it would place undue burden on those adjacent businesses. Therefore, this impact would be **significant and unavoidable**.

PM Peak Hour

Table 4.3-22 identifies those intersections that would be significantly impacted during the p.m. peak hour. Those intersections are:

- Blue Oaks Boulevard and Diamond Creek Boulevard (LOS E to LOS F)
- Pleasant Grove Boulevard and Fiddyment Road (LOS D to LOS E)
- Pleasant Grove Boulevard and Washington Boulevard (LOS D to LOS E)
- Roseville Parkway and Chase Drive – (LOS C to LOS D)
- Woodcreek Oaks Boulevard and Baseline Road (LOS D to LOS E)
- Industrial Avenue and Alantown Drive (LOS C to LOS D)

TABLE 4.3-22
LEVEL OF SERVICE AT ROSEVILLE INTERSECTIONS
2025 CIP PLUS PROJECT CONDITIONS –PM PEAK HOUR

Intersection		*2025 CIP Conditions*			
		2025		*Plus Project*	
ID	*Intersection Name*	*LOS*	*V/C*	*LOS*	*V/C*
Existing Signalized Intersections					
1	Atlantic & Tiger/Center	A	0.48	A	0.48
2	Atlantic & Wills	C	0.77	C	0.77
3	Atlantic St & Yosemite St	B	0.68	B	0.68
4	Baseline Rd & Fiddyment Rd	**F**	**1.01**	**F**	**1.02**
5	Blue Oaks & Crocker Ranch	B	0.68	B	0.69
6	Blue Oaks & Del Webb	B	0.62	B	0.63
7	Blue Oaks & Fiddyment	C	0.74	C	0.78
8	Blue Oaks & New Meadow	C	0.70	C	0.71
9	Blue Oaks & Orchard View	B	0.61	B	0.63
10	Blue Oaks Bl & Diamond Creek Bl	**E**	**0.99**	**F**	**1.01**
11	Blue Oaks Bl & Foothills Bl	**F**	**1.33**	**F**	**1.35**

TABLE 4.3-22
LEVEL OF SERVICE AT ROSEVILLE INTERSECTIONS
2025 CIP PLUS PROJECT CONDITIONS –PM PEAK HOUR

Intersection		2025 CIP Conditions			
		2025		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
12	Blue Oaks Bl & Woodcreek Oaks Bl	B	0.66	B	0.69
13	Cirby & Sunrise	**F**	**1.09**	**F**	**1.08**
14	Cirby Wy & Foothills Bl	**F**	**1.12**	**F**	**1.11**
15	Cirby Wy & Melody Ln	B	0.62	B	0.62
16	Cirby Wy & Northridge Dr	**E**	**0.93**	**E**	**0.93**
17	Cirby Wy & Oak Ridge Dr	C	0.71	C	0.70
18	Cirby Wy & Orlando Av	**D**	**0.89**	**D**	**0.89**
19	Cirby Wy & Parkview Dr	A	0.53	A	0.53
20	Cirby Wy & Riverside Av	**F**	**1.15**	**F**	**1.16**
21	Cirby Wy & Rocky Ridge Dr	B	0.64	B	0.64
22	Cirby Wy & San Simeon Dr	B	0.64	B	0.65
23	Cirby Wy & Vernon St	**F**	**1.28**	**F**	**1.29**
24	Douglas & Eureka	B	0.67	B	0.67
25	Douglas & Rocky Ridge	**D**	**0.83**	**D**	**0.83**
26	Douglas & Santa Clara	C	0.70	C	0.70
27	Douglas & Sierra Gardens	B	0.69	B	0.68
28	Douglas & Sunrise	**D**	**0.90**	**D**	**0.90**
29	Douglas & Target	B	0.69	B	0.69
30	Douglas Bl & E Roseville Pw	C	0.74	C	0.73
31	Douglas Bl & Folsom Rd	B	0.62	B	0.63
32	Douglas Bl & Harding Bl	**E**	**0.97**	**E**	**0.96**

TABLE 4.3-22
LEVEL OF SERVICE AT ROSEVILLE INTERSECTIONS
2025 CIP PLUS PROJECT CONDITIONS –PM PEAK HOUR

Intersection		2025 CIP Conditions			
		2025		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
33	Douglas Bl & Judah St	A	0.50	A	0.50
34	Douglas Bl & Keehner Av	A	0.49	A	0.49
35	Douglas Bl & Park Dr	A	0.42	A	0.42
36	Douglas Bl & Sierra College Bl	**D**	**0.86**	**D**	**0.86**
37	Eureka & Lead Hill	A	0.53	A	0.52
38	Eureka & N. Sunrise	C	0.75	C	0.75
39	Eureka & Rocky Ridge	C	0.74	C	0.74
40	Eureka Rd & Ashland Dr	A	0.45	A	0.44
41	Eureka Rd & Deer Valley Apts	A	0.40	A	0.40
42	Fairway & Central Park/Lowes	A	0.53	A	0.53
43	Fairway & Cortina Circle	A	0.46	A	0.46
44	Fairway & Five Star	A	0.44	A	0.44
45	Fairway & Home Depot	A	0.51	A	0.52
46	Fairway & Target/Rosehall	A	0.44	A	0.44
47	Fiddyment & Del Webb/Village Green	B	0.63	B	0.64
48	Fiddyment & Hayden Pkwy (North)	A	0.49	A	0.51
49	Fiddyment & Hayden Pkwy (South)	A	0.55	A	0.56
50	Foothills & Baseline/Main	**D**	**0.86**	**D**	**0.87**
51	Foothills & Misty Wood/NEC	A	0.56	A	0.57
52	Foothills Bl & Albertsons Dr	B	0.65	B	0.66
53	Foothills Bl & Atkinson Rd	A	0.56	A	0.56

TABLE 4.3-22
LEVEL OF SERVICE AT ROSEVILLE INTERSECTIONS
2025 CIP PLUS PROJECT CONDITIONS –PM PEAK HOUR

Intersection		2025 CIP Conditions			
		2025		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
54	Foothills Bl & Roseville Pkwy/HP (Central)	**D**	**0.84**	**D**	**0.85**
55	Foothills Bl & HP (South)	A	0.54	A	0.54
56	Foothills Bl & Junction Bl	**D**	**0.83**	**D**	**0.83**
57	Foothills Bl & McAnally Dr	**D**	**0.87**	**D**	**0.89**
58	Foothills Bl & Pleasant Grove Bl	**E**	**1.0**	**E**	**1.00**
59	Foothills Blvd & Rand/Pilgrims	A	0.59	A	0.59
60	Foothills Bl & Vineyard Rd	**D**	**0.82**	**D**	**0.83**
61	Galleria & Antelope Creek	B	0.66	B	0.66
62	Galleria & Berry	**D**	**0.84**	**D**	**0.84**
63	Galleria & Roseville Pkwy	**F**	**1.01**	**F**	**1.01**
64	Harding & Wills	C	0.80	C	0.80
65	Harding Bl & Estates Dr	C	0.72	C	0.71
66	Harding Bl & Lead Hill Bl	C	0.80	C	0.79
67	Harding Bl & Roseville Square	B	0.63	B	0.62
68	Junction & Stonecrest/Magenta	A	0.49	A	0.50
69	Junction Bl & Americana Dr	A	0.57	A	0.59
70	Junction Bl & Baseline Rd	**D**	**0.86**	**D**	**0.87**
71	Junction Bl & Country Club Dr	B	0.69	B	0.74
72	Junction Bl & Park Regency Dr	A	0.59	A	0.60
73	Junction Bl & Porter Dr	B	0.67	B	0.68
74	Junction Bl & Revere Dr	A	0.60	B	0.63

TABLE 4.3-22
LEVEL OF SERVICE AT ROSEVILLE INTERSECTIONS
2025 CIP PLUS PROJECT CONDITIONS –PM PEAK HOUR

Intersection		2025 CIP Conditions			
		2025		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
75	Junction Bl & Washington Bl	**E**	**0.95**	**E**	**0.97**
76	Junction Bl & Woodcreek Oaks Bl	B	0.63	B	0.64
77	Lead Hill Bl & N Sunrise Av	C	0.74	C	0.74
78	Lead Hill Bl & Rocky Ridge Dr	B	0.64	B	0.63
79	Lead Hill Bl & Wal-Mart	A	0.41	A	0.41
80	N Sunrise Av & Automall Dr	A	0.53	A	0.53
81	N Sunrise Av & Stone Point Dr	B	0.59	B	0.60
82	N. Sunrise & Sierra Gardens	B	0.63	B	0.62
83	Olympus Dr & Europa St	A	0.20	A	0.19
84	PFE & Hilltop	A	0.44	A	0.44
85	Pleasant Grove & Fairway	**E**	**0.96**	**E**	**0.97**
86	Pleasant Grove & Fiddyment	**D**	**0.90**	**E**	**0.94**
87	Pleasant Grove & Gold Coast/Hallissy	C	0.80	C	0.81
88	Pleasant Grove & Highland Park	A	0.57	A	0.57
89	Pleasant Grove & Market	A	0.52	A	0.53
90	Pleasant Grove & Michener	B	0.78	C	0.79
91	Pleasant Grove & Monument	A	0.35	A	0.39
92	Pleasant Grove & Rose Creek	B	0.79	C	0.80
93	Pleasant Grove & Roseville Pkwy	**F**	**1.19**	**F**	**1.21**
94	Pleasant Grove & Sun City	C	0.71	B	0.71
95	Pleasant Grove & Wal-Mart/Highland Pointe	**D**	**0.83**	**D**	**0.85**

TABLE 4.3-22
LEVEL OF SERVICE AT ROSEVILLE INTERSECTIONS
2025 CIP PLUS PROJECT CONDITIONS –PM PEAK HOUR

Intersection		2025 CIP Conditions			
		2025		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
96	Pleasant Grove & Washington	**D**	**0.90**	**E**	**0.91**
97	Pleasant Grove Bl & Country Club Dr	B	0.64	B	0.63
98	Pleasant Grove Bl & Woodcreek Oaks Bl	**D**	**0.84**	**D**	**0.85**
99	Rocky Ridge Dr & Maidu Dr	B	0.60	B	0.50
100	Rocky Ridge Dr & Mclaren Dr	A	0.50	A	0.50
101	Rocky Ridge Dr & Professional Dr	B	0.67	B	0.67
102	Rocky Ridge Dr & Stone Point Dr	A	0.26	A	0.26
103	Roseville Parkway & Chase	C	0.81	**D**	**0.82**
104	Roseville Parkway & Creekside Ridge	C	0.79	C	0.80
105	Roseville Parkway & Gibson	**D**	**0.84**	**D**	**0.83**
106	Roseville Parkway & N. Sunrise	**E**	**0.91**	**E**	**0.92**
107	Roseville Parkway & Reserve	C	0.81	C	0.81
108	Roseville Parkway & Secret Ravine	C	0.74	C	0.74
109	Roseville Parkway & Taylor	**D**	**0.82**	**D**	**0.82**
110	Roseville Parkway & West Mall	A	0.59	A	0.59
111	Roseville Pw & Alexandra Dr	B	0.61	B	0.61
112	Roseville Pw & Eureka Rd	B	0.69	C	0.71
113	Roseville Pw & Lead Hill/Orvietto	B	0.65	B	0.66
114	Roseville Pw & N Cirby Wy	A	0.50	A	0.51
115	Roseville Pw & Olympus Dr	B	0.61	B	0.61
116	Roseville Pw & Rocky Ridge Dr	B	0.60	B	0.59

