CHAPTER 5

TRANSPORTATION & CIRCULATION

CHAPTER 5 TRANSPORTATION AND CIRCULATION

5.1 INTRODUCTION

The proposed Fiddyment Ranch Specific Plan Amendment (SPA) 3 project would amend the existing West Roseville Specific Plan (WRSP) by changing the land use and zoning designations for certain parcels and by changing development densities within the project area. The transportation and circulation impacts of the WRSP were evaluated in the WRSP EIR. However, the proposed project would increase traffic trip generation from the project site, and background traffic conditions have changed since the time the WRSP EIR was prepared. This Recirculated Draft Subsequent EIR chapter addresses the transportation and circulation impacts of the proposed project under existing and 2025 Capital Improvement Program buildout conditions. Analysis of the proposed project's effects under 2025 cumulative conditions is presented in **CHAPTER 11 CUMULATIVE IMPACTS**.

Information for the transportation and circulation analysis was based upon information within the following documents:

- *City of Roseville Capital Improvement Program EIR*, City of Roseville, 2007
- *City of Roseville General Plan 2025*, City of Roseville, February 2013
- *Creekview Specific Plan Final EIR*, City of Roseville, April 2011
- *Sierra Vista Specific Plan Final EIR*, City of Roseville, May 2010
- *Fiddyment Ranch SPA 3 Transportation Impact Analysis*, DKS Associates, 2011
- *Fiddyment Ranch SPA 3 Revised Project Memorandum*, DKS Associates, August 2013 (2013a)
- *Fiddyment Ranch SPA 3 Revised Project – 2025 CIP Memorandum,* DKS Associates, September 2013 (2013b)
- *Fiddyment Ranch SPA 3 Revised Project – State Highway Impacts Memorandum,* DKS Associates, October 2013 (2013c)
- *West Roseville Specific Plan*, City of Roseville, 2004, as amended 2013
- *West Roseville Specific Plan Final EIR*, City of Roseville, February 2004

All of the above listed documents are available for review during normal business hours at:

City of Roseville Permit Center
311 Vernon Center
Roseville, California

In addition, the DKS Associates' Transportation Impact Analysis (DKS 2011) and Revised Project Memorandums (DKS 2013a, 2013b, and 2013c) are provided in Appendix B of this Recirculated Draft Subsequent EIR.

Comments related to traffic were received in response to the 2010 Notice of Preparation (NOP), the 2011 Draft Subsequent EIR, and the 2013 NOP. The 2013 NOP and all public comments received at the 2010 and 2013 Public Scoping Meetings and written comments received on both

NOPs and the Draft Subsequent EIR are provided inAppendix A. The comments requested that the EIR include analysis of impacts to the State Highway System, including State Routes (SR) 65, 70, and 99 and Interstate 80 (I-80), impacts to regional facilities such as those in Placer County, Sutter County, and impacts to specific intersections in the City of Rocklin. Analysis of these facilities is included in this chapter and in **CHAPTER 11 CUMULATIVE IMPACTS**. Comments also indicated concern that the additional traffic generated by the project would lower intersection Levels of Service (LOS) and requested that the Draft Subsequent EIR identify specific improvements the project would construct to mitigate impacts and evaluate how other impacts could be mitigated through payment of fees. The analysis presented in this chapter and in **CHAPTER 11 CUMULATIVE IMPACTS** provides feasible mitigation measures for project impacts.

In comments responding to the 2011 Draft Subsequent EIR, the County of Sacramento Department of Transportation recommended specific changes to *Mitigation Measure 5.8a*, suggesting an alternative to widening Walerga Road, because widening is not considered feasible. Those suggested revisions have been incorporated in this Recirculated Draft Subsequent EIR.

5.2 EXISTING SETTING

The proposed Fiddyment Ranch SPA 3 project would amend the WRSP to accommodate 1,661 additional residential units and 7.3 additional acres of commercial land uses in the Fiddyment Ranch portion of the plan area. The current WRSP land use plan provides for construction of 4,207 dwelling units (and preservation of one existing residence) and 38.97 acres of commercial land uses within Fiddyment Ranch. Other changes proposed to the land uses within the Fiddyment Ranch project area include minor adjustments in acreage for parks, open space, public/quasi-public (elementary school), and roadway rights-of-way.

Based on the project site location, shown in *Figure 3-1* and *Figure 3-2* in **CHAPTER 3 PROJECT DESCRIPTION**, project-generated traffic would primarily use Baseline Road, Blue Oaks Boulevard, Fiddyment Road, Foothills Boulevard, Junction Boulevard, Pleasant Grove Boulevard, Washington Boulevard, Woodcreek Oaks Boulevard, SR 65, and I-80.

Study Area Roadways and Intersections

I-80 is a transcontinental highway that links Roseville to Sacramento and the Bay Area, as well as Reno, Nevada and the rest of the United States via its crossing of the Sierra Nevada. 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. This freeway 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 and between the Placer County line and SR 65.

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

Baseline Road is an east-west arterial that links Roseville with the 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.

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 development.

Fiddyment Road is a north-south arterial connecting western Roseville with Placer County and the City of Lincoln. Fiddyment Road was widened and realigned as part of the WRSP development. It is currently four lanes between Pleasant Grove Boulevard and the northern Roseville city limit and five lanes (3 northbound and 2 southbound) between Baseline Road and Pleasant Grove Boulevard.

Foothills Boulevard is the major north-south arterial in Roseville west of I-80. It extends as far south as Cirby Way, where it becomes Roseville Road and continues south into Sacramento County. North of Cirby Way it traverses portions of the City's Infill Area, Northwest Specific Plan and North Industrial Planning Area, ending at Duluth Avenue at the northern city limits. This roadway provides one of eight grade-separated crossings of the Union Pacific railroad mainline. The other grade-separated crossings are at Sierra Boulevard, Washington Boulevard, Pleasant Grove Boulevard, Blue Oaks Boulevard, Harding Boulevard, Roseville Parkway and SR 65.

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

Pleasant Grove Boulevard is an east-west arterial that extends from the WRSP area to the City of Rocklin where it becomes Park Drive. It 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 to each other and to SR 65. It has four lanes from its current western terminus at Market Drive to west of Foothills Boulevard. It has six lanes from east 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 the segment that crosses under the Union Pacific railroad tracks, which is only two lanes.

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.

Level of Service Standards

Analysis of significant environmental impacts for transportation facilities is based on the concept of Level of Service (LOS). The LOS of a facility is a qualitative measure used to describe operational conditions. LOS ranges from A (best), which represents minimal delay, to F (worst),

which represents heavy delay and a facility that is operating at or near its functional capacity. Descriptions of traffic operations for each LOS are provided in *Table 5.1*.

Table 5.1
Level of Service Definitions

LOS	Signalized Intersection	Unsignalized Intersection	Roadway Segment
A	Uncongested operations, all queues clear in a single-signal cycle. Volume/capacity ratio (V/C) less than or equal to 0.60	Little or no delay. Delay less than 10 seconds/vehicle (sec/veh)	Completely free flow.
B	Uncongested operations, all queues clear in a single cycle. V/C ranges between 0.61 and 0.70	Short traffic delays. Delays range between 10 sec/veh and 15 sec/veh	Free flow, presence of other vehicles noticeable.
C	Light congestion, occasional backups on critical approaches. V/C ranges between 0.71 and 0.81	Average traffic delays. Delays range between 15 sec/veh and 25 sec/veh	Ability to maneuver and select operating speed affected.
D	Significant congestions of critical approaches but intersection functional. Cars required to wait through more than one cycle during short peaks. No long queues formed. V/C ranges between 0.82 and 0.90	Long traffic delays. Delays range between 25 sec/veh and 35 sec/veh	Unstable flow, speeds and ability to maneuver restricted.
E	Severe congestion with some long-standing queues on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements. Traffic queue may block nearby intersection(s) upstream of critical approach(es). V/C ranges between 0.91 and 1.00	Very long traffic delays, failure, extreme congestion. Delays range between 35 sec/veh and 50 sec/veh	At or near capacity, flow quite unstable.
F	Total breakdown, stop-and-go operation. V/C greater than 1.00	Intersection often blocked by external causes. Delays are greater than 50 sec/veh	Forced flow, breakdown.

As identified in the 2012 update to the Capital Improvement Program (CIP), the City of Roseville's LOS standard is to maintain LOS C at a minimum of 70% of all signalized intersections in the City during the p.m. peak hour under a scenario that includes build out 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. This is because intersections generally have a lower capacity for traffic volume as compared to roadway segments. In other words, as traffic volumes increase, congestion is more apparent at intersections than on the roadway segments between intersections.

For this EIR, intersection operations are evaluated using a modified version of the Transportation Research Board Circular 212 (critical movement) method that was adopted for Roseville's CIP. The critical movement analysis identifies the movements through the intersection that result in the longest delay. This is based on a comparison of the number of vehicles per hour making those movements and the capacity of the intersection to allow those movements. The result is expressed as a volume to capacity (v/c) ratio, where higher ratios correspond to lower LOS. *Table 5.2* shows the critical volume capacities used for the Circular 212 Critical Movement analyses in this document.

Table 5.2
Circular 212 Critical Volume Capacities

Jurisdiction	Maximum Sum of Critical Volumes (vehicles per hour) by Number of Phases		
	Two Phases	Three Phases	Four or More Phases
City of Roseville	1,600	1,500	1,450
Placer County	1,500	1,425	1,375
City of Rocklin	1,600	1,500	1,450

The number of intersection phases reflects the number of separate traffic movements that may occur in a full cycle.

Analysis of impacts within the City of Roseville is based on a.m. and p.m. peak hour intersection LOS, analysis of impacts within the City of Rocklin is based on p.m. peak hour intersection LOS, analysis of impacts in Placer and Sacramento counties uses a combination of peak hour intersection analysis and roadway segment analysis based on daily traffic volumes, and analysis of impacts in Sutter County evaluates peak hour intersection operations. *Table 5.3* shows the volume thresholds used to determine segment-based LOS for State highway facilities and roadways within neighboring jurisdictions. Any daily traffic volume that exceeds the maximum volume for LOS E operations represents LOS F conditions.

Table 5.3
Level of Service Definitions on Roadway Segments

Facility Type	Maximum 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

Current Levels of Service

For this analysis existing intersection LOS was determined using the Transportation Research Board Circular 212 Planning method and appropriate traffic analysis software. Calculations of current LOS are based on intersection turning movement counts conducted in April 2013.

There are currently 158 signalized intersections in the City of Roseville (excluding those in the Pedestrian Overlay Zone) as shown in *Figure 5-1*. Intersections outside of the City of Roseville relevant to the proposed project include four signalized intersections in Placer County, three in Sutter County, six in Sacramento County, and four in the City of Rocklin. *Table 5.4* and *Figure 5-2* identify the study area intersections that currently operate at LOS D or worse during either the a.m. or the p.m. peak hours. As shown in *Table 5.4*, four intersections currently operate at LOS D or worse in the a.m. hour, while eleven intersections currently operate at LOS D or worse in the p.m. peak hour. *Figure 5-3* shows daily traffic volumes on roadways within and adjacent to the City of Roseville, based on 2013 24-hour counts.