TABLE 4.3-22
LEVEL OF SERVICE AT ROSEVILLE INTERSECTIONS
2025 CIP PLUS PROJECT CONDITIONS –PM PEAK HOUR

Intersection		2025 CIP Conditions			
		2025		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
117	Roseville Pw & Sierra College Bl	C	0.81	C	0.80
118	Roseville Pw & Trestle Rd	B	0.65	B	0.65
119	Roseville Pw & Village/Slate Creek	A	0.52	A	0.52
120	Roseville Pw & Washington Bl	C	0.75	C	0.77
121	S Cirby Wy & Champion Oaks Dr	A	0.53	A	0.53
122	S Cirby Wy & Old Auburn Rd	C	0.75	C	0.75
123	Secret Ravine & Scarborough/ Poppy Field	A	0.33	A	0.33
124	Sierra College & Miners Ravine	A	0.45	A	0.45
125	Sierra College & Secret Ravine	B	0.59	A	0.59
126	Sierra College Bl & Eureka Rd	A	0.56	A	0.57
127	Sierra College Bl & Indigo Creek Apts	C	0.79	C	0.79
128	Sierra College Bl & Old Auburn Rd	C	0.79	C	0.79
129	Sierra College Bl & Olympus Dr	A	0.55	A	0.55
130	Stanford Ranch & Fairway	B	0.67	B	0.67
131	Stanford Ranch & Five Star	B	0.63	B	0.63
132	Stanford Ranch & Highland Park	A	0.54	A	0.55
133	Sunrise & Coloma	C	0.74	C	0.74
134	Sunrise & Sandringham/Kensington	**D**	**0.87**	**D**	**0.87**
135	Sunrise & Sun Tree/Kensington	C	0.71	C	0.70
136	Sunrise Av & Frances Dr	B	0.61	B	0.61
137	Sunrise Av & Oak Ridge Dr	A	0.46	A	0.45

TABLE 4.3-22
LEVEL OF SERVICE AT ROSEVILLE INTERSECTIONS
2025 CIP PLUS PROJECT CONDITIONS –PM PEAK HOUR

Intersection		2025 CIP Conditions			
		2025		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
138	Washington & Diamond Oaks	C	0.76	C	0.75
139	Washington & Sawtell/Derek	C	0.81	C	0.80
140	Washington Bl & Hallissy Dr	A	0.45	A	0.45
141	Woodcreek Oaks & Baseline	**D**	**0.90**	**E**	**0.93**
142	Woodcreek Oaks & Canevari/Arsenault	B	0.66	B	0.69
143	Woodcreek Oaks & Horncastle	B	0.55	A	0.57
144	Woodcreek Oaks & McAnally	C	0.70	B	0.72
145	Woodcreek Oaks & Trailee	A	0.47	A	0.48
146	SR 65 N/B Off & Blue Oaks Blvd	B	0.66	B	0.67
147	Washington Blvd & Blue Oaks Blvd	B	0.69	B	0.69
148	I-80 WB Off & Douglas Blvd	C	0.79	C	0.79
149	I-80 WB On & Atlantic St	A	0.55	A	0.56
150	SR 65 N/B Off & Pleasant Grove Blvd	C	0.76	C	0.76
151	SR 65 S/B Off & Pleasant Grove Blvd	C	0.72	C	0.72
152	I-80 WB Off & Riverside Ave	B	0.63	B	0.63
153	Stanford Ranch & Sr-65 N/B On	**D**	**0.86**	**D**	**0.87**
154	Stanford Ranch/Galleria & Sr-65 S/B On	**D**	**0.82**	**D**	**0.83**
155	Taylor & Eureka I-80 EB Off	**E**	**0.97**	**E**	**0.96**
156	Fairway & Highland Park	B	0.56	A	0.57
157	I-80 EB Off/Orlando & Riverside Ave	D	0.91	D	0.91

TABLE 4.3-22
LEVEL OF SERVICE AT ROSEVILLE INTERSECTIONS
2025 CIP PLUS PROJECT CONDITIONS –PM PEAK HOUR

Intersection		2025 CIP Conditions			
		2025		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
Future Signals in CIP					
158	Roseville Pkwy & Old Auburn	A	0.41	A	0.41
159	Washington Blvd & Industrial	B	0.67	B	0.67
160	Foothills Blvd & HP Far South/ NEC	C	0.71	C	0.71
161	Blue Oaks Blvd & Wood Meadow	C	0.71	C	0.72
162	Gibson Rd & New Convention Center Rd	B	0.69	B	0.69
163	Blue Oaks Blvd & Westbrook Blvd	A	0.146	A	0.53
164	Blue Oaks Blvd & Hayden Pkwy	B	0.60	B	0.65
165	Fiddyment Rd & Westhills Dr	**D**	**0.82**	**D**	**0.89**
166	Pleasant Grove Blvd & Westbrook Blvd	A	0.41	A	0.47
167	Fiddyment Rd & Westlake Dr	A	0.40	A	0.40
168	Woodcreek Oaks Blvd & Northpark Dr	A	0.33	A	0.34
169	Woodcreek Oaks Blvd & Parkside Wy	A	0.44	A	0.46
170	Industrial Ave & Alantown Dr	C	0.81	**D**	**0.82**
171	Roseville Pkwy & Gibson West	D	0.85	D	0.86
172	Washington Blvd & All America	A	0.56	A	0.56
173	Cirby & Cottonwood	A	0.44	A	0.44
174	Secret Ravine & Alexandra	A	0.21	A	0.21
175	Fiddyment Rd & Fiddyment Ranch EW Rd	C	0.70	C	0.73
176	Douglas Blvd & I-80 EB On	C	0.73	C	0.73

TABLE 4.3-22
LEVEL OF SERVICE AT ROSEVILLE INTERSECTIONS
2025 CIP PLUS PROJECT CONDITIONS –PM PEAK HOUR

Intersection		2025 CIP Conditions			
		2025		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
Sierra Vista Specific Plan Intersections					
177	Santucci Blvd & Pleasant Grove Blvd	A	0.49	A	0.50
178	Santucci Blvd & Federico Dr	B	0.68	B	0.68
179	Santucci Blvd & Vista Glen Blvd	A	0.46	A	0.43
180	Santucci Blvd & Baseline Rd	C	0.79	C	0.77
181	Westbrook Blvd & Federico Dr	C	0.71	C	0.73
182	Westbrook Blvd & Vista Glen Blvd	B	0.62	C	0.71
183	Westbrook Blvd & Baseline Rd	C	0.79	C	0.77
184	Market St & vista Glen Blvd	A	0.40	A	0.41
185	Market St & Baseline Rd	B	0.64	B	0.63
186	Pleasant Grove Blvd & Upland Dr	A	0.43	A	0.46
187	Upland Dr & Vista Glen Blvd	A	0.58	A	0.59
188	Upland Dr & Baseline Rd	A	0.54	A	0.55
189	Baseline Rd & CMU3 Entrance	A	0.50	A	0.50
190	Westbrook Blvd & Sierra Village Dr	A	0.38	A	0.38
191	Vista Glen Blvd & Road 2A	A	0.25	A	0.27
192	Vista Glen Blvd & SV NS Coll 5	A	0.33	A	0.34
193	Santucci Blvd & SV CC5 CC6	A	0.30	A	0.30
194	Santucci Blvd & Sierra Village Dr	A	0.38	A	0.38
195	Vista Glen Blvd & Road 1	A	0.11	A	0.10
196	Westbrook Blvd & Sierra Glen Dr	A	0.27	A	0.27

TABLE 4.3-22
LEVEL OF SERVICE AT ROSEVILLE INTERSECTIONS
2025 CIP PLUS PROJECT CONDITIONS –PM PEAK HOUR

Intersection		2025 CIP Conditions			
		2025		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
197	Baseline Rd & SV CC2	B	0.68	B	0.69
198	Baseline Rd & SV CCBP2	A	0.58	B	0.60
199	Baseline Rd & SV CC4	C	0.77	C	0.76
Intersections in Urban Reserve Areas					
200	Santucci Blvd & Road C	n/a		n/a	
201	Westbrook Blvd & Road C	n/a		n/a	
202	Pleasant Grove Blvd & SV NS Coll 1	n/a		n/a	
Creekview Intersections					
203	Westbrook Blvd & Holt Parkway One	N/A		A	0.23
204	Westbrook Blvd & Creekview Plaza	N/A		A	0.13
205	Blue Oaks Blvd & Creekview Plaza	N/A		A	0.50
Intersections in Pedestrian Overlay Zone					
P1	Riverside Ave & Darling Way	B	0.63	B	0.63
P2	Vernon & Douglas/Riverside	B	0.66	B	0.66
P3	Vernon & Grant	A	0.56	A	0.56
P4	Vernon & Judah	B	0.60	B	060
P5	Vernon & Lincoln	**E**	**0.99**	**E**	**0.99**
P6	Washington & Main	**D**	**0.85**	**D**	**0.84**
P7	Washington & Oak	C	0.74	C	074
P8	Grant & Oak	n/a		n/a	

Note: **Bold** Locations do not meet LOS C Policy
Shaded locations Indicate Significant LOS Impact

Source: DKS Associates, 2010

Table 4.3-23 identifies those intersections that would be significantly impacted during the p.m. peak hour.

TABLE 4.3-23
ROSEVILLE INTERSECTIONS WITH DEGRADED LEVEL OF SERVICE
2025 CIP PLUS PROPOSED PROJECT SCENARIO

Intersection		*2025 CIP Conditions*			
		2025		*Plus Project*	
ID	*Intersection Name*	*LOS*	*V/C*	*LOS*	*V/C*
AM Peak Hour					
14	Cirby Wy & Foothills Bl	**E**	**1.00**	**F**	**1.01**
PM Peak Hour					
10	Blue Oaks Bl & Diamond Creek Blvd	**E**	**0.99**	**F**	**1.01**
86	Pleasant Grove & Fiddyment	**D**	**0.90**	**E**	**0.94**
96	Pleasant Grove & Washington	**D**	**0.90**	**E**	**0.91**
103	Roseville Parkway & Chase	C	0.81	**D**	**0.82**
141	Woodcreek Oaks & Baseline	**D**	**0.90**	**E**	**0.93**
170	Industrial Ave & Alantown Dr	C	0.81	**D**	**0.82**

Note: **Shaded** Locations do not meet LOS C Policy
BOLD locations Indicate Significant LOS Impact

A summary of the mitigation measures are shown in Table 4.3-24, followed by a description of each measure below the table.