Table 5.4

Intersections Operating at LOS D or Worse in Existing Conditions

Intersection		Existing Conditions			
		AM Peak Hour		PM Peak Hour	
ID	Intersection Name	LOS	V/C	LOS	V/C
Roseville					
4	Baseline Rd & Fiddyment Rd	C	0.74	**E**	**0.95**
13	Cirby Way & Sunrise	C	0.77	**D**	**0.82**
20	Cirby Way & Riverside Ave	C	0.73	**D**	**0.83**
28	Douglas Blvd & Sunrise Ave	A	0.56	**D**	**0.87**
32	Douglas Blvd & Harding Blvd	A	0.52	**D**	**0.82**
63	Roseville Pkwy & Galleria Blvd	A	0.54	**D**	**0.85**
153	SR 65 NB On-Ramp & Stanford Ranch Rd	A	0.59	**D**	**0.84**
155	Taylor & Eureka I-80 EB Off	B	0.69	**E**	**0.96**
Placer County					
N/A	Walerga Rd & PFE Rd	**E**	**0.91**	**D**	**0.80**
Sutter County					
N/A	Pleasant Grove N & Riego (unsignalized)	**E**	**48.0**	C	Delay of 23.0
N/A	Pleasant Grove S & Riego (unsignalized)	**E**	**46.0**	**D**	**Delay of 33.0**
N/A	SR 99 & Riego Rd	**E**	**0.93**	C	0.71
Sacramento County					
No intersections operating at LOS D or Worse					
Rocklin					
N/A	Sunset Blvd & Park Dr	N/A	N/A	**D**	**0.87**

Source: DKS 2013a
Note: BOLD Locations operate at LOS D or Worse

2025 CIP Levels of Service

The analysis of 2025 CIP Plus Project Conditions considers a scenario under which the proposed project is constructed and other land use development within the City and in surrounding areas has occurred. The baseline (no project) condition is full buildout of land uses within the City, some redevelopment of properties within the City's Downtown area, and 2025 market rate development outside of the City (described in more detail in the Transportation Impact Analysis, DKS 2011, and the Fiddyment Ranch SPA 3 Revised Project – 2025 CIP Memorandum, DKS 2013b; both of which are provided in Appendix B to this Recirculated Draft Subsequent EIR). The assumptions for land uses outside the City include 2025 land use and trip generation estimates prepared by SACOG for the 2025 Metropolitan Transportation Plan (MTP) as well as consideration of development of Phase 1 of the Placer Vineyards Specific Plan, the City of Lincoln's recently approved sphere of influence expansion, Sutter Pointe Specific Plan, Regional University Specific Plan, Riolo Vineyard Specific Plan, and the Elverta Specific Plan.

The following roadway improvements are also included in the 2025 CIP scenario:

- 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; and
- 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 scenario, including:

- Widening of Baseline Road to six lanes from Fiddyment Road to the Sutter County line (consistent with the Placer Vineyards 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; and
- Construction of Watt Avenue from Baseline Road to south of Blue Oaks Boulevard (consistent with Regional University Specific Plan).

Figure 5-1

Figure 5-2

Figure 5-3

For purposes of the 2025 CIP analysis, Placer Parkway is not assumed because it is currently going through the environmental review process and construction has not been funded. In contrast, projects listed within the MTP have identified funding programs and therefore are reasonably foreseeable as viable transportation improvements.

In the 2025 CIP conditions, there are assumed to be 199 signalized intersections in the City of Roseville (excluding the intersections in the Pedestrian Overlay Zone which are exempted from the City's LOS policy). During the a.m. peak hour, 90.6% of the City's intersections are projected to operate at LOS C or better and in the p.m. peak hour 79.7% of the City's intersections are projected to operate at LOS C or better. *Table 5.5* identifies the City intersections that are currently projected to operate at LOS D or worse during either the a.m. or the p.m. peak hours under 2025 CIP conditions.

Table 5.5

Roseville Intersections Operating at LOS D or Worse in 2025 CIP Conditions

Intersection		2025 CIP Conditions			
		AM Peak Hour		PM Peak Hour	
ID	Intersection Name	LOS	V/C	LOS	V/C
4	Baseline Rd & Fiddyment Rd	**D**	**0.89**	**E**	**0.99**
10	Blue Oaks & Diamond Creek	C	0.77	**E**	**0.96**
11	Blue Oaks & Foothills	**E**	**0.96**	**F**	**1.35**
12	Blue Oaks & Woodcreek Oaks	**E**	**0.94**	B	0.69
13	Cirby & Sunrise	**E**	**0.92**	**F**	**1.09**
14	Cirby & Foothills	**F**	**1.01**	**F**	**1.11**
16	Cirby & Northridge	C	0.78	**E**	**0.94**
18	Cirby & Orlando	**E**	**0.92**	**D**	**0.89**
20	Cirby & Riverside	**F**	**1.03**	**F**	**1.16**
23	Cirby & Vernon	**E**	**0.99**	**F**	**1.29**
25	Douglas & Rocky Ridge	B	0.61	**D**	**0.83**
28	Douglas & Sunrise	C	0.70	**D**	**0.90**
32	Douglas & Harding	B	0.66	**E**	**0.97**
36	Douglas & Sierra College	C	0.75	**D**	**0.86**
50	Foothills & Baseline/Main	**E**	**0.97**	**D**	**0.86**
54	Foothills & Roseville Pkwy/HP Central	C	0.80	**D**	**0.84**
56	Foothills & Junction	C	0.79	**D**	**0.84**
57	Foothills & Mcanally	B	0.60	**D**	**0.88**
58	Foothills & Pleasant Grove	**D**	**0.87**	**E**	**1.00**
60	Foothills & Vineyard	B	0.68	**D**	**0.83**
62	Galleria & Berry	B	0.66	**D**	**0.85**
63	Galleria & Roseville Pkwy	C	0.80	**F**	**1.01**
70	Junction & Baseline	C	0.70	**D**	**0.85**

Intersection		2025 CIP Conditions			
		AM Peak Hour		PM Peak Hour	
ID	Intersection Name	LOS	V/C	LOS	V/C
75	Junction & Washington	A	0.53	**E**	**0.96**
85	Pleasant Grove & Fairway	A	0.56	**E**	**0.96**
86	Pleasant Grove & Fiddyment	C	0.80	**F**	**1.05**
93	Pleasant Grove & Roseville Pkwy	**F**	**1.02**	**F**	**1.19**
95	Pleasant Grove &Wal-Mart/Highland Pointe	A	0.52	**D**	**0.83**
96	Pleasant Grove & Washington	**D**	**0.86**	**D**	**0.91**
98	Pleasant Grove & Woodcreek Oaks	B	0.67	**D**	**0.86**
103	Roseville Pkwy & Chase	A	0.57	**D**	**0.82**
105	Roseville Pkwy & Gibson	**D**	**0.89**	**D**	**0.84**
106	Roseville Pkwy & N. Sunrise	C	0.76	**E**	**0.92**
107	Roseville Pkwy & Reserve	A	0.54	**D**	**0.82**
109	Roseville Pkwy & Taylor	**D**	**0.88**	**D**	**0.83**
134	Sunrise & Sandringham/Kensington	A	0.59	**D**	**0.87**
141	Woodcreek Oaks & Baseline	**D**	**0.90**	**E**	**0.91**
144	Woodcreek Oaks & Mcanally	**D**	**0.86**	C	0.71
153	Stanford Ranch & SR 65 N/B On	A	0.54	**D**	**0.86**
154	Stanford Ranch/Galleria & SR 65 S/B On	A	0.44	**D**	**0.83**
155	Taylor & Eureka I-80 EB Off	**D**	**0.82**	**E**	**0.96**
157	I-80 E/B Off/Orlando & Riverside	C	0.76	**E**	**0.91**
165	Fiddyment & Westhills	C	0.81	**D**	**0.89**
170	Industrial & Alantown	**E**	**0.92**	**D**	**0.82**
171	Roseville Pkwy & Gibson West	**F**	**1.02**	**D**	**0.85**

Note: BOLD Locations operate at LOS D or Worse

Existing Transit Service

Transit service is currently available for residents of the City of Roseville by three local transit providers: Roseville Transit Services, Placer County Transit, and Sacramento Regional Transit. Other transit services in Roseville are Greyhound Bus Lines and Amtrak. These existing transit services are described below. In addition, taxi service is provided by several private companies.

City of Roseville

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 5-4* shows the existing transit routes within the City.

Insert Figure 5-4

Roseville Transit's fixed-route service is a scheduled transit system operated by the City of Roseville within the city limits. There are currently ten scheduled routes that operate Monday through Saturday. There are five transfer points: Sierra Gardens, Galleria Mall, City Hall, 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).

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

Roseville Transit's Commuter Service is a fixed-route scheduled transit service operated by the City of Roseville. It provides weekday commute period service between Roseville and downtown Sacramento with nine a.m. and nine p.m. daily runs during peak hours Monday through Friday.

Roseville Area Dial-a-Ride (DAR) is a curb-to-curb service operated by the City of Roseville within its city limits, seven days a week. As an advance reservation service, it does not operate on fixed-route schedules; most of its ridership is seniors or persons with disabilities.

Placer County

Placer County Transit is a fixed-route scheduled transit service operated by Placer County that principally serves the I-80, SR 49, and SR 65 corridors. Placer County Transit has an Auburn-to-Light Rail express route that stops at the Louis/Orlando transfer point where it connects to Sacramento Regional Transit 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 (four daily runs Monday through Friday during peak hours).

Sacramento Regional Transit

Sacramento Regional Transit District is responsible for providing public transportation in the Sacramento County area, inclusive of a fixed-route scheduled transit service. Within the City of Roseville, Sacramento Regional Transit has a stop at the Louis/Orlando transfer point providing service to Sacramento County and to the light rail station at Watt and I-80.

Other Transit Services

Greyhound Bus Lines has a station at the intermodal 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.

Amtrak provides intercity rail service to Placer County with stations in Roseville and Colfax. The California Zephyr provides east–west service between Chicago and Oakland with one Roseville stop in each direction daily. The California Zephyr can also be accessed in the Towns

of Truckee, Colfax, and in the City of Sacramento. Other Amtrak trains can be accessed in Sacramento, or by using the Amtrak Thruway Bus Connections to Roseville.

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

Union Pacific's transcontinental rail line and its switching yard and maintenance facilities located in central Roseville do not provide transit services for Roseville residents, but do play a significant role in the regional economy while creating a substantial barrier to both pedestrian and automobile circulation in Roseville. Because the tracks and railroad yard concentrate vehicle traffic into a limited number of crossings, they have a large influence on travel patterns through Roseville. As noted above, there are only four grade-separated crossings of the Union Pacific mainline tracks within Roseville – at Harding, Washington, and Foothills boulevards and at SR 65 – and two at-grade crossings at Yosemite and Tiger streets. There is also a northern spur of the Union Pacific rail line, for which there are four grade-separated crossings – at Blue Oaks, Pleasant Grove, Washington, and Sierra boulevards.

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. Adjacent to the project site, there are currently sidewalk facilities along all arterial roadways, with the exception of Fiddyment Road from about 500 feet north of Blue Oaks Boulevard. Although sidewalk is not contiguous from Blue Oaks Boulevard north to the city limit, it exists on the west side of Fiddyment in segments and is approximately 75% complete. Missing segments will be filled in as development occurs.

Existing Bicycle Facilities

Figure 5-5 shows the existing bikeways within Roseville city limits and in the vicinity of the proposed project. Each of the City's specific plan areas contains significant bikeway elements. 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 provide 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 improved shoulder 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. They provide 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 vehicle

Insert Figure 5-5

parking and cross-flows by pedestrians and motorists permitted. Class II bikeways in Roseville are typically between 4 and 6 feet wide and separated from vehicle traffic by a solid white stripe.

- Class III bikeways, which provide a right-of-way designated by signs or permanent markings, are shared with pedestrians or motorists.

Roseville has an additional classification for bikeways:

- Class IA facilities are sidewalks that have been developed as parallel bike routes along major roadways and are separated from the roadway by a landscape strip. Class IA sidewalks are a minimum of 8 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 desirable for bicyclists of lower skill levels, such as children, as well as others who are hesitant to utilize on-street routes.

The City of Roseville has an adopted Bicycle Master Plan, which provides guidelines for the development of a city-wide network of Class I, 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 Blue Oaks Boulevard east of Fiddyment Road and on Fiddyment Road south and north of Blue Oaks Boulevard. The City's recommended bicycle network includes future Class II bike lanes on all of Hayden Parkway through the project area and on Blue Oaks Blvd west of Fiddyment Road. The recommended network also includes Class I bike paths running north-south and east-west through the project site as reflected in Figure 7-14 of the WRSP. These facilities would be incorporated in the Open Space – Paseo parcels within the project site.

Truck Routes

Truck routes within the Roseville City limits include the following:

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

5.3 REGULATORY SETTING

Federal Regulations

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

State Regulations

California Department of Transportation

The California Department of Transportation (Caltrans) is responsible for the design, construction, maintenance, and operation of the California State Highway System, as well as the Interstate Highway System within the State boundaries. Caltrans' Transportation Concept Report (TCR) for each facility defines Caltrans' goals for the development of the transportation corridor in terms of LOS and type of facilities, and broadly identifies the improvements needed to reach those goals. The TCRs for SR 65 and I-80 indicate 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 the California Air Resources Board to assign each metropolitan planning organization, including the Sacramento Area Council of Governments (SACOG) targets for reducing greenhouse gas (GHG) emission from passenger cars and light trucks in the region for the years 2020 and 2035. The targets for SACOG are a 7% reduction in emissions per capita by 2020 and a 16% reduction by 2035. SB 375 also requires each metropolitan planning organization to adopt a Sustainable Communities Strategy or Alternative Planning Strategy that establishes a development plan for the region. Under the development plan, the region must be able to achieve, if feasible, targets for reducing greenhouse gas (GHG) emissions. The SACOG Sustainable Communities Strategy is discussed in the Local Regulations section below.

City or county land use policies (including general plans) are not required to be consistent with the regional transportation plan (and associated Sustainable Communities Strategy). However, amendments made to CEQA under the authority of SB 375 have provided that qualified projects that are consistent with the approved Sustainable Communities Strategy, categorized as "transit priority projects," may benefit from a streamlined environmental review process under CEQA.

Local Regulations

Metropolitan Transportation Plan/Sustainable Community Strategy

SACOG adopted a Metropolitan Transportation Plan/Sustainable Communities Strategy for 2035 (SACOG 2012). The Metropolitan Transportation Plan is a 23-year plan for transportation improvements in the six-county region (Sacramento, Yolo, Placer, Sutter, Yuba, and El Dorado Counties), based on projections for growth in population, housing and jobs. The overarching goal of the MTP is ensuring convenient access to jobs, school, entertainment, recreation and

critical services such as banking, medical care and shopping. In addition, 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 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 the whole region.

Local improvements must be included in the regional MTP to receive state and federal funding. The MTP2035 proposes using $41.7 billion in transportation funds to operate, maintain and expand the region's transportation system. Expenditures include transit investments and operation as well as improvements to state highways, local roads, and bicycle and pedestrian facilities.

The Sustainable Communities Strategy accommodates future growth while demonstrating how the region will achieve a 9% per capita GHG reduction in passenger vehicle emissions in 2020 and a 16% reduction in 2035. The development plan requires a more compact land use pattern largely within the region's current development footprint, emphasizes operational improvements over new roadway capacity projects, and reflects other factors that have tended to reduce motor vehicle use.

Prior to the passage of SB 375, SACOG completed a Blueprint Project, which established a long-range vision managing anticipated growth in the Sacramento region. The goals and strategies identified through the Blueprint Project and expressed in the Preferred Blueprint Scenario provided a basis from which to prepare the Sustainable Communities Strategy. The primary Blueprint Planning Principles were: a variety of housing options, compact development, transportation choices, mixed land uses, conservation of natural resources, better use of existing assets, and quality design.

City of Roseville

General Plan Level of Service Policy

The underlying goals of the City of Roseville's General Plan Circulation Element include: 1) the safe, efficient, and reliable movement of people and goods; 2) shifting from the single occupant automobile to other modes of transportation; and 3) providing an adequate level of transportation service for all persons traveling in and through Roseville.

The City of Roseville's LOS policy calls for maintaining LOS C at a minimum of 70% of all signalized intersections in the City during the p.m. peak hour. The determination of project consistency with this policy is based on full buildout of all land uses within the City and 2025 market rate development outside of the City. Under this policy, the City strives to achieve LOS C at all intersections but may allow exceptions to the LOS C standard on a case-by-case basis.

This LOS policy embodies the City's commitment to an efficient, functional transportation system, but reflects an acknowledgement that some amount of congestion beyond LOS C during peak commute conditions is inevitable in an area supporting urban land use densities and intensities. The policy also recognizes that, in some cases, the physical improvements

necessary to achieve LOS C can have adverse environmental and social consequences, such as impacts to biological and cultural resources or even lost homes and businesses.

The City arrived at this policy after conducting the traffic modeling needed to forecast traffic levels at buildout of land within the City and year 2025 development levels outside of the City (calculated using market based growth projections). The modeling showed that the planned number of lanes for most new roadways in the City would be adequate to maintain LOS C for the projected 2025 p.m. peak hour traffic flows for most intersections.

Based on these considerations, the "Implementation Measures" portion of the General Plan 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

The purpose of the Transportation Systems Management (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 air quality in the Roseville area. The TSM Ordinance applies to businesses or common work locations (such as office building/complex, commercial/retail center, or industrial building/park) with 10 or more employees. Businesses or common work locations with 50 or more employees are also required to prepare a TSM Plan. The City's TSM requirements are located in Chapter 11.33 of the Roseville Municipal Code. Primary goals of the TSM program include reducing the number of vehicle trips associated with commutes and vehicle miles traveled and increasing the efficiency of the city's transportation network.

Development within the Fiddyment Ranch area would be subject to the provisions of the TSM Ordinance. The project includes park and ride facilities on Parcels F-31, F-34, and F-54. These sites will provide parking in excess of the number of parking spaces required under the City's Zoning Ordinance for the development of each project. The additional parking spaces will be used for park and ride purposes to promote carpooling, vanpooling, bicycling and transit use within the WRSP area.

Design and Construction Standards

The City's Design and Construction standards require that roadway improvements within the City of Roseville conform to a set of standard plans that detail City requirements 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 the following five traffic mitigation fee programs to fund capital improvement projects in Roseville and South Placer County:

- 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 the existing City.
- Highway 65 Joint Powers Authority – structured to construct interchanges along SR 65 at Galleria/Stanford Ranch, Pleasant Grove Boulevard, Blue Oaks Boulevard and Sunset Boulevard based on 2025 development levels.
- South Placer Regional Transportation Authority – structured to fund improvements along Sierra College Boulevard from SR 193 to the Sacramento County line, portions of Auburn-Folsom Road, Douglas/I-80 Interchange, Placer Parkway environmental studies and preliminary design, and SR 65 widening based on 2025 development levels.
- South Placer Regional Transportation Authority, Tier II – structured to construct the Placer Parkway in Placer County.
- City/County Baseline Road Fee Program – structured to fund mitigation of 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.

The City's CIP identifies roadway improvements that are needed to meet the City's LOS standard at year 2025 based on traffic volume projections assuming full buildout of all land uses, plus some potential redevelopment of properties within the City's Downtown area, and 2025 market rate development outside of the City. 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 Sierra Vista Specific Plan, the City of Roseville updated its CIP in 2012 to include that project and to update the horizon year from 2020 to 2025.

Long Range Transit Master Plan

The City has coordinated with the Placer County Transportation Planning Agency (PCTPA) and surrounding jurisdictions to develop the Transit Master Plan for South Placer County. The Transit Master Plan is intended to guide the long term growth of transit services within the City of Roseville and the surrounding jurisdictions in Placer County.

Short Range Transit Plan

The Short Range Transit Plan (SRTP) is a state- and federally-mandated planning document that describes the plans, programs and goals of the transit operator. The SRTP was last adopted in 2005. The SRTP focuses on the characteristics of the existing system and addresses operational, capital, and financial needs for future transit services through the plan's 7-year planning horizon. The SRTP was last amended in June 2009 to add a bus rehabilitation and remanufacturing project supported by federal stimulus funds.

Bicycle Master Plan

The *City of Roseville 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 General Plan

The *City of Rocklin General Plan* includes the following goal:

> To maintain a minimum traffic LOS C for all streets and intersections, except for intersections located within one-half 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 General Plan

The *Placer County General Plan* Transportation and Circulation Element identifies the following LOS standards:

- LOS C on all rural, urban, and suburban roadways, except within one-half mile of a state highway and except within or on the boundaries of the Placer Vineyard Specific Plan, where 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.

Placer County's General Plan allows area-specific LOS thresholds to be established by Specific Plans and Community Plans for roadways and intersections within the plan boundaries. The Placer Vineyard Specific Plan established a threshold of LOS D for roadways and intersections within the plan area and along its boundaries. This includes Baseline Road (Pleasant Grove Road south to Walerga Road) and Watt Avenue (Baseline Road to Dyer Lane) in Placer County. These roadways provide direct access to the Placer Vineyards Specific Plan area along its frontage. The Dry Creek/West Placer Community Plan established an exception to the County's LOS standard for the PFE Road/Walerga Road intersection that allows that intersection to operate at LOS F.

The County's Circulation Element also provides that 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. Exceptions to the standards will be allowed only after all feasible measures and options are explored, including alternative forms of transportation.

Policies within the County's Circulation Element establish minimum right-of-way criteria, LOS standards, parking requirements, and mechanisms for payment of fair share contributions to fund construction of needed improvements.

Sacramento County

The Sacramento County General Plan (December 1993) includes Policy CI-22, which requires LOS D on all rural collectors and LOS E on all urban area roads.

Sutter County

The Sutter County General Plan (November 1996) includes Policy 2.A-4, which requires the County to strive to achieve a minimum LOS D throughout its roadway system.

5.4 IMPACTS

Significance Criteria

Consistent with the thresholds established by each local agency, Caltrans, and Appendix G of the CEQA Guidelines, a significant transportation and circulation impact would occur if development under the proposed Fiddyment Ranch SPA 3 project results in 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 that meet LOS C during the a.m. or p.m. peak hour to fall below 70%;
- Conflicts or inconsistencies with policies and guidelines of Roseville's Bicycle Master Plan; or
- Negative effects on transit operations, travel times, and/or circulation.

Placer County

- Cause a signalized intersection previously identified as functioning at LOS C or better (LOS D or better within or adjacent to the Placer Vineyards Specific Plan area or within one-half mile of a state highway) to function at LOS D or worse (LOS E or worse within or adjacent to the Placer Vineyards Specific Plan or within one-half mile of a state highway);
- Cause an intersection or segment already functioning at LOS D or worse (LOS E or worse within or adjacent to the Placer Vineyards Specific Plan) to experience a volume-to-capacity (v/c) ratio increase of 0.05 (five%) or more; or
- Worsen any LOS E or F conditions at the PFE Road/Walerga Road intersection as measured by a v/c ratio increase of 0.05.

Sacramento County

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

Sutter County

- Cause an intersection already operating at LOS D or better to function at LOS E or worse; or
- Cause an intersection already functioning at LOS E or worse to experience a v/c ratio increase of 0.05 or more.

City of Rocklin

- Cause an intersection or segment already functioning at LOS C or better (D or better within one-half mile of direct access to a freeway ramp) to function at LOS D or worse (LOS E or worse within one-half mile of direct access to a freeway ramp); or
- Cause an intersection or segment already functioning at LOS D or worse (LOS E or worse within one-half mile of direct access to a freeway ramp) to experience a v/c ratio increase of 0.05 or more.

State Highway Facilities

- Increase congestion to the extent that operations on SR 65, SR 70/99 or I-80 would deteriorate to below LOS E, which is the LOS standard identified in Caltrans' Transportation Concept Report (TCR) for each facility;
- Cause a segment of I-80 or SR 65 to degrade to LOS F, based on daily volumes; or

- ❖ Increase traffic on a segment of I-80 or SR 65 that currently operates or is projected to operate at LOS F without the project.

As shown above, for the counties of Placer, Sacramento, and Sutter and for the City of Rocklin, this Recirculated Draft Subsequent EIR uses a 5% change in the v/c ratio as the significance threshold for intersections already operating at an unacceptable LOS. The expert opinions of the City's traffic consultants and engineering staff provide that this 5% change in the v/c ratio is a level of change that is noticeable to drivers and is a measurable worsening of the intersection or roadway operations. This measurable worsening would therefore constitute a significant project impact. Traffic volumes can typically fluctuate by 10% or more from day to day. Considering a significant impact to occur when the v/c ratio increases by 5% represents less than half of the typical daily fluctuation in traffic volumes.