TABLE 4.3-24
RECOMMENDED INTERSECTION MITIGATION MEASURES
2025 CIP PLUS PROPOSED PROJECT

Intersection	*Recommended Intersection Mitigation*	*Level of Service*	
		Before Mitigation	*After Mitigation*
Cirby Wy & Foothills Bl	No Feasible Mitigation	**F**	**F**
PM Peak Hour			
Blue Oaks Bl & Diamond Creek Bl	Add S/B right turn lane	**F**	**E**
Pleasant Grove Bl & Fiddyment Rd	Add 2nd W/B thru lane	**E**	**C**
Pleasant Grove Bl & Washington Bl	No feasible mitigation	**E**	**E**
Roseville Parkway & Chase Dr	No feasible mitigation	**D**	**D**
Woodcreek Oaks Bl & Baseline Rd	Add 2nd W/B left turn lane	**E**	**C**
Industrial Av & Alantown Dr	Add 2nd S/B thru lane	**D**	**C**

Source: DKS Associates, 2010.

Blue Oaks Boulevard and Diamond Creek Boulevard – Under the 2025 CIP Plus Project scenario, the LOS at this intersection would degrade from LOS E to LOS F. This LOS change would be caused by an increase in p.m. peak hour volume of about 130 vehicles. This represents an approximately 2.6% increase in intersection approach volume. This intersection currently has a southbound left turn lane and a southbound shared left/through/right lane. Thisimpact can be mitigated by changing the southbound shared left/through/right lane to a shared thru/right lane and adding a separate southbound right turn lane. This would improve the intersection operation from LOS F with a V/C of 1.01 to LOS E with a V/C of 0.98. This improvement is feasible and would be added to the City of Roseville's Capital Improvement program. The CSP project would

contribute fair share costs to this improvement with implementation of MM 4.3-1. Therefore, with this mitigation, the project impact would be **less than significant**.

Pleasant Grove Boulevard and Fiddyment Road - Under the 2025 CIP Plus Project scenario, this intersection would degrade from LOS D to LOS E. This LOS change would be caused by an increase in p.m. peak hour volume of about 84 vehicles. This represents an approximately 1.3% increase in intersection approach volume. This impact can be mitigated by adding a 2nd westbound through lane. This would improve the intersection operation from LOS E with a V/C of 0.94 to LOS C with a V/C of 0. 80. This improvement is feasible and will be added to the City of Roseville's Capital Improvement program. Development within the Creekview Specific Plan Area will be required to pay fair share costs for this improvement through implementation of MM 4.3-1. Therefore, with this mitigation, the project impact would be **less than significant**.

Pleasant Grove Boulevard and Washington Boulevard - Under the 2025 CIP plus project scenario, this intersection would degrade from LOS D to LOS E. This LOS change would be caused by a change in volume of less than 1%. This intersection could be mitigated by adding a 4th eastbound through lane. This would improve the intersection operation from LOS E with a V/C of 0.91 to LOS C with a V/C of 0.80. However, due to the close proximity of homes in the area and the associated right-of-way that would be required, this mitigation is not feasible. Therefore, this impact would be **significant and unavoidable**.

Roseville Parkway and Chase Drive - Under the 2025 CIP Plus Project scenario, the LOS at this intersection would degrade from LOS C to LOS D. This LOS change would be caused by a very small change in volume (0.5%). This impact could be mitigated by adding a 2nd westbound left-turn lane. This would improve the intersection operation from LOS D with a V/C of 0.82 to LOS B with a V/C of 0.68. That improvement would require the addition of a 2nd southbound receiving lane. However, due to the close proximity of homes in the area and the associated right-of-way that would be required, this mitigation is not feasible. Therefore, this impact would be **significant and unavoidable**.

Woodcreek Oaks Boulevard and Baseline Road - Under the 2025 CIP Plus Project scenario, the LOS at this intersection would degrade from LOS D to LOS E. This LOS change would be caused by an increase in p.m. peak hour volume of about 63 vehicles. This represents an approximately 1.6% increase in intersection approach volume. This impact can be mitigated by adding a 2nd

westbound left turn lane. This would improve the intersection operation from LOS E with a V/C of 0.93 to LOS C with a V/C of 0. 77. This improvement is feasible and would be added to the City of Roseville's Capital Improvement program. Development within the Creekview Specific Plan Area will be required to pay fair share costs for this improvement through implementation of MM 4.3-1. Therefore, with this mitigation, the project impact is deemed to be **less than significant**.

Industrial Avenue and Alantown Drive - Under the 2025 CIP Plus Project scenario, the LOS at this intersection would degrade from LOS C to LOS D. This LOS change would be caused by a very small change in volume (0.6%). This impact can be mitigated by adding a 2nd S/B Through lane. This would improve the intersection operation from LOS D with a V/C of 0.82 to LOS C with a V/C of 0.76. This improvement is feasible and would be added to the City of Roseville's Capital Improvement program. Development within the Creekview Specific Plan Area will be required to pay fair share costs for this improvement through implementation of MM 4.3-1. Therefore, with this mitigation, the project impact would be **less than significant**.

URBAN RESERVE

Development of the Urban Reserve would increase traffic on local roadways. Similar to the CSP, the following intersection likely would be impacted in the A.M. Peak Hour:

- Cirby Way and Foothills Boulevard

The following intersections would also likely be impacted in P.M. peak hour:

- Blue Oaks Boulevard & Diamond Creek Boulevard
- Pleasant Grove Boulevard & Fiddyment Road
- Pleasant Grove & Washington Boulevard
- Roseville Parkway and Chase Drive
- Woodcreek Oaks Boulevard and Baseline Road
- Industrial Avenue and Alantown Drive

Implementation of MM 4.3-1 *Pay Fair Share* Traffic *Improvements in the CIP* would reduce impacts, but not to a less than significant level. It is likely that traffic impacts would remain **significant and unavoidable**.

IMPACT 4.3-15	CONSISTENCY OF PROJECT WITH CITY'S POLICY OF 70 PERCENT OF INTERSECTIONS OPERATING AT LOS C OR BETTER	
Applicable Policies and Regulations	General Plan Traffic Level of Service Policies	
	CSP	**Urban Reserve**
Significance with Policies and Regulations	Less Than Significant	Less Than Significant
Mitigation Measures:	None Required	None Required
Significance after Mitigation:	Less Than Significant	Less Than Significant

CREEKVIEW SPECIFIC PLAN

AM Peak Hour

Table 4.3-25 shows the percentage of intersections forecast to operate at LOS C or better during the a.m. peak hour under 2025 CIP conditions with and without buildout of the proposed project. Under No Project conditions, 180 of the City's 199 intersections would operate at LOS C or better. This equates to 90.5 percent of the City's signalized intersections functioning at LOS C or better during the a.m. peak period which is significantly 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 3 signalized intersections within the City. Under the Plus Project scenario, 183 of the City's 202 intersections would operate at LOS C or better. This means that 90.6 percent of the City's signalized intersection would function at LOS C or better during the a.m. peak hour which is significantly higher than the City requirement of 70 percent. Therefore, this impact is considered to be **less than significant**.

PM Peak

Under 2025 conditions, 159 of the City's 199 intersections would operate at LOS C or better in the p.m. peak. This equates to 79.9 percent of the City's signalized intersections functioning at LOS C or better during the p.m. peak hour, which is significantly 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 3 signalized intersections within the City. Under the Plus Project scenario, 160 of the City's 202 intersections would operate at LOS C or better. This means that 79.2 percent of the City's signalized intersection would continue to function at LOS C or better during the p.m. peak hour which is significantly higher than the City requirement of 70 percent. As such, this impact is considered to be **less than significant**.

TABLE 4.3-25

NUMBER OF ROSEVILLE INTERSECTIONS OPERATING AT LOS "C" OR BETTER

2025 CIP PLUS PROJECT SCENARIO - AM PEAK HOUR

Level of Service	*AM Peak Hour*			
	2025 CIP Existing		*2025 CIP Plus Proposed Project*	
	Number of Intersections	*Percentage*	*Number of Intersections*	*Percentage*
LOS A-C	180	**90.5%**	**183**	**90.6%**
LOS D	8	4.0%	8	4.0%
LOS E	8	4.0%	7	3.5%
LOS F	3	1.5%	4	2.0%
LOS D-F	**19**	**9.5%**	**19**	**9.4%**
Total	**199**	**100%**	**202**	**100%**

Source: DKS Associates, 2010.

URBAN RESERVE

With development of the Urban Reserve under 2025 conditions, it is expected that the City of Roseville would maintain 70 percent or more of its intersections at Level of Service C or better during the A. M. peak hour and P.M peak hour consistent with the City of Roseville's 70 percent level of service policy. Therefore, this is a **less than significant** impact.

TABLE 4.3-26

NUMBER OF ROSEVILLE INTERSECTIONS OPERATING AT LOS "C" OR BETTER

2025 CIP PLUS PROJECT SCENARIO - PM PEAK HOUR

Level of Service	PM Peak Hour			
	2025 CIP		2025 CIP Plus Proposed Project	
	Number of Intersections	Percentage	Number of Intersections	Percentage
LOS A-C	159	**79.9%**	160	**79.2%**
LOS D	23	11.6%	22	10.9%
LOS E	9	4.5%	11	5.4%
LOS F	8	4.0%	9	4.5%
LOS D-F	**40**	**20.1%**	**42**	**20.8%**
Total	**199**	**100%**	**202**	**100%**

Source: DKS Associates, 2010.

IMPACT 4.3-16	INCREASED DEMAND FOR TRANSIT	
Applicable Policies and Regulations	City of Roseville General Plan Short and Long-Range Transit Plans	
	CSP	**Urban Reserve**
Significance with Policies and Regulations	Potentially Significant	Potentially Significant
Mitigation Measures	MM 4.3-2 Pay Fair Share Toward Transit Improvements	WMM 4.3-9 Transit Services Policies
Significance after Mitigation:	Less Than Significant	Less Than Significant

CREEKVIEW SPECIFIC PLAN

Roseville Transit is facing reduced revenues and is making adjustments to reduce its services to align itself with increased costs and reduced revenues. Accordingly, if TDA revenues increase in the years ahead, Roseville Transit will have an opportunity to expand its services to best meet the unmet transit needs within the City of Roseville, which may include the new Creekview Specific Plan area. At a minimum, the current policy is to provide DAR services citywide. Thus, DAR services would provide a minimum level of transit services to the CSP upon development under the City's current policies."

The addition of residential units and commercial square footage would increase the demand for transit within the City of Roseville. There are currently no Roseville Transit routes directly serving the project site. Transit needs within the proposed project would not be met by current transit lines. This would result in a **potentially significant** impact on transit demand.

Pursuant to MM 4.3-2, *Provide 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 shall provide transit services in accordance with the SRTP and LRTP as funding allows. Although the Roseville Transit System is currently facing funding problems, the requirement that the 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 area. Notably, nothing about the inclusion of such transit stops will worsen the current funding problems of the Roseville Transit system, which should improve as the national and regional economies recover from the recent recession. Because development in the Project Area is not expected to occur to any significant degree until economic conditions improve, the City expects system revenues to increase as demand for transit service in the Project area arises. For these reasons, the proposed mitigation would reduce impacts to a **less than significant** level.

URBAN RESERVE

Similar to the CSP, the addition of residential units and commercial square footage within the Urban Reserve area would increase the demand for transit within the City of Roseville. There are currently no Roseville Transit routes directly serving the Urban Reserve area. Transit needs within the proposed project would not be met by current transit lines. This would result in a **potentially**

significant impact on transit demand. Implementation of previously adopted WMM 4.3-9 *Transit Services Policies* would require the Urban Reserve area to provide for fair share funding of capital and operating costs for expanded transit services. This would reduce impacts to a **less than significant** level.

IMPACT 4.3-17	IMPACTS TO BICYCLE FACILTIES 2025 PLUS PROJECT	
Applicable Policies and Regulations	City of Roseville General Plan City of Roseville Bicycle Master Plan City of Roseville Design/Construction Standards Caltrans Highway Design Manual	
	CSP	**Urban Reserve**
Significance with Policies and Regulations	Less Than Significant	Potentially Significant
Mitigation Measures:	None Required	WMM 4.3-7 Provide Appropriate Bicycle Network With Future Specific Plan Submittal
Significance after Mitigation:	Less Than Significant	Less Than Significant

CREEKVIEW SPECIFIC PLAN

The proposed project would result in demand for safe and convenient pedestrian/bicycle facilities by residents and employees of the site for primarily transportation-related purposes. The proposed CSP project proposal includes Class I trails, Class II bike lanes and the Class IA facilities (paseos, etc.). These are connected within the project and to the existing City bikeway system. The Class II bike lanes for collectors have been modified to accommodate slower vehicular speeds and narrower street sections; this is a deviation from current City of Roseville Design/Construction Standards. However, they do comply with the minimum requirements of the Highway Design Manual. Thus, this impact is considered to be **less than significant**.

URBAN RESERVE

Development of the Urban Reserve would result in demand for pedestrian/bicycle facilities by residents and employees of the site for primarily transportation-related purposes. Thus, this impact is considered to be **potentially significant**. Implementation of the previously adopted WMM 4.3-7 *Provide Appropriate Bicycle Network with Future Specific Plan Submittal* would reduce this impact to a **less than significant** level, by ensuring that bike trails are included in future development.

IMPACT 4.3-18	**INCREASED TRAFFIC ON PLACER COUNTY INTERSECTIONS UNDER 2025 CONDITIONS**	
Applicable Policies and Regulations	Placer County General Plan Policies	
	CSP	**Urban Reserve**
Significance with Policies and Regulations	Significant	Potentially Significant
Mitigation Measures:	MM 4.3-3, Placer County Roadways: Pay Fair Share of Improvements	WMM 4.3-4 Construct Identified Improvements on Placer County Roadways; MM 4.3-3, Placer County Roadways: Pay Fair Share of Improvements
Significance after Mitigation:	Significant and Unavoidable	Significant and Unavoidable

CREEKVIEW SPECIFIC PLAN

The proposed project would result in traffic volume increases on a number of roadways in Placer County under 2025 CIP conditions. Table 4.3-27 shows the changes in A.M. and P.M. peak hour intersection level of service at a number of the study area Placer County intersections. The table shows that several Placer County intersections would operate below acceptable levels of service during the A.M. and PM peak hours without the project. The LOS at one of the six study intersections in Placer County, (Fiddyment and Athens) is projected to decrease from LOS E to LOS following implementation of the propoed project. This is a **significant** impact. Implementation of MM 4.3-3: *Contribute Project's Fair Share Cost* of the construction of transporatation facilities and/or

improvements on Placer County facilities would reduce this impact, but not to a less than significant level because the City of Roseville does not have jurisdiction over Placer County intersections.

TABLE 4.3-27
LEVEL OF SERVICE AT PLACER COUNTY INTERSECTIONS
2025 CIP PLUS PROPOSED PROJECT SCENARIO

Intersection	*LOS Standard*	*2025 CIP Conditions*			
		Without Project		*Plus Project*	
		LOS	*V/C or Delay*	*LOS*	*V/C*
AM Peak Hour					
Watt Avenue & Baseline Rd	D	N/A	N/A	N/A*	
Locust Rd & Baseline Rd	D	A	0.45	A	0.44
Watt Avenue & PFE Rd	C	B	0.60	B	0.61
Walerga Rd & PFE Rd	C	**E**	**0.92**	**E**	**0.92**
Fiddyment & Athens	C	**E**	**0.99**	**F**	**1.01**
Industrial & Athens	C	C	0.78	C	0.77
PM Peak Hour					
Santucci Blvd & Baseline Rd	D	N/A	0.71	n/a*	
Locust Rd & Baseline Rd	D	B	0.67	B	0.67
Watt Avenue & PFE Road	D	A	0.57	A	0.57
Walerga & PFE Rd	C	**E**	**0.93**	**E**	**0.95**
Fiddyment & Athens	C	**F**	**1.19**	**F**	**1.20**

Notes: **BOLD** Locations Do Not Meet LOS Policy
Shaded Locations Indicate Significant LOS Impact
* With Sierra Vista Specific Plan, This Intersections is in Roseville, not Placer County

Source: DKS Associates, 2010.

URBAN RESERVE

Development of the Urban Reserve would result in traffic volume increases on a number of roadways in Placer County under 2025 CIP Plus Project conditions. Because the intersections of Walerga Road and PFE, and Fiddyment and Athens, are projected to operate at an un-acceptable level of service, there is a potential that development of the Urban Reserve could result in a **potentially significant** impact.

Implementation of MM 4.3-3 *Contribute Project's Fair Share Costs* and WMM 4.3-4 *Construct Identified Improvements on Placer County Roadways* on Placer County facilities would reduce this impact, but not to a less than significant level because the City of Roseville does not have jurisdiction over Placer County intersection. Therefore, this is a **significant unavoidable** impact.

IMPACT 4.3-19	**INCREASED TRAFFIC ON PLACER COUNTY SEGMENTS UNDER 2025 CONDITIONS**	
Applicable Policies and Regulations	Placer County General Plan Policies	
	CSP	**Urban Reserve**
Significance with Policies and Regulations	Less Than Significant	Less Than Significant
Mitigation Measures	None Required	None Required
Significance after Mitigation:	Less Than Significant	Less Than Significant

CREEKVIEW SPECIFIC PLAN

Table 4.3-28 shows the changes in daily traffic volume on Placer County roadways under 2025 CIP and 2025 CIP plus project conditions. The County has approved a LOS D policy for roadways within and adjacent to Placer Vineyards. There would be an increase in volume on Walerga Road south of Baseline, which would operate at LOS F with or without the project. Under 2025 CIP

conditions, no segments would be significantly impacted under the 2025 CIP Plus Project scenario. Further, the County is in the process of updating the Dry Creek Community Plan. The draft document identifies that Walerga will be widened to six-lanes. Therefore, this impact is **less than significant**.

TABLE 4.3- 28

LEVEL OF SERVICE AT PLACER COUNTY ROADWAY SEGMENTS

2025 CIP PLUS PROPOSED PROJECT SCENARIO

Roadway Segment	*LOS Standard*	*Lanes*	*2025*		*Plus Project*	
			ADT	*LOS*	*ADT*	*LOS*
Baseline Rd W/O Sierra Vista	D	6	38,700	C	39,00	A
Watt Avenue S/O Baseline	D	6	24,000	A	23,800	A
Walerga Rd S/O Baseline	D	4	**38,100**	**F**	**38,200**	**F**
PFE E/O Watt Avenue	C	2	6,800	A	7,200	A
Fiddyment Rd S/O Athens	C	4	24,500	B	25,000	A
Sunset E.O Foothills	C	6	23,800	A	24,100	A
Foothills Bl S/O Athens	C	4	23,100	B	23,200	A
Athens Ave E/O Fiddyment Rd	C	4	21,900	B	22,000	A
Industrial Blvd N/O Athens Ave	C	4	26,000	C	26,100	A
Philip Rd W/O Sierra Vista	C	2	1,800	A	1,800	A
Brewer Rd S/O W Sunset	C	2	400	A	500	A
W Sunset W/O Fiddyment Rd	C	2	2,600	A	1,800	A
Dowd Rd S/O Athens	N/A	-	N/A		N/A	

Notes: **Bold** Locations Do Not Meet LOS Policy (LOS "C" or "D" or better)
Shaded Locations Indicate Significant LOS Impact

Source: DKS Associates, 2010.

URBAN RESERVE

Development of the Urban Reserve may incrementally increase daily traffic volumes on Placer County roadways under 2025 CIP and 2025 CIP Plus Project conditions on Walerga Road. Under 2025 CIP conditions, no segments would be significantly impacted under the 2025 CIP Plus Project

scenario. Further, the County is in the process of updating the Dry Creek Community Plan which calls for Walerga Road to be widened to six lanes south of Baseline Road. This would be a **less than significant** impact.

IMPACT 4.3-20	INCREASED TRAFFIC ON SACRAMENTO COUNTY ROADWAY INTERSECTIONS UNDER 2025 CONDITIONS	
Applicable Policies and Regulations	Sacramento County General Plan Policies	
	CSP	**Urban Reserve**
Significance with Policies and Regulations	Less Than Significant	Less Than Significant
Mitigation Measures:	None Required	None Required
Significance after Mitigation:	Less Than Significant	Less Than Significant

CREEKVIEW SPECIFIC PLAN

The proposed project would result in some traffic volume increases on roadways in Sacramento County. Table 4.3-29 shows the changes in a.m. and p.m. peak hour intersection level of service at a number of the study area Sacramento County intersections. The table shows that one intersection is projected to operate at LOS F during the a.m. peak hour and three intersections are projected to operate at LOS F during the p.m. peak hour. None of the Sacramento County intersections would experience a significant level of service degradation with the addition of the proposed project. One of the LOS F intersections would experience a V/C increase of 0.01, which is less than the 0.5 threshold of significance. This is considered a **less than significant** impact.