In other communities in which this approach has been used, lead agencies have sometimes received comments arguing that under CEQA, where a roadway is already functioning at unacceptable levels during certain periods, the addition of any additional traffic is per se a significant environmental effect. Use of the 5% change in v/c ratio as a significance criteria is appropriate because it identifies a measurable and noticeable worsening of the intersection operations while also recognizing 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, viewed in terms of service level changes translate primarily into human inconvenience (e.g., waiting longer to make turning movements or to get through intersections). The most common health and ecological consequences of worsened congestion are increased air pollution and associated health effects. These impacts are evaluated separately from the Transportation Impacts Analysis and presented in **CHAPTER 7 AIR QUALITY** of this Recirculated Draft Subsequent EIR. Other than the air pollution implications, worsened congestion might cause irritation or inconvenience to people by requiring them to endure minor additional delays during peak periods. However, additional delay and associated human inconvenience is not by itself a "significant effect on the environment" and would not cause any adverse physical environmental effects, such as loss of biological or cultural resources, interference with provision of public services, or decreased water quality.

Further, use of the 5% change in v/c ratio threshold and consideration of the broader context in which traffic impacts may occur is consistent with the 2010 amendments to the CEQA Guidelines adopted by the State Resources Agency. In these amendments, the Appendix G checklist question "a" in Section XVI regarding 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…,"

was removed and replaced with a question about whether the proposed project would:

> "[c]onflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to

intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit."

Project Impacts

IMPACT 5.1:	**Increased Traffic Volumes Through City of Roseville Intersections Under Existing Plus Project Conditions**
APPLICABLE POLICIES AND REGULATIONS:	City of Roseville General Plan City of Roseville Level of Service Policy City of Roseville CIP
SIGNIFICANCE WITH POLICIES AND REGULATIONS:	Significant
MITIGATION MEASURES:	Mitigation Measure 5.1a
SIGNIFICANCE AFTER MITIGATION:	Less than Significant

The analysis of project impacts on the regional transportation system is based on the City of Roseville's travel demand model. The model was used to estimate future traffic volumes with and without the proposed project under various conditions. The City's travel demand model is used to predict how travel patterns would change if the proposed project is added to the currently planned land uses within the City. Therefore, the model redistributes existing traffic patterns based on the assumed future development scenario, considering both the effect of the proposed project and the effect of background growth in the region. This can result in decreases in traffic volumes on some roadways and changes in LOS for intersections located some distance from the project site. Intersection LOS is calculated with the Circular 212 methodology, using the future traffic volumes forecast by the travel demand model.

Trip Generation

Fiddyment Ranch is currently entitled under the WRSP for 4,208 dwelling units, approximately 424,400 square feet of commercial development (assuming a Floor-Area-Ratio of 0.25), two elementary schools, a high school, and approximately 200 acres of parkland. Of these totals, the currently planned land uses within the ±805 acres within the Fiddyment Ranch SPA 3 project area include 1,288 dwelling units, one elementary school, and 38.66 acres of parks (not including pocket parks).

The proposed project would add 1,661 dwelling units, for a total of 5,869 dwelling units within Fiddyment Ranch (and a total of 2,949 dwelling units within the Fiddyment Ranch SPA 3 project area). The project would also add approximately 79,190 square feet of commercial development (also assuming a Floor-Area-Ratio of 0.25) and 3 acres of parkland. Some development has already occurred within Fiddyment Ranch. Other than the existing development onsite, the Transportation Impact Analysis for the Existing Plus Project conditions is based on addition of all Fiddyment Ranch development to the City, representing a scenario where all of the planned and proposed dwelling units and other land uses within the Fiddyment Ranch SPA 3 project site were instantaneously built and added to existing conditions. The Existing Plus Project scenario compares full buildout of the proposed project to the existing "bare earth" condition.

Table 5.6 identifies trip generation associated with each land use included in Fiddyment Ranch and summarizes the additional trip ends the proposed project would generate. The table shows that the proposed project would increase trip generation by 15,337 daily trip ends compared to the level of development currently approved under the WRSP. 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 some shopping or work trips would remain within the project site. This potential internalization of trips is not represented in the table

Table 5.6

Existing, Approved, and Proposed Land Uses and Trip Generation

	Units				Daily Trip Ends				
Land Use	Existing	Approved	Proposed Project	Increase from Proposed Project	Daily Trip Ends Per Unit	Existing	Approved	Proposed Project	Increase from Proposed Project
Single Family	*233*	*1,288*	*1,995*	*707*	*9 per DU*	*2,097*	*11,595*	*17,955*	*6,360*
Multi-Family	*156*	*0*	*954*	*954*	*6.5 per unit*	*1,014*	*0*	*6,201*	*6,201*
Total Residential	389	1,288	2,949	1,661		3,111	11,595	24,156	12,561
Commercial	-	0.0	79.2	79.2	35 per KSF	-	0	2,771	2,771
School	-	Approx. 600 students	Approx. 600 students	0 students	1 per student	-	600	600	-
Park	-	14.6	16.8	2.2	2.2 per acre	-	32	37	5
Total Trips							**12,227**	**27,564**	**15,337**

Source: DKS 2013a

Notes:

Based on SPA3 parcels only.

Commercial based on 0.25 FAR.

Single-family includes all low density residential (LDR) and any medium density residential (MDR) under 10 dwelling units (du)per acre. Multi-family includes all high density residential (HDR) and any MDR greater than 10 du/acre.

Trip Distribution

The travel demand model was used to determine the distribution of trips to and from the proposed project. "Select zone" analyses were run for Existing Plus Project, 2025 CIP Plus Project, and Cumulative Plus Project conditions in order to isolate project-related trips and determine estimated project trip distribution. *Figure 5-6* shows the estimated trip distribution for the three scenarios. The figure shows that, under all three scenarios, a majority of project trips are projected to remain within Roseville's city limits. The analysis in this chapter focuses on the Existing Plus Project condition and the 2025 CIP Plus Project condition. Analysis of the Cumulative Plus Project conditions is presented in **CHAPTER 11 CUMULATIVE IMPACTS**.

Given the location of Fiddyment Ranch relative to I-80 and SR-65, *Figure 5-6* indicates that relatively few project trips would use I-80 in Roseville. The travel demand model shows 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 fewer than 1% of the project trips would travel north to the City of Lincoln. As such, no further impact analysis was evaluated for transportation facilities in the City of Lincoln. Although *Figure 5-6* shows 12% of the project traffic heading north on Fiddyment, Foothills, Industrial and SR 65, the majority of that traffic is expected to disperse to the east and west prior to reaching the City of Lincoln and some is expected to pass through to points further north.

AM Peak Hour Impacts

The City does not have an established LOS policy for a.m. peak hour traffic, however this Recirculated Draft Subsequent EIR applies the City's LOS policy for p.m. peak hour traffic volumes to the a.m. peak hour.

Currently, all of the City's 158 signalized intersections (which excludes those signals identified in the "Pedestrian Overlay District") operate at LOS C or better in the a.m. peak hour. This equates to 100 % 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 p.m. peak hour requirement that 70 % of the City's signalized intersections function at LOS C or better. The proposed project would add two signalized intersections within the City and would decrease the LOS at one existing intersection to LOS D. Under the Existing Plus Project scenario, 159 of the City's 160 signalized intersections would operate at LOS C or better. This means that 98.8 % of the City's signalized intersections would function at LOS C or better during the a.m. peak hour, which is significantly higher than the City's requirement. While the City's requirement to maintain at least 70% of intersections at LOS C or better would be met, the proposed project would have a significant impact on LOS at the intersection of Blue Oaks Boulevard at Foothills Boulevard in the a.m. peak hour under Existing Plus Project conditions.

Insert Figure 5-6 Note: show Watt Ave trip distribution

Blue Oaks Boulevard & Foothills Boulevard – The a.m. peak hour level of service at this location would degrade from acceptable LOS C to unacceptable LOS D. This represents a significant impact. Construction of the following improvement would improve the operation of this intersection in the Existing Plus Project scenario to LOS C conditions:

- ❖ Construction of a third eastbound through lane.

This improvement would improve the LOS during the a.m. peak hour to an acceptable LOS C.

The existing northbound to eastbound free right turn lane must remain with construction of a third eastbound through lane. Displacement of the existing turn lane would create new significant effects in the p.m. peak hour.

This improvement and the requirement to collect fees to implement this improvement are currently included within the City of Roseville's CIP. Therefore construction of this improvement will be addressed with future implementation of the CIP program. Implementation of *Mitigation Measure 5.1a*, which requires development within the Fiddyment Ranch SPA 3 project area to pay fair share costs for this improvement will ensure that the impact is reduced to a less then significant level.

PM Peak Hour Impacts

Under existing conditions during the p.m. peak hour, 150 of the City's 158 currently signalized intersections (which exclude those signals identified in the "Pedestrian Overlay District") operate at LOS C or better. This equates to 94.9% 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% of these intersections function at LOS C or better during the peak period.

The proposed project would add two signalized intersections within the City. Under the Existing Plus Project conditions during the p.m. peak hour, 150 of the City's 160 signalized intersections would operate at LOS C or better. This means that 94.9% 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's requirement. The proposed project would have a less than significant impact with respect to the City's LOS policy in the p.m. peak hour under Existing Plus Project conditions.

There are two intersections for which LOS would decrease to LOS D or worse under Existing Plus Project conditions in the p.m. peak hour. This would be a significant impact of the proposed project. These intersections, their LOS, and their volume-to-capacity ratios under existing and existing plus project conditions are identified in *Table 5.7*.

Table 5.7
Existing Plus Project Impacts at Roseville Signalized Intersections

Intersection	Scenario			
	Existing Conditions		Existing Plus Project	
Intersection Name	**LOS**	**V/C**	**LOS**	**V/C**
Baseline Rd & Fiddyment Rd	C	0.78	**E**	**0.91**
Blue Oaks Blvd & Foothills Blvd	C	0.71	**D**	**0.85**

Notes:
BOLD Locations Do Not Meet LOS Policy

Baseline Road and Fiddyment Road – The LOS for this intersection in the p.m. peak hour is reduced from LOS C to LOS E with the addition of traffic from the proposed project. This is a significant impact.

The City's CIP includes the following improvement for this intersection, which would improve the operation of this intersection in the Existing Plus Project scenario to LOS B conditions:

- Construction of a second eastbound left turn lane

Blue Oaks Boulevard & Foothills Boulevard – The p.m. peak hour level of service at this location would degrade from acceptable LOS C to unacceptable LOS D with the addition of traffic from the proposed project. This is a significant impact.

The City's CIP includes the following improvement for this intersection, which would improve the operation of this intersection in the Existing Plus Project scenario to LOS B conditions:

- Construction of a third westbound through lane.

These improvements and the requirement to collect fees to implement these improvements are currently included within the City of Roseville's CIP. Therefore construction of these improvements will be addressed with future implementation of the CIP program. Implementation of *Mitigation Measure 5.1a*, which requires the development under the proposed Fiddyment Ranch SPA 3 project to pay fair share costs for the improvements to each of these intersections, would reduce the impacts at each intersection to a less than significant level.

IMPACT 5.2:	**Increased Demand for Transit Services Within the City of Roseville Under Existing Plus Project Conditions**
APPLICABLE POLICIES AND REGULATIONS:	City of Roseville General Plan Short and Long Range Transit Plans
SIGNIFICANCE WITH POLICIES AND REGULATIONS:	Less than Significant
MITIGATION MEASURES:	None
SIGNIFICANCE AFTER MITIGATION:	Less than Significant

Traditionally, 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. Other funding sources include Federal Transit Administration (FTA) grant funds and local transit fares. The City's General Fund has not historically been used to support Roseville Transit and would not be expected to be used to support transit services for the project site. As TDA and FTA revenues rise or fall during various economic conditions, transit services are expected to reflect the amount of funding available.