TABLE 4.3-29
LEVEL OF SERVICE AT SACRAMENTO COUNTY INTERSECTIONS
2025 CIP PLUS PROPOSED PROJECT SCENARIO

Intersection	*LOS Standard*	*2025 CIP Conditions*			
		2025		*Plus Project*	
		LOS	*V/C*	*LOS*	*V/C*
AM Peak Hour					
Watt Avenue & Elverta Rd	E	D	0.85	D	0.87
Walerga Rd & Elverta Rd	E	E	0.91	E	0.90
Watt Avenue & Antelope Rd	E	**F**	**1.19**	**F**	**1.19**
Walerga Rd & Antelope Rd	E	B	0.86	B	0.62
Watt Avenue & Elkhorn	E	D	0.87	D	0.88
Walerga Rd & Elkhorn	E	B	0.65	B	0.66
PM Peak Hour					
Watt Avenue & Elverta Rd	E	E	0.97	E	0.98
Walerga Rd & Elverta Rd	E	**F**	**1.10**	**F**	**1.10**
Watt Avenue & Antelope Rd	E	**F**	**1.17**	**F**	**1.18**
Walerga Rd & Antelope Rd	E	D	0.86	D	0.86
Watt Avenue & Elkhorn	E	**F**	**1.04**	**F**	**1.04**
Walerga Rd & Elkhorn	E	D	0.88	D	0.90

Notes: **Bold** Locations Do Not Meet LOS Policy **Shaded** Locations Indicate Significant LOS Impact

Source: DKS Associates, 2010.

URBAN RESERVE

Similar to the CSP, buildout of the Urban Reserve is not likely to significantly increase traffic volume increases on roadways in Sacramento County. This is considered a **less than significant** impact.

IMPACT 4.3-21	INCREASED TRAFFIC ON SACRAMENTO COUNTY ROADWAY SEGMENTS UNDER 2025 CONDITIONS	
Applicable Policies and Regulations	Sacramento County General Plan Policies	
	CSP	**Urban Reserve**
Significance with Policies and Regulations	Less Than Significant	Less Than Significant
Mitigation Measures:	None Required	None Required
Significance after Mitigation:	Less Than Significant	Less Than Significant

CREEKVIEW SPECIFIC PLAN

As shown in Table 4.3-30 Walerga Road south of PFE would operate at LOS F with or without the project. The project would add less than .01 percent to the ADT on this segment. Therefore, impacts from the project are considered **less than significant**.

TABLE 4.3-30

LEVEL OF SERVICE AT SACRAMENTO COUNTY ROADWAY SEGMENTS

2025 CIP PLUS PROPOSED PROJECT SCENARIO

Roadway Segment	*LOS Standard*	*Lanes*	*2025 CIP Conditions*			
			2025		*Plus Project*	
			ADT	*LOS*	*ADT*	*LOS*
Watt Ave S/O PFE	E	6	50,900	E	51,100	E
Watt Ave S/O Elverta	E	6	40,300	C	40,400	C
Watt Ave S/O Antelope	E	6	37,500	B	37,700	B
Watt Ave S/O Elkhorn	E	6	4345,100	D	45,400	D
Walerga Rd S/O PFE	E	4	**49,100**	**F**	**49,200**	**F**
Walerga Rd S/O Elverta	E	4	32,700	E	32,700	E
Walerga Rd S/O Antelope	E	4	33,000	E	32,900	E
Walerga Rd S/O Elkhorn	E	4	30,900	D	30,800	D

Notes: **BOLD** Locations Do Not Meet LOS Policy
Shaded Locations Indicate Significant LOS Impact

Source: DKS Associates, 2010.

URBAN RESERVE

Buildout of the Urban Reserve would incrementally add traffic to the Sacramento County roadway system. However, similar to CSP, it is not expected to result in a significant impact. Therefore, the impact is **less than significant**.

IMPACT 4.3-22	INCREASED TRAFFIC ON SUTTER COUNTY ROADWAY INTERSECTIONS 2025 CONDITIONS	
Applicable Policies and Regulations	Sutter County General Plan Policies	
	CSP	**Urban Reserve**
Significance with Policies and Regulations	Less Than Significant	Less Than Significant
Mitigation Measures:	None Required	None Required
Significance after Mitigation:	Less Than Significant	Less Than Significant

CREEKVIEW SPECIFIC PLAN

The 2025 CIP Plus Project scenario assumes implementation of Phase 1 of the Sutter Point Specific Plan area, including the widening of Baseline Road to 4 lanes. While traffic would increase in 2025 with the CSP project, the intersection of Pleasant Grove and Riego Road would operate at acceptable levels of service with and without the project. Therefore, this is a **less than significant** impact.

TABLE 4.3-31
LEVEL OF SERVICE AT SUTTER COUNTY INTERSECTIONS
2025 CIP PLUS PROPOSED PROJECT SCENARIO

Intersection	*LOS Standard*	*2025 CIP Conditions*			
		2025		*Plus Project*	
		LOS	*V/C or Delay*	*LOS*	*V/C*
AM Peak Hour					
Pleasant Grove N & Riego	D	B	0.71	C	0.73
Pleasant Grove S & Riego	D	B	0.66	B	0.67
SR 70/9 SB & Riego Rd	D	A	0.55	A	0.56
SR 70/99 NB & Riego Rd	D	A	0.11	A	0.11
PM Peak Hour					
Pleasant Grove N & Riego	D	C	0.74	C	0.75
Pleasant Grove S & Riego	D	C	0.77	C	0.80
SR 70/99 SB & Riego Rd	D	B	0.68	B	0.69
SR 70/99 & Riego Rd	D	A	0.19	A	0.19

Notes: **BOLD** Locations Do Not Meet LOS Policy
Shaded Locations Indicate Significant LOS Impact

Source: DKS Associates, 2010.

URBAN RESERVE

Development of the Urban Reserve would increase traffic in 2025. However, the Sutter County study area intersections are expected to operate at acceptable levels of service with and without the project and future development of the Urban Reserve parcel. Therefore, this is a **less than significant** impact.

IMPACT 4.3-23	INCREASED TRAFFIC ON SUTTER COUNTY ROADWAY SEGMENTS UNDER 2025 CONDITIONS	
Applicable Policies and Regulations	Sutter County General Plan Policies	
	CSP	**Urban Reserve**
Significance with Policies and Regulations	Less Than Significant	Less Than Significant
Mitigation Measures:	None Required	None Required
Significance after Mitigation:	Less Than Significant	Less Than Significant

CREEKVIEW SPECIFIC PLAN

The approved Sutter Pointe Specific Plan and the Placer Vineyards Specific Plan identified the ultimate need for Riego Road to be widened to six lanes to accommodate future traffic volumes. As noted in Table 4.3-32, traffic volumes under the 2025 Plus Project scenario would not increase, and the level of service would not degrade from LOS E. This is considered a **less than significant** impact.

TABLE 4.3-32

LEVEL OF SERVICE AT SUTTER COUNTY ROADWAY SEGMENT

2025 CIP PLUS PROPOSED PROJECT SCENARIO

Roadway Segment	*LOS Standard*	*Lanes*	*2025 CIP Conditions*			
			2025		*Plus Project*	
			ADT	*LOS*	*ADT*	*LOS*
Riego Rd E/O SR 70-99	D	4	**32,700**	**E**	**32,700**	**E**

Notes: **BOLD** Locations Do Not Meet LOS Policy
Shaded Locations Indicate Significant LOS Impact

Source: DKS Associates, 2010.

URBAN RESERVE

Development of the Urban Reserve parcels is expected to have similar impacts as the CSP to Riego Road. Therefore, this impact is considered **less than significant**.

IMPACT 4.3-24	**INCREASED TRAFFIC ON CITY OF ROCKLIN ROADWAY SEGMENTS UNDER 2025 CONDITIONS**	
Applicable Policies and Regulations	City of Rocklin General Plan Policies	
	CSP	**Urban Reserve**
Significance with Policies and Regulations	Less Than Significant	Less Than Significant
Mitigation Measures:	None Required	None Required
Significance after Mitigation:	Less Than Significant	Less Than Significant

The proposed project would result in traffic volume increases on some Rocklin roadways. Table 4.3-33 shows that the addition of the proposed project is projected to increase daily traffic on two of the four study segments; however these increases would not result in a projected changes in LOSat these Rocklin locations with the addition of the proposed Project under 2025 CIP Plus Project conditions. Therefore, this impact is considered **less than significant**.

TABLE 4.3-33
LEVEL OF SERVICE AT ROCKLIN ROADWAY SEGMENTS
2025 CIP PLUS PROPOSED PROJECT SCENARIO

Roadway Segment	*LOS Standard*	*Lanes*	*2025 CIP Conditions*			
			2025		*Plus Project*	
			ADT	*LOS*	*ADT*	*LOS*
Lonetree Blvd north of Blue Oaks Blvd	D*	4	**35,800**	**E**	**36,000**	**E**
Blue Oaks Blvd at Roseville City Limit	D*	4	15,300	A	15,100	A
Pleasant Grove Blvd at Roseville City Limit	C	6	29,200	A	29,500	A
Stanford Ranch Rd at Roseville City Limit	C	6	29,300	A	29,600	A

Notes: **Bold** Locations Do Not Meet LOS Policy
Shaded Locations Indicate Significant LOS Impact
* Within 1/ Mile of Freeway Ramp

URBAN RESERVE

Development of the Urban Reserve parcels is expected to have similar impacts as the CSP and will not substantially increase traffic volumes in the City of Rocklin. Therefore, this impact is considered **less than significant**.

IMPACT 4.3-25	INCREASED TRAFFIC ON CITY OF LINCOLN ROADWAY SEGMENTS UNDER 2025 CONDITIONS	
Applicable Policies and Regulations	City of Lincoln General Plan and Level of Service Policies	
	CSP	**Urban Reserve**
Significance with Policies and Regulations	Less Than Significant	Less Than Significant
Mitigation Measures:	None Required	None Required
Significance after Mitigation:	Less Than Significant	Less Than Significant

The proposed project would result in minor traffic volume increases on some Rocklin roadways. Table 4.3-34 shows that the addition of the proposed project is projected to increase daily traffic on four study area segments; however, these increases would not result in a change in the projected LOS at these Rocklin locations with the addition of the proposed Project under 2025 CIP Plus Project conditions. Hence, this impact is considered **less than significant**.

TABLE 4.3-34
LEVEL OF SERVICE AT LINCOLN ROADWAY SEGMENTS
2025 PLUS PROPOSED PROJECT SCENARIO

Roadway Segment	*LOS Standard*	*Lanes*	*No Project*		*Plus Project*	
			ADT	*LOS*	*ADT*	*LOS*
Dowd Road north of Catlett Road	C	6	13,700	A	13,700	A
Fiddyment Road north of Athens Avenue	C	6	20,900	A	21,100	A
Industrial Avenue north of Athens Avenue	C	4	25,700	C	25,800	C
Athens Avenue east of Dowd Road	C	4	17,100	A	17,100	A
Athens Avenue East of Fiddyment Road	C	4	20,700	A	20,800	A
Moore Road east of Fiddyment Road	C	4	10,300	A	10,500	A

Notes **BOLD** Locations Do Not Meet LOS Policy
Shaded Locations Indicate Significant LOS Impact
* Within ½ Mile of Freeway Ramp

Source: DKS Associates, 2010.

URBAN RESERVE

Development of the Urban Reserve parcels is expected to have similar impacts as the CSP and will not substantially increase traffic volumes in the City of Lincoln. Therefore, this impact is considered **less than significant**.

IMPACT 4.3-26	INCREASED TRAFFIC VOLUMES ON STATE INTERCHANGES 2025	
Applicable Policies and Regulations	CALTRANS Policies	
	CSP	**Urban Reserve**
Significance with Policies and Regulations	Less Than Significant	Less Than Significant
Mitigation Measures:	None Required	None Required
Significance after Mitigation:	Less Than Significant	Less Than Significant

CREEKVIEW SPECIFIC PLAN

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, so impacts to State highway facilities are minimal.

Table 4.3-35 shows the 2025 CIP and 2025 CIP plus project levels of service at study area interchanges providing access to State highways; including State Route 65, Interstate 80, and State Route 70/99. The State's Transportation Concept Reports (TCR's) for these three highways establish a level of service standard of E or better. The table shows that all intersections are projected to operate at LOS E or better both with and without the proposed project. This is a **less than significant** impact.

TABLE 4.3-35
LEVEL OF SERVICE AT SIGNALIZED HIGHWAY RAMP INTERSECTIONS
2025 CIP PLUS PROPOSED PROJECT SCENARIO

Intersection	*LOS Standard*	*2025 CIP Conditions*			
		2025		*Plus Project*	
		LOS	*V/C*	*LOS*	*V/C*
AM Peak Hour					
SR 65 N/B Off & Blue Oaks Blvd	E	A	0.57	A	0.56
SR 65 SB & Washington Blvd/Blue Oaks Blvd	E	A	0.49	A	0.50
I-80 WB Off & Douglas Blvd	E	C	0.70	C	0.70
I-80 WB On & Atlantic St	E	A	0.42	A	0.42
SR 65 N/B Off & Pleasant Grove Blvd	E	A	0.55	A	0.56
SR 65 S/B Off & Pleasant Grove Blvd	E	A	0.43	A	0.44
I-80 WB Off & Riverside Ave	E	C	0.72	C	0.72
SR 65 N/B On & Stanford Ranch/Galleria	E	A	0.54	A	0.54
SR 65 S/B On & Stanford Ranch/Galleria	E	A	0.43	A	0.44
I-80 E/B Off & Taylor/Eureka	E	D	0.83	D	0.82
I-80 EB Off/Orlando & Riverside Ave	E	C	0.76	C	0.76
PM Peak Hour					
SR 65 N/B Off & Blue Oaks Blvd	E	B	0.66	B	0.67
SR 65 SB & Washington Blvd/Blue Oaks Blvd	E	B	0.69	B	0.69
I-80 WB Off & Douglas Blvd	E	C	0.79	C	0.79
I-80 WB On & Atlantic St	E	A	0.55	A	0.56
SR 65 N/B Off & Pleasant Grove Blvd	E	C	0.76	C	0.76
SR 65 S/B Off & Pleasant Grove Blvd	E	C	0.72	C	0.72
I-80 WB Off & Riverside Ave	E	B	0.63	B	0.63
SR 65 N/B On & Stanford Ranch/Galleria	E	D	0.86	D	0.87

TABLE 4.3-35
LEVEL OF SERVICE AT SIGNALIZED HIGHWAY RAMP INTERSECTIONS
2025 CIP PLUS PROPOSED PROJECT SCENARIO

Intersection	*LOS Standard*	*2025 CIP Conditions*			
		2025		*Plus Project*	
		LOS	*V/C*	*LOS*	*V/C*
SR 65 S/B On & Stanford Ranch/Galleria	E	D	0.82	D	0.83
I-80 E/B Off & Taylor/Eureka	E	E	0.97	E	0.96
I-80 EB Off/Orlando & Riverside Ave	E	D	0.91	D	0.91

Notes: **Bold** Locations Do Not Meet LOS Policy
Shaded Locations Indicate Significant LOS Impact

Source: DKS Associates, 2010.

URBAN RESERVE

Development of the Urban Reserve is not expected to significantly impact State interchanges, which are projected to operate at acceptable levels of service in the future. This is a **less than significant** impact.

IMPACT 4.3-27	**INCREASED TRAFFIC VOLUMES ON STATE HIGHWAYS 2025**	
Applicable Policies and Regulations	CALTRANS Policies	
	CSP	**Urban Reserve**
Significance with Policies and Regulations	Significant	Significant
Mitigation Measures:	MM 4.3-8, Contribute Fair Share Costs to State Roadway Segments	MM 4.3-8, Contribute Fair Share Costs to State Roadway Segments
Significance after Mitigation:	Significant and Unavoidable	Significant and Unavoidable

CREEKVIEW SPECIFIC PLAN

Table 4.3-36 shows the 2025 CIP and 2025 CIP Plus Project volumes and levels of service on study area State Highway segments. The table shows that I-80, SR 70/99 and SR 65 are projected to operate at LOS F and the addition of the proposed project would add traffic volumes (less than one percent) to these already deficient facilities. The affected segments are:

- I-80 Riverside Avenue to Douglas Bouelvard – 0.1 percent increase in ADT
- I-80 Douglas to Eureka Road-.02 percent increase in ADT
- I-80 Eureka Road to Taylor Road-0.3 percent increase in ADT
- I-80 Taylor Road to SR 65-0.3 percent increase in ADT
- SR 65 I-80 to Galleria – 0.2 percent increase in ADT
- SR 65 Galleria to Pleasant Grove – 0.3 percent increase in ADT
- SR 65 Pleasant Grove to Blue Oaks Boulevard-0.7 percent increase in ADT
- SR 65 Blue Oaks Boulevard to Sunset – 0.1 percent increase in ADT
- SR 70/99 Reigo Rd to Elverta Road- 0.2 percent increase in ADT
- SR 70/99 Elverta Road to Elkhorn Boulevard – 0.2 percent increase in ADT

Caltrans considers any increase in traffic on a state interchange operating below LOS E to be a significant impact. While the City belives that CEQA does not require a "no increase in traffic" threshold of significance, the following analysis conservatively uses the State's approach to determine significance. Therefore, the proposed project is considered to result in a **significant** impact to state facilities.

TABLE 4.3-36
AVERAGE DAILY TRAFFIC VOLUMES AND LOS ON STATE HIGHWAYS
2025 CIP PLUS PROPOSED PROJECT

Facility	Segment	Lanes	2025 CIP		2025 CIP Plus Project		
			ADT	LOS	ADT	LOS	% Change
I-80	Sacramento County line to Riverside Ave	8	**217,000**	**F**	**217,000**	**F**	**+0.0%**
	Riverside Avenue to Douglas Blvd	6	**190,700**	**F**	**190,800**	**F**	**+0.1%**
	Douglas Blvd to Eureka Rd	6	**188,600**	**F**	**188,500**	**F**	**+0.02%**
	Eureka Rd to Taylor Rd	8	**203,100**	**F**	**203,700**	**F**	**+0.3%**
	Taylor Rd to SR 65	8	**191,800**	**F**	**192,400**	**F**	**+0.3%**
SR 65	I-80 to Galleria Blvd	6	**136,800**	**F**	**137,100**	**F**	**+0.2%**
	Galleria Blvd to Pleasant Grove Blvd	6	**139,500**	**F**	**139,900**	**F**	**+0.3%**
	Pleasant Grove Blvd to Blue Oaks Blvd	6	**129,200**	**F**	**130,100**	**F**	**+0.7%**
	Blue Oaks Blvd to Sunset Blvd	4	**124,300**	**F**	**124,400**	**F**	**+0.1%**
SR 70/99	Sankey Rd to Riego Rd	4	61,300	C	61,400	C	+0.2%
	Riego Rd to Elverta Rd	4	**88,000**	**F**	88,200	**F**	**+0.2%**
	Elverta Rd to Elkhorn Blvd	4	**87,100**	**F**	87,300	**F**	**+0.2%**

Notes: **Bold** Locations Do Not Meet LOS Policy
Shaded Locations Indicate Significant LOS Impact Volumes Exclude Carpool Lanes

Source: DKS Associates, 2010

No specific improvements have been identified to mitigate project impacts on I-80, SR 70/99 and SR 65; however, the City is willing to work with Caltrans & the Placer County Transportation Planning Agency (PCTPA) to establish a regional approach to institute a fee program for the purpose of funding improvements on these facilities. Implementation of MM 4.3-8 requires that if and when Caltrans and the City enter into an enforceable agreement, the Project shall pay impact fees to the City of Roseville in amounts that constitute the 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 recognizes the magnitude of the projected growth in Placer County, its resulting increase in travel demand, and the need for a cooperative approach to plan, fund and implement transportation improvements to accommodate that growth, including improvements to the State Highway System in Placer County.

The City is working with the Placer County Transportation Planning Agency (PCTPA), the South Placer Regional Transportation Authority (SPRTA), and their member jurisdictions to develop a strategic "Transportation Expenditure Plan" that includes funding for improvements for State highways in Placer County. The Expenditure Plan includes a number of critical transportation projects and programs including construction of Placer Parkway, improvements to I-80 and SR 65, and construction of SR 65 Lincoln Bypass.

The proposed funding components for the Expenditure Plan are as follows:

- Additional development fees
  - Tier 2 Fee for construction of PlacerParkway
  - Transportation Uniform Mitigation Fee
- Transportation sales tax
- Existing and future State and Federal funds

The Tier 2 fees for Placer Parkway have been adopted in Roseville, Rocklin, Lincoln and Placer County, and will be applied to all new growth areas. The Creekview Specific Plan would be required to participate in this fee program. In addition, the CSP area would be required to participate in the South Placer Regional Transportation Authority Fee Program (SPRTA) and the Highway 65 Joint Powers Authority to fund improvements along Highway 65. The additional development fees will need to be adopted by each of the jurisdictions in South Placer County. The

City supports implementation of the Transportation Expenditure Plan to fund regional improvements in South Placer County. The City will support Caltrans and regional agencies in efforts to:

- Secure as much Federal and State funding for improvements to the State Highway System as possible, including funds for the transportation bond measure approved by voters in 2006.
- Establish impact fees so development throughout South Placer County pay its fair share of the unfunded cost of regional improvements, including improvements to SR 65

Because the City of Roseville does not have jurisdiction over State Highway facilities, this impact is considered **significant and unavoidable**.