Unmet transit needs (i.e., the demand for transit services that cannot be accommodated by existing services and funding) are evaluated annually by PCTPA. If TDA revenues increase in the future, Roseville Transit will have an opportunity to expand its services to best meet the unmet transit needs within the City of Roseville, including new growth areas in north and west Roseville.

The proposed project's addition of residential units and commercial square footage would increase the demand for transit within the City of Roseville. While Roseville Transit provides Dial-A-Ride services citywide, there is currently no Roseville Transit fixed route scheduled service directly serving the project site. The project would be required to develop transit stops at key arterial intersections and at other locations as determined by the Public Works Department, in accordance with the City's Design and Construction Standards. Provision off such bus stops will provide improvements that will facilitate expansion of fixed route scheduled service to the project site at a later date, provided funding is available. Nothing about the inclusion of such transit stops will adversely affect the Roseville Transit system. Because the rate of development in the project area is expected to occur in correlation with improving economic conditions, the City expects system revenues to increase as demand for transit service in the project area rises. The development of transit stops within the project site would ensure that the project would have a less than significant impact on transit services.

IMPACT 5.3:	**Increased Demand for Bicycle Facilities Within the City of Roseville Under Existing Plus Project Conditions**
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 CA MUTCD
SIGNIFICANCE WITH POLICIES AND REGULATIONS:	Less than Significant
MITIGATION MEASURES:	None
SIGNIFICANCE AFTER MITIGATION:	Less than Significant

The proposed project would result in demand for safe and convenient bicycle facilities by residents and employees of the site. Roadways and paseos within the proposed Fiddyment Ranch SPA 3 project would include Class I trails, Class II bike lanes and Class IA facilities. 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, which constitutes a deviation from current City of Roseville Design/Construction Standards. However, they do comply with the minimum requirements of the Highway Design Manual. With the provision of bicycle facilities in compliance with the City's Bicycle Master Plan and with applicable roadway standards, the project would have a less than significant impact related to increased demands for these facilities.

IMPACT 5.4:	**Increased Traffic Volumes through Intersections Within the City of Rocklin Under Existing Plus Project Conditions**
APPLICABLE POLICIES AND REGULATIONS:	City of Rocklin General Plan
SIGNIFICANCE WITH POLICIES AND REGULATIONS:	Significant
MITIGATION MEASURES:	None
SIGNIFICANCE AFTER MITIGATION:	Significant and Unavoidable

Table 5.8 shows the change in LOS for four intersections within the City of Rocklin that would be caused by the proposed project in the Existing Plus Project scenario. Under the existing scenario three of these intersections operate at acceptable LOS. Under the Existing Plus Project scenario two of these intersections will continue to function at acceptable LOS and the project would result in a significant impact at the intersection of Sunset Boulevard and Stanford Ranch Road. The intersection of Sunset Boulevard and Park Drive would operate at an unacceptable LOS D in both the Existing and Existing Plus Project conditions. Because the project would only increase the v/c ratio by 0.01 at this location, the project would have a less than significant impact at this intersection.

Table 5.8
PM Peak Hour Level of Service at Rocklin Intersections

Intersection	LOS Standard	Scenario			
		Existing Conditions		Existing Plus Project	
		LOS	*v/c*	*LOS*	*v/c*
Blue Oaks Blvd & Lonetree	D	A	0.51	A	0.54
Sunset Blvd & Blue Oaks Blvd	D	B	0.68	B	0.69
Sunset Blvd & Park Dr	C	**D**	**0.87**	**D**	**0.88**
Sunset Blvd & Stanford Ranch Rd	C	C	0.79	**D**	**0.81**

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

Stanford Ranch Road and Sunset Boulevard - This intersection currently operates at LOS C and the addition of project traffic would degrade operations to LOS D. This intersection currently has two through lanes on each approach and the Rocklin General Plan identifies future widening to three through lanes on each approach in the future.

Construction of any of the following three improvements would improve the Existing Plus Project LOS during the p.m. peak hour to LOS C:

1. a second northbound left turn lane
2. a third southbound through lane
3. a second westbound left turn lane

Construction of the improvements noted above would reduce the project impacts to less than significant levels, however, construction of these improvements would be the responsibility of the City of Rocklin and there are no existing fee sharing or mitigation agreements between the cities of Roseville and Rocklin through which the project applicant could contribute to construction of improvements at City of Rocklin intersections. Further, since this intersection is not under the jurisdiction of the City of Roseville and the City cannot guarantee that improvements will be constructed, the impact at the intersection of Stanford Ranch Road and Sunset Boulevard is considered to be significant and unavoidable.

IMPACT 5.5:	**Increased Traffic Volumes through Intersections Within Placer County Under Existing Plus Project Conditions**
APPLICABLE POLICIES AND REGULATIONS:	Placer County General Plan Placer Vineyards Specific Plan Regional University Specific Plan
SIGNIFICANCE WITH POLICIES AND REGULATIONS:	Significant
MITIGATION MEASURES:	Mitigation Measure 5.5a
SIGNIFICANCE AFTER MITIGATION:	Significant and Unavoidable

The proposed project would result in traffic volume increases for a number of intersections in Placer County. *Table 5.9* shows the projected a.m. and p.m. peak hour levels of service at Placer County intersections in the vicinity of the proposed project. The County's level of service policy requires LOS C for most intersections and LOS D for intersections within one-half mile of a state highway and roadways within and adjacent to the Placer Vineyards Specific Plan area.

Table 5.9
Level of Service at Placer County Intersections

Intersection	LOS Standard	Scenario			
		Existing Conditions		Existing Plus Proposed Project	
		LOS	V/C or delay	LOS	V/C or delay
AM Peak Hour					
Watt Ave & PFE Rd	C	C	16.0	C	22.0
Walerga Rd & PFE Rd	F	E	0.91	F	1.02
Fiddyment & Athens	C	A	8.8	A	9.7
Industrial & Athens	C	A	0.27	A	0.28
PM Peak Hour					
Watt Ave & PFE Rd	C	B	11.0	B	13.0
Walerga Rd & PFE Rd	F	D	0.80	D	0.88
Fiddyment & Athens	C	B	10.1	B	11.7
Industrial & Athens	C	A	0.40	A	0.40

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

As shown above and discussed below, one Placer County intersection would be significantly impacted during the a.m. peak hour due to a substantial increase in the v/c ratio and no intersections would be significantly impacted during the p.m. peak hour under Existing Plus Project conditions.

Walerga and PFE Road – This intersection is currently stop controlled and functions at LOS E in the a.m. peak hour and LOS D in the p.m. peak hour. Under the Existing Plus Project scenario, this intersection would function at LOS F in the a.m. peak hour and LOS D in the p.m. peak hour. Construction of second northbound and southbound through lanes would improve the operation of this intersection to LOS B in the a.m. peak hour. As discussed below, *Mitigation Measure 5.5a* requires the City of Roseville to negotiate in good faith with Placer County to enter into fair and reasonable arrangements that would require development under the proposed Fiddyment Ranch SPA 3 project to provide fair share funding for the necessary improvements. However, since this intersection is not under the jurisdiction of the City and the City cannot guarantee that improvements will be constructed, the impact at this intersection is considered to be significant and unavoidable.

Mitigation Measure 5.5a requires the City of Roseville to 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 proposed project, commitment for the provision of adequate fair share mitigation from the proposed Fiddyment Ranch SPA 3 project for impacts on Placer County intersections. This share shall be calculated by determining impacts on projects identified within the CIP's for Placer County Benefit Districts west of SR 65, excluding Placer Vineyards and Regional University. Implementation of such an agreement and provision of fair share funding would facilitate the construction of the necessary improvements for the affected intersection.

Consistent with CEQA Guidelines section 15091, subdivision (a)(2), the City concludes that the City of Rocklin 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 a fee program is adopted, the Fiddyment Ranch SPA 3 area will be made part of that program.

However, since the fee program is not currently in place and because this intersection is not under the jurisdiction of the City and the City cannot guarantee that improvements will be constructed, the impact at the intersection of Walerga and PFE Road is considered to be significant and unavoidable.

IMPACT 5.6:	**Increased Traffic Volumes on Roadways Within Placer County Under Existing Plus Project Conditions**
APPLICABLE POLICIES AND REGULATIONS:	Placer County General Plan Placer Vineyards Specific Plan Regional University Specific Plan
SIGNIFICANCE WITH POLICIES AND REGULATIONS:	Significant
MITIGATION MEASURES:	Mitigation Measure 5.6a
SIGNIFICANCE AFTER MITIGATION:	Significant and Unavoidable

Table 12 of the *Transportation Impact Analysis* (DKS 2011) for this project identifies the projected LOS on Placer County roadway segments in the vicinity of the proposed project. The table shows that there would be a significant volume increase on Walerga Road south of Baseline Road under the Existing Plus Project conditions, but that volumes on other Placer County roadway segments would remain at acceptable levels.

Walerga Road - The LOS on Walerga Road south of Baseline Road is currently LOS D but would decrease to LOS E with the addition of traffic generated by the proposed project. Construction of second northbound and southbound through lanes would improve the LOS along this segment of roadway to LOS A. The City of Roseville currently participates in the City/County fee program which includes funding for widening of the Walerga Road Bridge over Dry Creek. This project will be required to pay its fair-share of that project through payment of the City/County fee.

Mitigation Measure 5.6a requires the City of Roseville to negotiate in good faith with Placer County to enter into fair and reasonable arrangements that would require development under the proposed Fiddyment Ranch SPA 3 project to provide fair share funding for the necessary improvements. However, since this roadway segment is not under the jurisdiction of the City and the City cannot guarantee that improvements will be constructed, the impact at this intersection is considered to be significant and unavoidable.

IMPACT 5.7:	**Increased Traffic Volumes through Intersections Within Sacramento County Under Existing Plus Project Conditions**
APPLICABLE POLICIES AND REGULATIONS:	Sacramento County General Plan
SIGNIFICANCE WITH POLICIES AND REGULATIONS:	Less than Significant
MITIGATION MEASURES:	None
SIGNIFICANCE AFTER MITIGATION:	Less than Significant

Table 6 of the *Revised Project Memorandum* (DKS 2013a) for this project identifies the projected LOS for Sacramento County intersections in the vicinity of the proposed project. The table shows that all of the intersections currently meet the County's policy of LOS E or better and the addition of traffic generated by the proposed project would not reduce LOS at any intersection. The project would have less than significant impacts on LOS for Sacramento County intersections in the Existing Plus Project scenario.

IMPACT 5.8:	**Increased Traffic Volumes on Roadways Within Sacramento County Under Existing Plus Project Conditions**
APPLICABLE POLICIES AND REGULATIONS:	Sacramento County General Plan
SIGNIFICANCE WITH POLICIES AND REGULATIONS:	Significant
MITIGATION MEASURES:	Mitigation Measure 5.8a
SIGNIFICANCE AFTER MITIGATION:	Significant and Unavoidable

Table 14 of the *Transportation Impact Analysis* (DKS 2011) for this project identifies the projected LOS on Sacramento County roadway segments in the vicinity of the proposed project. The table shows that there would be a significant volume increase on Walerga Road south of Elverta Road under the Existing Plus Project conditions, but that volumes on other Sacramento County roadway segments would remain at acceptable levels.

Walerga Road - The LOS on Walerga Road south of Elverta Road is currently LOS E, with a daily volume of 35,800 vehicles, but would decrease to LOS F, with a daily volume of 36,300 vehicles, with the addition of traffic generated by the proposed project. Construction of second northbound and southbound through lanes would improve the LOS along this segment of roadway to LOS B. However the Sacramento County General Plan designates Watt Avenue as a six lane thoroughfare, and widening Watt Avenue would provide additional north-south parallel capacity to Walerga Road. The Sacramento County Department of Transportation has indicated that widening Watt Avenue would reduce this impact to a less than significant level.*Mitigation Measure 5.8a* requires the City of Roseville to negotiate in good faith with Sacramento County to enter into fair and reasonable arrangements that would require development under the proposed Fiddyment Ranch SPA 3 project to provide fair share funding for the necessary widening of Watt Avenue. However, since this roadway is not under the jurisdiction of the City and the City cannot guarantee that improvements will be constructed, the impact at this intersection is considered to be significant and unavoidable, as discussed under Impact 5.5 above.