URBAN RESERVE

I-80, SR 70/99 and SR 65 are projected to operate at LOS F and development of the Urban Reserve would add traffic volumes (less than one percent) to these already deficient facilities. The potentially affected segments are:

- I-80 Riverside Avenue to Douglas Bouelvard – 0.1 percent increase in ADT
- I-80 Douglas to Eureka Road-.02 percent increase in ADT
- I-80 Eureka Road to Taylor Road-0.3 percent increase in ADT
- I-80 Taylor Road to SR 65-0.3 percent increase in ADT
- SR 65 I-80 to Galleria – 0.2 percent increase in ADT
- SR 65 Galleria to Pleasant Grove – 0.3 percent increase in ADT
- SR 65 Pleasant Grove to Blue Oaks Boulevard-0.7 percent increase in ADT
- SR 65 Blue Oaks Boulevard to Sunset – 0.1 percent increase in ADT
- SR 70/99 Reigo Rd to Elverta Road- 0.2 percent increase in ADT
- SR 70/99 Elverta Road to Elkhorn Boulevard – 0.2 percent increase in ADT

Because Caltrans considers any increase in volume on an already deficient facility to be a significant impact, this is considered a **significant** impact.

Implementation of MM 4.3-7 *Contribute Fair Share Costs to State Roadway Segments* would reduce impacts. No specific improvements have been identified to mitigate project impacts on I-80, SR 70/99 and SR 65. Therefore, the impacts would remain **significant and unavoidable**. The City is willing to work with Caltrans and the Placer County Transportation Planning Agency 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 Project shall pay impact fees to the City of Roseville in amounts that constitute the 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.).

IMPACT 4.3-28	**Short and Long Term Construction Impacts**	
Applicable Policies and Regulations	City of Roseville General Plan Resource, Open Space, Air Quality, Noise, and Hazardous Materials Policies City of Roseville Noise Ordinance City of Roseville Improvement Standards	
	CSP	**Urban Reserve**
Significance with Policies and Regulations	Significant	Significant
Mitigation Measures:	MM 4.1-2 Agricultural Compensation, MM 4.13-2 Storwater Management Development Standards, MM 4.8-1 No Net Loss of Wetlands, MM 4.8-7 Offsite Surveys, MM 4.8-6 Habitat Restoration, MM 4.9-1 Cease Work and consult with Qualified Archaeologist, MM 4.4-1 Dust and Construction Control Measures, MM 4.10-1 Identify Potential Hazardous Materials; MM 4.6-1 Construction Noise Reduction, MM 4.9-2 Cease Work Until Review conducted by Qaulified Paleontologist and Recommendations Implemented, MM 4.9-3 conduct Appropriate Off-site Studies	MM 4.1-2 Agricultural compensation, WMM 4.7-2 Wetland Protection Policies, WMM 4.7-15 Conduct Appropriate Offsite Surveys, WMM 4.8-2 Include policies and Conditions that Require Proper Handling of Archaeological Resources; WMM 4.8-13 Conduct Appropriate Surveys, MM 4.13-3 Storm Water Quality Policies, WMM 4.4-3 Reduction of Construction Emissions; WMM 4.5-2 Construction Noise Policies; WMM 4.9-2 Soil Contamination Policies
Significance after Mitigation:	Significant and Unavoidable	Significant and Unavoidable

CREEKVIEW SPECIFIC PLAN

If the identified improvements noted in this section are constructed, significant environmental effects on biological and cultural resources, noise, air quality, and water quality could result. The roadway improvements identified in mitigation measures throughout this section could have physical effects on the environment, primarily during construction. The exact nature of such effects will not be known until the design phase of each improvement. However, impacts that are typical of roadway improvements can be identified and discussed. The nature of these effects will be refined when the various improvements are under design and environmental review.

- Depending on their location, roadway widenings could require the acquisition of right-of-way. Any such acquisition would be conducted in compliance with State and federal laws requiring that property owners be compensated for any property acquired for public works.
- If roadway widening extends outside existing rights-of-way in agricultural areas, some farmland could be lost. Because the loss would be a relatively narrow strip of land, it would not typically result in the loss of entire agricultural parcels, but any such impacts would need to be quantified and analyzed.
- Roadway widenings would not substantially alter the visual character of existing roadways. However, new roads through rural areas, such as Westbrook Boulevard, could alter views. Depending on the viewshed and surrounding uses, any such changes in visual character could be significant.
- Roadways and related infrastructure can increase impervious surfaces and/or interfere with stormwater drainage, increasing the potential for flooding.
- Roadway construction could occur in areas supporting biological resources, such as wetlands, trees, riparian areas and grasslands. Wildlife and plants using these habitats could be disturbed or destroyed by construction activities, resulting in the loss of open space; special-status plant species; habitat for special-status animals, including vernal pool crustaceans, valley elderberry longhorn beetle, western pond turtle, tricolored blackbird, California horned lizard, bats, nesting burrowing owls and raptors; foraging habitat for raptors; and oak woodlands and heritage trees.

- Excavation and grading for roadway improvements could damage or destroy subsurface historic or prehistoric cultural resources.
- Construction activities would generate air emissions, including particulate matter and ozone, contributing to regional air pollution. If homes or schools are located near the construction area, they could be adversely affected by dust.
- Construction activities would also generate substantial noise. If residents or other sensitive receptors are located near construction areas, they could be disturbed by noise. Once roadway improvements are complete, the construction noise would cease. However, traffic noise could increase, and depending on the location of the road and nearby sensitive receptors, applicable noise standards could be exceeded.
- Roadways could be widened or constructed in areas that had been used for agricultural or industrial operations. In such areas, hazardous materials may be present. If undiscovered, construction workers could be exposed to contaminated soils or groundwater.

The above impacts would be considered **significant**.

Implementation of MM 4.1-2 Agricultural Compensation discussed in Chapter 4.1 Land use and Agriculture, would reduce impacts to agricultural land by requiring 1:1 mitigation of agricultural land through open space mitigation. This would reduce agricultural impacts to a **less than significant** level.

Implementation of MM 4.4-1 Dust and Construction Control Measures discussed in Chapter 4, Air Quality, would reduce construction emissions, but not to a less than significant level. Construction emissions would be **significant and unavoidable**.

Implementation of MM 4.8-1 No Net Loss of Wetlands, MM 4.8-7 Offsite Biological Surveys, MM 4.8-6 Habitat Restoration, onsite Preservation, as discussed in Chapter 4.8 Vegetation and Wildlife would reduce impacts to a **less than significant** level for impacts that could occur to wetlands, sensitive species, and loss of habitat.

Implementation of MM 4.9-1 Proper Handling of Cultural Resources, MM 4.9-2 Proper Handling of Paleological Resources, and 4.9-3 Offsite Cultural Resource Surveys discussed in Chapter 4.9 Cultural Resources, would reduce impacts but not a less than significant level. The potential

would remain that cultural resources could be disturbed during construction. This is a **significant unavoidable impact**.

No mitigation is available to reduce visual impacts. This would remain a **significant and unavoidable** impact.

MM 4.13-2Low Impact Development Standards discussed in Chapter 4.13, Hydrology and Water Quality would reduce impacts to a **less than significant** level.

Implementation of MM 4.6-1 Construction Noise Reduction, discussed in Chapter 4.6 Noise, would reduce noise impacts from construction but not to a **less than significant** level. Construction noise would be **significant and unavoidable**.

Implementation of MM 4.10-1 Potential Hazardous Materials, discussed in Chapter 4.10 Hazardous Materials would reduce impacts from potential soil contamination to a **less than significant** level.

URBAN RESERVE

Development of the Urban Reserve would have similar infrastructure construction impacts as the CSP. This includes the following:

- Depending on their location, roadway widenings could require the acquisition of right-of-way. Such acquisition would be done in compliance with State law requiring that property owners be compensated for any property acquired for public works.
- If roadway widening extends outside existing rights-of-way in agricultural areas, some farmland could be lost. Because the loss would be a relatively narrow strip of land, it would not typically result in the loss of entire agricultural parcels, but any such impacts would need to be quantified and analyzed.
- Roadways and related infrastructure can increase impervious surfaces and/or interfere with stormwater drainage, increasing the potential for flooding.
- Roadway construction could occur in areas supporting biological resources, such as wetlands, trees, riparian habitat and grasslands. Wildlife and plants using these habitats could be disturbed or destroyed by construction activities, resulting in the loss of open space; special-status plant species; habitat for special-status animals, including vernal pool crustaceans, valley elderberry longhorn beetle, western pond

turtle, tricolored blackbird, California horned lizard, bats, nesting burrowing owls and other raptors; foraging habitat for raptors; and oak woodlands and heritage trees.

- Excavation and grading for roadway improvements could damage or destroy subsurface historic or prehistoric cultural resources.
- Construction activities would generate air emissions, including particulate matter and ozone, contributing to regional air pollution. If homes or schools are located near the construction area, they could be adversely affected by construction dust.
- Construction activities would also generate substantial noise. If residents or other sensitive receptors are located near construction areas, they could be disturbed by noise. Once roadway improvements are complete, the construction noise would cease. However, traffic noise could increase, and depending on the location of the road and nearby sensitive receptors, applicable noise standards could be exceeded.
- Roadways could be widened or constructed in areas that had been used for agricultural or industrial operations. In such areas, hazardous materials may be present. If undiscovered, construction workers could be exposed to contaminated soils or groundwater.

The above impacts would be considered **significant**.

Implementation of MM 4.1-2 Agricultural Compensation discussed in Chapter 4.1 Land use and Agriculture, would reduce impacts to agricultural land by requiring 1:1 mitigation of agricultural land through open space mitigation. This would reduce agricultural impacts to a **less than significant** level.

Implementation of WMM 4.4-3 Reduction of Construction Emissions discussed in Chapter 4, Air Quality, would reduce construction emissions, but not to a less than significant level. Construction emissions would be **significant and unavoidable**.

Implementation of WMM 4.7-2 Wetland Policies, WMM 4.7-15 Conduct Appropriate Surveys, as discussed in Chapter 4.8 Vegetation and Wildlife would reduce impacts to a **less than significant** level for impacts that could occur to wetlands, sensitive species, and loss of habitat.

Implementation of WMM 4.8-2 Proper Handling of Cultural Resources and 4.8-13 Offsite Cultural Resource Surveys discussed in Chapter 4.9 Cultural Resources, would reduce impacts but not a less than significant level. The potential would remain that cultural resources could be disturbed during construction. This is a **significant unavoidable** impact.

No mitigation is available to reduce visual impacts. This would remain a **significant and unavoidable** impact.

MM 4.13-3 Storm Water Quality Policies would reduce impacts to a **less than significant** level.

Implementation of WMM 4.5-2 Construction Noise Policies, discussed in Chapter 4.6 Noise, would reduce noise impacts from construction but not to a less than significant level. Construction noise would be **significant and unavoidable**.

Implementation of WMM 4.9-2 Soil Contamination Policies, discussed in Chapter 4.10 Hazardous Materials would reduce impacts from potential soil contamination to a **less than significant** level.