IMPACT 5.9:	**Increased Traffic Volumes through Intersections Within Sutter County Under Existing Plus Project Conditions**
APPLICABLE POLICIES AND REGULATIONS:	Sutter County General Plan
SIGNIFICANCE WITH POLICIES AND REGULATIONS:	Significant
MITIGATION MEASURES:	Mitigation Measure 5.9a
SIGNIFICANCE AFTER MITIGATION:	Significant and Unavoidable

Table 5.10 shows the projected a.m. and p.m. peak hour levels of service at the three Sutter County intersections nearest to the proposed project. The County's level of service policy requires LOS D for all intersections.

Table 5.10
Level of Service at Sutter County Intersections

Intersection	LOS Standard	Scenario			
		Existing Conditions		Existing Plus Proposed Project	
		LOS	V/C or delay	LOS	V/C or delay
AM Peak Hour					
Pleasant Grove N & Riego Rd	D	**E**	**48.0**	**F**	**60.0**
Pleasant Grove S & Riego Rd	D	**E**	**46.0**	**F**	**69.0**
SR 99 & Riego Rd	D	**E**	**0.93**	**E**	**0.96**
PM Peak Hour					
Pleasant Grove N & Riego Rd (unsignalized)	D	C	23.0	D	30.0
Pleasant Grove S & Riego Rd (unsignalized)	D	D	33.0	**E**	**50.0**
SR 99 & Riego Rd	D	C	0.71	C	0.71

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

As shown above and discussed below, a significant impact would occur at the intersection of Pleasant Grove N and Riego Road in the a.m. peak hour and significant impacts would occur at the intersection of Pleasant Grove S and Riego Road in both the a.m. and p.m. peak hours under Existing Plus Project conditions.

Pleasant Grove N and Riego Road - Under Existing Plus Project conditions, this intersection would operate at LOS F. Construction of a separate eastbound and westbound turn lane would improve the operation of this intersection to LOS D or better, which would meet the County's LOS policy.

Riego Road and Pleasant Grove North and Riego Road and Pleasant Grove South - These two intersections are currently stop controlled and would function at LOS E and F during the a.m. and p.m. peak hours under the Existing Plus Project scenario. Widening of Baseline Road to four lanes was identified as a requirement improvement in the Sutter Pointe Specific Plan adopted by Sutter County and would improve Existing Plus Project LOS to B at each intersection during the a.m. and p.m. peak hours. This would reduce the project impacts to less than significant levels.

Mitigation Measure 5.9a requires the City of Roseville to negotiate in good faith with Sutter County to enter into fair and reasonable arrangements that would require development under the proposed Fiddyment Ranch SPA 3 project to provide fair share funding for the necessary improvements. However, since these intersections are not under the jurisdiction of the City and the City cannot guarantee that improvements will be constructed, the impacts at these

intersections are considered to be significant and unavoidable, as discussed under Impact 5.5 above.

IMPACT 5.10:	**Increased Traffic Volumes on Roadways Within Sutter County Under Existing Plus Project Conditions**
APPLICABLE POLICIES AND REGULATIONS:	Sutter County General Plan
SIGNIFICANCE WITH POLICIES AND REGULATIONS:	Less than Significant
MITIGATION MEASURES:	None
SIGNIFICANCE AFTER MITIGATION:	Less than Significant

Table 16 of the *Transportation Impact Analysis* (DKS 2011) for this project identifies the projected LOS on one Sutter County roadway segment in the vicinity of the proposed project – Riego Road. The table shows that this segment currently carries 8,100 vehicles per day and operates at LOS C and that under the Existing Plus Project conditions, this segment would carry 9,000 vehicles per day and would continue to operate at LOS C. This is a less than significant impact of the proposed project.

IMPACT 5.11:	**Increased Traffic Volumes at State Highway Interchanges Under Existing Plus Project Conditions**
APPLICABLE POLICIES AND REGULATIONS:	Caltrans Policies City of Roseville CIP
SIGNIFICANCE WITH POLICIES AND REGULATIONS:	Less than Significant
MITIGATION MEASURES:	None
SIGNIFICANCE AFTER MITIGATION:	Less than Significant

The trip generation and distribution changes associated with the proposed project would cause changes in traffic volumes at State highway interchanges providing access to the site. *Table 5.11* shows the existing and Existing Plus Project LOS at a number of interchanges providing access to State highways including SR 65, I-80, and SR 70/99. During the a.m. peak hour, all of these interchanges will continue to function at LOS E or better, which is the LOS standard for each facility except at the SR 99 and Riego Road interchange, where the LOS standard is LOS D. At this location, the LOS in the existing condition is LOS E and the addition of the proposed project would slightly improve the v/c ratio. During the p.m. peak period one interchange will function at less than LOS E, as discussed below.

SR 99 and Riego Road - Under the existing scenario, this interchange currently operates at LOS E with a v/c ratio of 0.93. Under the Existing Plus Project scenario this interchange would continue to operate at LOS E and the v/c ratio would increase slightly to 0.96. Caltrans is currently constructing a new interchange at this location. Completion of that interchange would improve the LOS at this location to LOS D in both the no project and plus project conditions. Therefore the proposed project would have a less than significant impact on traffic volumes at state highway interchanges.

Table 5.11

Level of Service at State Highway Ramp Intersections

Intersection	LOS Standard	Scenario			
		Existing Conditions		Existing Plus Project	
		LOS	V/C	LOS	V/C
AM Peak Hour					
Washington Blvd & Blue Oaks Blvd	E	A	0.52	A	0.61
I-80 WB Off & Douglas Blvd	E	A	0.57	B	0.63
I-80 WB On & Atlantic St	E	A	0.29	A	0.29
SR 65 N/B Off & Pleasant Grove Blvd	E	A	0.36	A	0.36
SR 65 S/B Off & Pleasant Grove Blvd	E	A	0.38	A	0.39
I-80 WB Off & Riverside Ave	E	A	0.50	A	0.46
Stanford Ranch & SR 65 N/B On	E	B	0.59	B	0.61
Stanford Ranch/Galleria & SR65 S/B On	E	A	0.38	A	0.39
Taylor & Eureka I-80 EB Off	E	D	0.83	D	0.85
I-80 EB Off/Orlando & Riverside Ave	E	A	0.49	A	0.50
SR 99 & Riego Rd	D	**E**	**0.93**	**E**	**0.96**
PM Peak Hour					
Washington Blvd & Blue Oaks Blvd	E	B	0.47	B	0.576
I-80 WB Off & Douglas Blvd	E	D	0.80	D	0.81
I-80 WB On & Atlantic St	E	A	0.48	A	0.48
SR 65 N/B Off & Pleasant Grove Blvd	E	A	0.57	A	0.57
SR 65 S/B Off & Pleasant Grove Blvd	E	A	0.57	A	0.57
I-80 WB Off & Riverside Ave	E	B	0.65	B	0.67
Stanford Ranch & SR 65 N/B On	E	D	0.84	D	0.85
Stanford Ranch/Galleria & SR 65 S/B On	E	B	0.64	B	0.64
Taylor & Eureka I-80 EB Off	E	D	0.89	D	0.90
I-80 EB Off/Orlando & Riverside Ave	E	B	0.60	B	0.61
SR 99 & Riego Rd	D	C	0.71	C	0.71

Note:
BOLD Locations Do Not Meet LOS Policy
Shaded locations indicate Significant impact

IMPACT 5.12:	**Increased Traffic Volumes on State Highways Under Existing Plus Project Conditions**
APPLICABLE POLICIES AND REGULATIONS:	Caltrans Policies
SIGNIFICANCE WITH POLICIES AND REGULATIONS:	Significant
MITIGATION MEASURES:	Mitigation Measure 5.12a
SIGNIFICANCE AFTER MITIGATION:	Significant and Unavoidable

While the project site is approximately three miles from any State highway, the addition of the proposed project to existing conditions would cause changes in traffic volumes on State highways providing access to the site. *Table 5.12* shows the existing and Existing Plus Project volumes on State highway segments in the project vicinity.

This analysis is based on State Highway volumes during three weeks (Tuesday through Thursday only) in May 2013. DKS extracted data from Caltrans Performance Measurement System (PeMS) website based on mainline volumes (excluding the recently opened HOV lanes on I-80 in Placer County). The HOV lanes are excluded from the analysis as they typically do not accommodate the same number of daily vehicles as do mainline lanes. The data shows that mainline volumes on I-80 in Roseville have decreased since the opening of the new HOV lanes, while overall volumes (including HOV lanes) on I-80 have increased slightly. Levels of service on I-80 (excluding HOV volumes) have improved from LOS F to LOS D and E in recent years. The data also show that volumes on SR 65 have increased in recent years, with this facility still operating at LOS F. The addition of traffic generated by the proposed project would increase traffic volumes on these facilities, some of which are operating at unacceptable levels. Because Caltrans considers any increase in volume on an already deficient facility an impact, this represents a significant impact.

Table 5.12
Average Daily Traffic Volumes and LOS on State Highways

Facility	Segment	Lanes	Existing Conditions		Existing Plus Proposed Project		Percent Change
			ADT	LOS	ADT	LOS	
I-80	Sacramento County line to Riverside Ave	8*	**139,400**	**D**	**140,400**	**D**	**0.7**
	Riverside Avenue to Douglas Blvd	8*	**137,100**	**D**	**137,500**	**D**	**0.3**
	Douglas Blvd to Eureka Rd	8*	134,700	C	134,500	C	-0.1
	Eureka Rd to Taylor Rd	8*	152,300	E	153,100	E	0.5
	Taylor Rd to SR 65	8*	129,000	C	129,800	C	0.6
SR 65	I-80 to Galleria Blvd	4	**135,200**	**F**	**136,400**	**F**	**0.9**

Facility	Segment	Lanes	Existing Conditions		Existing Plus Proposed Project		Percent Change
			ADT	LOS	ADT	LOS	
	Galleria Blvd to Pleasant Grove Blvd	4	**116,100**	**F**	**117,200**	**F**	**0.9**
SR 65	Pleasant Grove Blvd to Blue Oaks Blvd	4	**108,800**	**F**	**110,100**	**F**	**1.2**
	Blue Oaks Blvd to Sunset Blvd	4	65,000	C	64,700	C	-0.5
SR 70/99	Sankey Rd to Riego Rd	4	30,500	A	30,700	A	0.7
	Riego Rd to Elverta Rd	4	36,300	A	37,900	B	4.4
	Elverta Rd to Elkhorn Blvd	4	48,800	B	50,300	B	3.1

Notes:
Roadway segment levels of service (LOS) are based on roadway capacities and LOS criteria
BOLD Locations Do Not Meet LOS Policy
Shaded Locations Indicate Significant Impact
*Lanes and Volumes Exclude Carpool Lanes

Table 5.12 shows that SR 65 currently operates at LOS F between I-80 and Blue Oaks Boulevard and the proposed project would add less than five percent to the three already deficient segments on SR 65. The proposed Fiddyment Ranch SPA 3 project would result in the following increases in traffic volumes on these three segments:

- I-80 to Galleria Boulevard – 0.9% increase in ADT
- Galleria Boulevard to Pleasant Grove Boulevard – 0.9% increase in ADT
- Pleasant Grove Boulevard to Blue Oaks Boulevard – 1.2% increase in ADT

Because Caltrans considers any increase in volume on an already deficient facility an impact, this represents a significant impact. The Highway 65 Joint Powers Authority is a program comprising of the cities of Roseville and Rocklin and Placer County to fund interchange improvements along SR 65 and the City is working with Caltrans and the PCTPA to establish a regional approach to institute a fee program for the purpose of funding improvements on state facilities. While these interchange improvements will improve conditions at the interchanges, they will not necessarily improve the freeway to acceptable LOS conditions. Since the City of Roseville does not have control over improvements on State facilities, this impact is considered significant and unavoidable.

Mitigation Measure 5.12a requires that development within the Fiddyment Ranch SPA 3 area 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.) if and when Caltrans and the City enter

into an enforceable agreement. Because this fee program is not currently in place, this impact remains significant and unavoidable.

Project Impacts - 2025 CIP Plus Project Conditions

IMPACT 5.13:	**Increased Traffic Volumes through City of Roseville Intersections under 2025 CIP Plus Project Conditions**
APPLICABLE POLICIES AND REGULATIONS:	City of Roseville General Plan City of Roseville Level of Service Policy City of Roseville CIP
SIGNIFICANCE WITH POLICIES AND REGULATIONS:	Significant
MITIGATION MEASURES:	Mitigation Measure 5.13a
SIGNIFICANCE AFTER MITIGATION:	Significant and Unavoidable

As discussed below, 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 hour and four intersections during the p.m. peak hour.

AM Peak Hour Impacts

Under the No Project 2025 CIP Conditions, 186 of the City's 205 signalized intersections (which exclude those signals identified in the "Pedestrian Overlay District") would operate at LOS C or better. This equates to 90.7% 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 p.m. peak hour requirement that 70% of the City's signalized intersections function at LOS C or better.

Under the Plus Project 2025 CIP Conditions, 184 of the City's 205 signalized intersections (which exclude those signals identified in the "Pedestrian Overlay District") would operate at LOS C or better. This equates to 89.8% of the City's signalized intersections functioning at LOS C or better during the a.m. peak period. While the City's peak hour requirement that 70% of the City's signalized intersections function at LOS C or better would be met, the proposed project would cause significant impacts at the following four intersections under the 2025 CIP Plus Project Scenario during the a.m. peak hour, as discussed below.

- Baseline Road & Fiddyment Road
- Junction Boulevard & Country Club Drive
- Woodcreek Oaks Boulevard & Baseline Road
- Fiddyment Road & Westhills Drive

PM Peak Hour Impacts

Under both the No Project 2025 CIP Conditions and Plus Project 2025 CIP Conditions, 162 of the City's 205 signalized intersections (which exclude those signals identified in the "pedestrian Overlay District") would operate at LOS C or better. This equates to 79.0% of the City's signalized intersections functioning at LOS C or better during the p.m. peak period which meets the City's p.m. peak hour requirement that 70% of the City's signalized intersections function at

LOS C or better. The proposed project would have no impacts to overall LOS within the City in the p.m. peak hour under 2025 CIP Plus Project conditions. The addition of project-generated traffic to the 2025 CIP Conditions would cause impacts at the following two intersections during the p.m. peak hour, as discussed below.

- Washington Boulevard & Sawtell/Derek Place
- Fiddyment Road & Westhills Drive

Individual Intersection Impacts

There are five intersections for which LOS would decrease under 2025 CIP plus project conditions – three in the a.m. peak hour, one in the p.m. peak hour, and one intersection with impacts during both the a.m. and p.m. peak hours. These intersections, their LOS, and their volume-to-capacity ratios under 2025 CIP No Project and 2025 CIP Plus Project conditions are identified in *Table 5.13*.

Table 5.13
2025 CIP Plus Project Impacts at Roseville Signalized Intersections

Intersection	2025 CIP Conditions			
	No Project		Plus Project	
Intersection Name	**LOS**	**V/C**	**LOS**	**V/C**
AM Peak Hour				
Baseline Rd & Fiddyment Rd	**D**	**0.89**	**E**	**0.93**
Junction Blvd & Country Club Dr	C	0.80	**D**	**0.82**
Woodcreek Oaks Blvd & Baseline Rd	**D**	**0.90**	**E**	**0.91**
Fiddyment Rd & Westhills Dr	C	0.81	**D**	**0.82**
PM Peak Hour				
Washington Blvd & Sawtell/Derek Pl	C	0.80	**D**	**0.82**
Fiddyment Rd & Westhills Dr	**D**	**0.89**	**E**	**0.91**

Notes:
BOLD Locations operate at LOS D or Worse
Shaded Locations Represent Project Impacts

Baseline Road & Fiddyment Road – The a.m. peak hour level of service at this location would degrade from LOS D to LOS E. This represents a significant impact based upon peak hour intersection significance criteria in the City of Roseville. Construction of the following improvement would improve the operation of this intersection in the 2025 CIP Plus Project scenario to LOS D conditions:

- Construction of triple southbound left turn lanes.

While construction of this improvement could mitigate the impact, this measure is not feasible due to right of way constraints. This impact is significant and unavoidable.

Junction Boulevard & Country Club Drive – The a.m. peak hour level of service at this location would degrade from LOS C to LOS D. This represents a significant impact based upon peak

hour intersection significance criteria in the City of Roseville. Construction of the following improvement would improve the operation of this intersection in the 2025 CIP Plus Project scenario to LOS C conditions:

- Construction of an exclusive northbound right turn lane. With construction of this improvement the northbound approach would have: one left turn lane, one through lane and one right turn lane.

As required by *Mitigation Measure 5.13a*, the City of Roseville's CIP will be amended at the time of project approval to include this improvement and requirements for collection of fees for this improvement. Construction of this improvement will occur with future implementation of the CIP program. Development within the Fiddyment Ranch SPA 3 project site will be required to pay fair share costs for this improvement. Implementation of *Mitigation Measure 5.13a*, which requires the development under the proposed Fiddyment Ranch SPA 3 project to pay fair share costs for this improvement, would reduce the impact at this intersection to a less than significant level**.**

Woodcreek Oaks & Baseline Road – The a.m. peak hour level of service at this location would degrade from LOS D to LOS E. This represents a significant impact based upon peak hour intersection significance criteria in the City of Roseville. Construction of the following improvement would improve the operation of this intersection in the 2025 CIP Plus Project scenario to LOS D conditions:

- Construction of double southbound left turn lanes.

As required by *Mitigation Measure 5.13a*, the City of Roseville's CIP will be amended at the time of project approval to include this improvement and requirements for collection of fees for this improvement. Construction of this improvement will occur with future implementation of the CIP program. Development within the Fiddyment Ranch SPA 3 project site will be required to pay fair share costs for this improvement. Implementation of this *Mitigation Measure 5.13a*, which requires the development under the proposed Fiddyment Ranch SPA 3 project to pay fair share costs for this improvement, would reduce the impact at this intersection to a less than significant level**.**

Fiddyment Road & Westhills Drive – The a.m. peak hour level of service at this location would degrade from LOS C to LOS D. This represents a significant impact based upon peak hour intersection significance criteria in the City of Roseville. Construction of the following improvement would improve the operation of this intersection in the 2025 CIP Plus Project scenario to LOS C conditions:

- Construction of double southbound left turn lanes.

The p.m. peak hour level of service at this location would degrade from LOS D to LOS E. This represents a significant impact based upon p.m. peak hour intersection significance criteria in the City of Roseville. Construction of the following improvement would improve the operation of this intersection in the 2025 CIP Plus Project scenario to LOS D conditions:

- Construction of double northbound left turn lanes.

As required by *Mitigation Measure 5.13a*, the City of Roseville's CIP will be amended at the time of project approval to include these improvements and requirements for collection of fees for these improvements. Construction of these improvements will occur with future implementation of the CIP program. Development within the Fiddyment Ranch SPA 3 project site will be required to pay fair share costs for these improvements. Implementation of this *Mitigation Measure 5.13a*, which requires the development under the proposed Fiddyment Ranch SPA 3 project to pay fair share costs for these improvements, would reduce the impact at this intersection to a less than significant level**.**

Washington Boulevard & Sawtell/Derek Place – The p.m. peak hour level of service at this location would degrade from LOS C to LOS D. This represents a significant impact based upon p.m. peak hour intersection significance criteria in the City of Roseville. Construction of the following improvement would improve the operation of this intersection in the 2025 CIP Plus Project scenario to LOS C conditions:

- Construction of a separate southbound left-turn lane. With construction of this improvement the southbound approach would have: one left turn lane, two through lanes and one right turn lane.

As required by *Mitigation Measure 5.13a*, the City of Roseville's CIP will be amended at the time of project approval to include this improvement and requirements for collection of fees for this improvement. Construction of this improvement will occur with future implementation of the CIP program. Development within the Fiddyment Ranch SPA 3 project site will be required to pay fair share costs for this improvement. Implementation of this *Mitigation Measure 5.13a*, which requires the development under the proposed Fiddyment Ranch SPA 3 project to pay fair share costs for this improvement, would reduce the impact at this intersection to a less than significant level**.**

In summary, *Mitigation Measure 5.13a* requires the City's CIP to be amended to include the necessary improvements at the intersections of Junction Boulevard & Country Club Drive, Woodcreek Oaks Boulevard & Baseline Road, Fiddyment Road & Westhills Drive, Washington Boulevard & Sawtell/Derek Place and requires development within the Fiddyment Ranch SPA 3 project site to pay fair share costs for the identified improvements, in accordance with the City's CIP. Construction of these improvements would ensure the impact at these intersections remain less than significant. As discussed above, there are no feasible mitigation measures to improve LOS at the intersection of Baseline Road & Fiddyment Road, and the impact at that intersection remains significant and unavoidable.

IMPACT 5.14:	**Increased Traffic Volumes through Placer, Sacramento, and Sutter County Intersections under 2025 CIP Plus Project Conditions**
APPLICABLE POLICIES AND REGULATIONS:	Placer County General Plan Sacramento County General Plan Sutter County General Plan
SIGNIFICANCE WITH POLICIES AND REGULATIONS:	Less than Significant
MITIGATION MEASURES:	None
SIGNIFICANCE AFTER MITIGATION:	Less than Significant

Placer County

As shown in Table 7 of the *Fiddyment Ranch SPA 3 Revised Project – 2025 CIP Memorandum* (DKS 2013b), there are several Placer County intersections that are projected to operate at unacceptable LOS in the a.m. and p.m. peak hours under 2025 CIP conditions without the project. With the addition of traffic generated by the proposed project, the intersection of Walerga Road & PFE Road would experience an increase in the v/c ratio in the p.m. peak hour of 0.01. This v/c ratio increase would not change the LOS for this intersection. As discussed in the Significance Criteria section above, a v/c ratio increase of 0.01 is considered a less than significant impact as the associated increase in traffic delays is not expected to be noticeable to most drivers. As shown in Table 7 of the *2025 CIP Memorandum*, traffic generated by the proposed project would not increase the v/c ratio at other Placer County intersections during the a.m. or p.m. peak hours under the 2025 CIP Plus Project conditions.

Sacramento County

As shown in Table 9 of the *2025 CIP Memorandum* (DKS 2013b), under 2025 CIP conditions without the project there is one Sacramento County intersection that is projected to operate at unacceptable LOS in the a.m. peak hour and two Sacramento County intersections projected to operate at unacceptable LOS in the p.m. peak hour. With the addition of traffic generated by the proposed project, one intersection would experience an increase in the v/c ratio in the p.m. peak hour of 0.01. This v/c ratio increase would not change the LOS for this intersection. As discussed in the Significance Criteria section above, a v/c ratio increase of 0.01 is considered a less than significant impact as the associated increase in traffic delays is not expected to be noticeable to most drivers. As shown in Table 9 of the *2025 CIP Memorandum*, traffic generated by the proposed project would not increase the v/c ratio at other Sacramento County intersections during the a.m. or p.m. peak hours under the 2025 CIP Plus Project conditions.

Sutter County

As shown in Table 11 of the *2025 CIP Memorandum* (DKS 2013b), all of the Sutter County intersections included in this analysis are projected to operate at acceptable LOS in the a.m. and p.m. peak hours under 2025 CIP conditions with and without the project. The project would have less than significant impacts on Sutter County intersections.