4.3.5 MITIGATION MEASURES

The CSP project area was included in the program-level analysis of the West Roseville Specific Plan Final EIR. Mitigation adopted by the City Council at time of approval in 2004 is still applicable to the project, especially to the Urban Reserve areas. The following refers to WRSP mitigation measures as "WMM" and will show either ~~strikeout~~ to language that is being eliminated or <u>underline</u> to denote new language, as applicable.

The following mitigation measures is being replaced by MM 4.3-1 Pay Fair Share Improvements in the CIP for the Urban Reserve:

~~**WMM 4.3-1** ***Pay Fair Share of Improvements in the CIP including Improvements to the Following City Intersections (Impact 4.3-1 and 4.3-14 Urban Reserve)***~~

- ~~*Diamond Creek/Blue Oaks Boulevard*~~
- ~~*Fiddyment Road/Baseline Road*~~
- ~~*Foothills Boulevard/Blue Oaks Boulevard*~~
- ~~*Woodcreek Oaks/Blue Oaks Boulevard*~~
- ~~*Sierra Gardens/Douglas Boulevard*~~

~~▪ *Watt Avenue/Baseline Road*~~

The ~~SOI Amendment~~ Urban Reserve Area would develop over a period of years. Therefore, the impacts of these intersections would occur over a period of time. As with other improvements in the ~~2020~~ 2025 CIP, the City will monitor traffic conditions and determine when specific improvements are needed. The City of Roseville's traffic impact fees should be revised to include the ~~SOI Amendment Area~~ Urban Reserve. Specific Plans and/or development proposals shall provide for fair share contributions of the cost of the improvement through the updated traffic impact fees.

WMM 4.3-4 ***Construct Identified Improvements on Placer County Roadways (Impact 4.3-6, 4.3-7 and 4.3-18 Urban Reserve)***

Development of Urban Reserve should pay its fair share costs of improvements to the following Placer County ~~should construct the following~~ roadway improvements:

a) Fiddyment Road: Widen Fiddyment Vista Glen Blvdetween the North Roseville City limit and Sunset Boulevard from two to four lanes.

b) Walerga Road: Widen Waterga Vista Glen Blvdetween Baseline Road and PFE Road from four to six lanes.

c) Watt Avenue: Widen Watt Avenue between Baseline Road and PFE Road from four to six lanes.

~~*d)* Phillip Road: Improve Phillip Road outside the WRSP to Placer County Rural Collection Standards. This includes wider cross-section and potentially paved shoulders.~~

e) Intersection of Watt Avenue/PFE Road: Widen Watt Avenue to six lanes through the intersection.

f) Intersection of Watt Avenue/Baseline Road: Add 3rd northbound and add 3rd northbound lane.

g) Intersection of Pleasant Grove Drive/Baseline Road/Riego Road: Add a northbound right-turn lane.

The following measure is not applicable for impacts from the Urban Reserve, given its distance from the north side of town and the fact that impacts on the City of Rocklin are projected to be less than significant:

~~**WMM 4.3-5** ***Improve Sunset Boulevard/Park Drive and Sunset Boulevard/Stanford Ranch Road***~~

~~Traffic operations and levels of service of a roadway like Sunset Boulevard are controlled by the capacity of its signalized intersections. The impact could be mitigated by the addition of through lanes or turn lanes on Sunset Boulevard at its intersections with Park Drive and Stanford Ranch Road. Implementation of this measure would reduce this impact to a less than significant level. However, the improvement lies outside the jurisdiction of the City of Roseville. The city of Rocklin can implement this suggested mitigation measure, but may choose not to.~~

The following measure is not applicable for impacts from the Urban Reserve, given its distance from Watt Avenue and the fact that impacts on Sacramento County from the Urban Reserve are projected to be less than significant:

~~**WMM 4.3-6** ***Widen Watt Avenue Boulevard***~~

~~a) Concurrent with the City's receipt of an application for development of the balance of the SOI (i.e., Remainder Area), Urban Reserve, the City of Roseville would work with Sacramento County to conduct a detailed peak hour operations analysis of this section of Watt Avenue within Sacramento County focusing on the signalized intersections. The analysis would include specific land use and roadway information proposed within the Remainder Area, Urban Reserve, and would identify intersection improvements (i.e., additional turn lanes) or traffic operational improvements (i.e., signal interconnect/coordination, ITS, etc) that could mitigate significant impacts to a less than significant level).~~

WMM 4.3-7 ***Provide Appropriate Bicycle Network with Future Specific Plan Submittal (Impacts 4.3-3 and 4.3-17 Urban Reserve)***

Any Specific Plan and/or development proposals in the ~~SOI Amendment Area~~ Urban Reserve shall include a bicycle circulation plan that identifies Class I and II bicycle paths throughout the proposal area and connects those bike paths to the City's network so that bicyclists can safely travel from home to schools, parks, open space areas, and employment areas. Class I bike paths shall connect with ~~Baseline Road and Class I bike paths in~~ the WRSP.

The Bicycle master plan should be updated to include adequate bicycle facilities within the ~~Remainder Area~~ Urban Reserve when it is planned.

WMM 4.3-9 ***Transit Services Policies (Impact 4.3-2 and 4.3-16 Urban Reserve)***

Any Specific Plan and/or development proposals in the ~~Remainder Area~~ Urban Reserve shall contribute their fair share towards the capital and operating costs for expanded transit services to the project area. The amount of transit services needed would be identified in an updated short Range Transit Plan and updated Long Range Transit Master Plan prepared for projects in the ~~Remainder Area~~ Urban Reserve.

MM 4.3-1 ***Roseville Intersections: Pay Fair Share of Improvements in the CIP (Impact 4.3-1, 4.3-14 CSP and Urban Reserve)***

Improvements would be necessary to the following intersections, as part of the project to achieve acceptable service levels under the 2025 CIP plus Project scenario. However, as noted, many intersections cannot be mitigated because of constraints.

1. **Blue Oaks Boulevard and Diamond Creek Boulevard** This intersection currently has a southbound left turn lane and a southbound shared left/thru/right lane. It could be mitigated by changing the southbound shared left/thru/right lane to a shared thru/right lane and adding a separate southbound right turn lane. This

improvement is feasible and will be added to the City of Roseville's Capital Improvement program. Development within the Creekview Specific Plan Area will be required to pay fair share costs for this improvement.

2. **Pleasant Grove Boulevard and Fiddyment Road -** This intersection could be mitigated by adding a second westbound through lane. This improvement is feasible and will be added to the City of Roseville's Capital Improvement program. Development within the Creekview Specific Plan Area will be required to pay fair share costs for this improvement.

3. **Pleasant Grove Boulevard and Washington Boulevard -** This intersection could be mitigated by adding a fourth eastbound through lane. Due to the proximity of homes in the area and the associated right-of-way that would be required, this mitigation is not feasible.

4. **Roseville Parkway and Chase Drive -** This intersection could be mitigated by adding a second westbound left-turn lane. The improvement would require the addition of a second southbound receiving lane. Due to the proximity of homes in the area and the associated right-of-way that would be required, this mitigation is not feasible.

5. **Woodcreek Oaks Boulevard and Baseline Road -** This intersection could be mitigated by adding a second westbound left turn lane. This improvement is feasible and will be added to the City of Roseville's Capital Improvement program. Development within the Creekview Specific Plan Area will be required to pay fair share costs for this improvement.

6. **Industrial Avenue and Alantown Drive -** This intersection could be mitigated by adding a second southbound through lane. This improvement is feasible and will be added to the City of Roseville's Capital Improvement program. Development within the Creekview

Specific Plan Area will be required to pay fair share costs for this improvement.

The CSP will develop over a period of years. Therefore, these impacts would occur over a period of time. As with other improvements in the 2025 CIP, the City will monitor traffic conditions and determine when specific improvements are needed. The City of Roseville's traffic impact fees should be revised to include the CSP area. Specific Plans and/or development proposals shall provide for fair share contributions of the cost of the improvements through the updated traffic impact fees.

MM 4.3-2 ***Transit Services: Pay Fair Share Toward Transit Improvements*** **(Impacts 4.3-2 and 4.3-16 CSP)**

CSP shall contribute its fair share towards the capital improvements for expanded transit services to the project area. This includes bus turn-outs, shelter pads, shelters, and a transfer station. The amount of transit services needed would be identified in an updated Short Range Transit Plan and updated Long Range Transit Master Plan prepared for the Project.

MM 4.3-3 ***Placer County Intersections: Pay Fair Share of Improvements including Improvements to the Following Intersections*** **(Impacts 4.3-7 and 4.3-18 CSP and Urban Reserve)**

- Fiddyment and Athens: This intersection is not included in the City/County 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 inter-agency 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 Creekview Specific Plan commitment for the provision of adequate fair share mitigation

from the Specific Plan 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 Joint Powers Authority 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 CSP 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 of Roseville will monitor traffic volumes and coordinate with the County regarding traffic mitigation fees to fund regional improvements.

MM 4.3-4 ***Placer County Segments*: Pay Fair Cost of Improvements (Impact 4.3-7 CSP and Urban Reserve)**

- Walerga Road south of Baseline: This segment is not included within the existing City/County Fee Program.

The City shall determine the means of providing the project'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 4.3-5 ***Sacramento County Facilities: Contribute Fair Share Costs to Sacramento County Facilities* (Impact 4.3-9, CSP and Urban Reserve)**

- Walerga Road

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 Creekview'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 sub-regional approach to mitigating transportation-related impacts, may choose to include within the same agreements or Joint Powers Authority 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 CSP 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 (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 MM 4.3-5 would reduce impacts to a less than significant level; however, these improvements lie outside the jurisdiction of the City of Roseville.

MM 4.3-6 ***Sutter County Facilities: Contribute Fair Share Costs to Sutter County Facilities (Impact 4.3-10 CSP and Urban Reserve)***

- Reigo Road and Pleasant Grove South:

The City of Roseville shall negotiate in good faith to enter into a fair agreement with Sutter County regarding Creekview's fair share mitigation for this

improvement. 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 Joint Powers Authority 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 CSP developers, must agree to require new development occurring in their own jurisdictions to make fair share contributions towards mitigation 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 MM 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 Interchanges: Contribute Fair Share Costs to State Roadway Segments*** **(Impact 4.3-12 and 27 CSP and Urban Reserve**)

- I-80 Eastbound at Taylor Road/Eureka Boulevard:

The City of Roseville is currently moving forward with the design for improvements at this interchange as part of the CIP. The funding for the improvement is currently included within the City's Capital Improvement Program and development within the Creekview's Specific Plan Area will be required to pay fair share costs for these improvements.

MM 4.3-8 ***State Facilities Segments: Contribute Fair Share Costs to State Roadway Segments*** **(Impact 4.3-13 and 4.3-27 CSP and Urban Reserve)**

No specific improvements have been identified to mitigate project impacts on I-80, SR 70/99, or SR 65; however, the City is willing to work with Caltrans & the Placer County Transportation Planning Agency (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 Project shall pay impact fees to the City of Roseville in amounts that constitute the 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.

This page intentionally left blank