IMPACT 5.15:	**Increased Traffic Volumes on Placer, Sacramento, and Sutter County Roadway Segments under 2025 CIP Plus Project Conditions**
APPLICABLE POLICIES AND REGULATIONS:	Placer County General Plan Sacramento County General Plan Sutter County General Plan
SIGNIFICANCE WITH POLICIES AND REGULATIONS:	Less than Significant
MITIGATION MEASURES:	None
SIGNIFICANCE AFTER MITIGATION:	Less than Significant

Placer County

As shown in Table 8 of the *Fiddyment Ranch SPA 3 Revised Project – 2025 CIP Memorandum* (DKS 2013b), traffic generated by the proposed project would generally result in slight increases in daily volumes on Placer County roadway segments. With the exception of Walerga Road south of Baseline Road, all studied Placer County segments would operate at acceptable LOS in the 2025 CIP Conditions and the 2025 CIP Plus Project Conditions. Walerga Road south of Baseline Road would operate at LOS F with or without the project. The project would increase daily traffic volumes on this segment from 37,900 to 38,000 daily trips. This would be a less than significant increase in daily traffic volumes, and the project would have less than significant impacts on Placer County roadway segments under 2025 CIP conditions.

Sacramento County

As shown in Table 10 of the *2025 CIP Memorandum* (DKS 2013b), traffic generated by the proposed project would generally result in slight increases in daily volumes on some Sacramento County roadway segments. With the exception of Walerga Road south of PFE Road, all of the Sacramento County segments evaluated would operate at acceptable LOS in the 2025 CIP Conditions and the 2025 CIP Plus Project Conditions. Walerga Road south of PFE would operate at LOS F with or without the project. The project would increase daily traffic volumes on this segment from 49,500 to 49,600 daily trips. This would be a less than significant increase in daily traffic volumes, and the project would have less than significant impacts on Sacramento County roadway segments under 2025 CIP conditions.

Sutter County

As shown in Table 12 of the *2025 CIP Memorandum* (DKS 2013b), the LOS on Riego Rd east of SR 70/99 would operate at LOS E with and without the proposed project in the 2025 CIP conditions. Traffic generated by the proposed project would not increase daily traffic volumes on this segment. Therefore the project would have no impact to Sutter County roadway segments in the 2025 CIP scenario.

IMPACT 5.16:	**Increased Traffic Volumes at State Highway Interchanges under 2025 CIP Plus Project Conditions**
APPLICABLE POLICIES AND REGULATIONS:	Caltrans Policies
SIGNIFICANCE WITH POLICIES AND REGULATIONS:	Less than Significant
MITIGATION MEASURES:	None
SIGNIFICANCE AFTER MITIGATION:	Less than Significant

The addition of the proposed project to 2025 CIP conditions would cause changes in traffic volumes at State highway interchanges providing access to the site. As shown in *Table 5.14,* all of the State Highway Ramp Intersections in the project vicinity are projected to operate at acceptable LOS under 2025 CIP conditions with and without the proposed project. Therefore the project would have a less than significant impact to state highway interchanges under 2025 CIP conditions.

Table 5.14
Level of Service at State Highway Ramp Intersections 2025 CIP Conditions

Intersection	LOS Standard	Scenario			
		2025 CIP No Project		2025 CIP Plus Project	
		LOS	V/C	LOS	V/C
AM Peak Hour					
SR 65 N/B Off & Blue Oaks Blvd	E	A	0.56	A	0.56
Washington Blvd & Blue Oaks Blvd	E	A	0.50	A	0.50
I-80 WB Off & Douglas Blvd	E	C	0.70	B	0.69
I-80 WB On & Atlantic St	E	A	0.42	A	0.42
SR 65 N/B Off & Pleasant Grove Blvd	E	A	0.56	A	0.55
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
Stanford Ranch & SR 65 N/B On	E	A	0.54	A	0.54
Stanford Ranch/Galleria & SR65 S/B On	E	A	0.44	A	0.44
Taylor & Eureka I-80 EB Off	E	D	0.82	D	0.83
I-80 EB Off/Orlando & Riverside Ave	E	C	0.76	C	0.75
SR 70/99 NB & Riego Rd	D	A	0.59	A	0.56
SR 70/99 SB & Riego Rd	D	A	0.14	A	0.13
PM Peak Hour					
SR 65 N/B Off & Blue Oaks Blvd	E	B	0.67	B	0.67
Washington Blvd & Blue Oaks Blvd	E	B	0.69	C	0.70
I-80 WB Off & Douglas Blvd	E	C	0.79	C	0.80
I-80 WB On & Atlantic St	E	A	0.56	A	0.55
SR 65 N/B Off & Pleasant Grove Blvd	E	C	0.76	C	0.77
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

Intersection	LOS Standard	Scenario			
		2025 CIP No Project		2025 CIP Plus Project	
		LOS	V/C	LOS	V/C
Stanford Ranch & SR 65 N/B On	E	D	0.86	D	0.87
Stanford Ranch/Galleria & SR 65 S/B On	E	D	0.83	D	0.83
Taylor & Eureka I-80 EB Off	E	E	0.96	E	0.96
I-80 EB Off/Orlando & Riverside Ave	E	E	0.91	E	0.91
SR 70/99 NB & Riego Rd	D	B	0.69	B	0.69
SR 70/99 SB & Riego Rd	D	A	0.20	A	0.20

IMPACT 5.17:	**Increased Traffic Volumes on State Highways under 2025 CIP Plus Project Conditions**
APPLICABLE POLICIES AND REGULATIONS:	Caltrans Policies
SIGNIFICANCE WITH POLICIES AND REGULATIONS:	Significant
MITIGATION MEASURES:	Mitigation Measure 5.17a
SIGNIFICANCE AFTER MITIGATION:	Significant and Unavoidable

Table 5.15 shows the 2025 CIP and 2025 CIP Plus Project traffic volumes on State highway segments. The table shows that much of I-80, SR 65, and SR 70/99 are projected to operate at LOS F and the addition of traffic generated by the proposed project would increase traffic volumes on these already deficient facilities. Specifically, the addition of traffic generated by the proposed project would add some volume (one half percent or less on I-80 and SR 65, and less than one half percent on SR 70/99) to the following segments that are projected to operate at unacceptable LOS:

- I-80 Eureka Road to SR 65 – 0.2 to 0.3% increase in ADT
- SR 65 I-80 to Sunset – 0.1 to 0.5% increase in ADT
- SR 70/99 Riego Rd to Elkhorn Boulevard- 0.1 to 0.2% increase in ADT

Because Caltrans considers any increase in volume on an already deficient facility an impact, this represents a significant impact. While the City of Roseville will work with Caltrans and PCTPA to establish a regional fee program to fund improvements to I-80, SR 65, and SR 70/99 to increase LOS on each facility, no such fee program is presently in place and no specific improvements have been identified for these facilities. However, the City is willing to work with Caltrans and PCTPA to establish a regional approach to institute a fee program for the purpose of funding improvements on these facilities.

Mitigation Measure 5.17a requires development within the Fiddyment Ranch SPA 3 project site to contribute fair share funding for improvements to I-80, SR 65, and/or SR 70/99 if and when the City of Roseville and Caltrans enter into an enforceable agreement to establish such a fee program. Impact fees would be paid 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 (California Government 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 PCTPA, 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 for construction of Placer Parkway
  - 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. Development within the Fiddyment Ranch SPA 3 project site will be required to participate in this fee program. In addition, development in the Fiddyment Ranch SPA 3 project site will be required to participate in the SPRTA and the Highway 65 Joint Powers Authority to fund improvements along SR 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 pays fair share of the unfunded cost of regional improvements, including improvements to SR 65

Because there is no existing fee program in place between the City and Caltrans to fund improvements to I-80, SR 65, and SR 70/99 and because the fee programs that are in place are not sufficient to alleviate all impacts on these facilities, and because the City of Roseville does not have jurisdiction over State highway facilities, the project's impacts to I-80, SR 65, and SR 70/99 under 2025 CIP conditions are considered significant and unavoidable.

Table 5.15
2025 CIP Plus Project Average Daily Traffic Volumes and LOS on State Highways

Facility	Segment	Lanes	2025 CIP Conditions				% Change
			No Project		Plus Proposed Project		
			ADT	LOS	ADT	LOS	
I-80	Sacramento County line to Riverside Ave	8	**217,200**	**F**	**217,100**	**F**	**0.0**
	Riverside Avenue to Douglas Blvd	6	**190,900**	**F**	**190,900**	**F**	**0.0**
	Douglas Blvd to Eureka Rd	6	**189,000**	**F**	**189,100**	**F**	**0.1**
	Eureka Rd to Taylor Rd	8	**203,600**	**F**	**203,900**	**F**	**0.1**
	Taylor Rd to SR 65	8	**192,200**	**F**	**192,600**	**F**	**0.2**
SR 65	I-80 to Galleria Blvd	6	**137,000**	**F**	**137,100**	**F**	**0.1**
	Galleria Blvd to Pleasant Grove Blvd	6	**139,700**	**F**	**139,800**	**F**	**0.1**
	Pleasant Grove Blvd to Blue Oaks Blvd	6	**129,400**	**F**	**129,900**	**F**	**0.4**
	Blue Oaks Blvd to Sunset Blvd	4	**124,400**	**F**	**124,500**	**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	**88,400**	**F**	**88,600**	**F**	**0.2**
	Elverta Rd to Elkhorn Blvd	4	**87,200**	**F**	**87,400**	**F**	**0.1**

Notes:
Roadway segment levels of service (LOS) are based on roadway capacities and LOS criteria in Table 5.3
BOLD indicates highway segments at unacceptable LOS.
Shaded locations indicate significant project impacts
Volumes exclude carpool lanes

5.5 MITIGATION MEASURES

Increased Traffic Volumes Through City of Roseville Intersections Under Existing Plus Project Conditions

Mitigation Measure 5.1a: Applicants for tentative map approval within the area affected by the proposed Fiddyment Ranch SPA 3 project shall pay fair share costs for intersection improvements identified in the City's current Capital Improvement Program at the following locations:

- ❖ Blue Oaks Boulevard and Foothills Boulevard, and

- ❖ Baseline Road and Fiddyment Road.

Increased Demand for Transit Services Within the City of Roseville Under Existing Plus Project Conditions

This impact is determined to be less than significant. No mitigation measures are required.

Increased Demand for Bicycle Facilities Within the City of Roseville Under Existing Plus Project Conditions

This impact is determined to be less than significant. No mitigation measures are required.

Increased Traffic Volumes through Intersections Within the City of Rocklin Under Existing Plus Project Conditions

This impact is determined to be significant. However there are no feasible mitigation measures available to reduce or avoid this impact. The impact remains significant and unavoidable.

Increased Traffic Volumes through Intersections Within Placer County Under Existing Plus Project Conditions

Mitigation Measure 5.5a: The City of Roseville shall negotiate in good faith to enter into fair and reasonable arrangements with Placer County with the intention of achieving within a reasonable time period after approval of the proposed project commitment for the provision of adequate fair share mitigation from applicants for tentative map approval within the area affected by the proposed Fiddyment Ranch SPA 3 project. The fair share funding shall cover the following improvements to Placer County facility:

- ❖ Walerga Road at PFE Road – construct second northbound and southbound through lanes

Increased Traffic Volumes on Roadways Within Placer County Under Existing Plus Project Conditions

Mitigation Measure 5.6a: The City of Roseville shall negotiate in good faith to enter into fair and reasonable arrangements with Placer County with the intention of achieving within a reasonable time period after approval of the proposed project commitment for the provision of adequate fair share mitigation from applicants for tentative map approval within the area affected by the proposed Fiddyment Ranch SPA 3 project. The fair share funding shall cover the following improvement to Placer County facility:

- ❖ Walerga Road south of Baseline Road – construct additional northbound and southbound through lanes.

Increased Traffic Volumes through Intersections Within Sacramento County Under Existing Plus Project Conditions

This impact is determined to be less than significant. No mitigation measures are necessary.

Increased Traffic Volumes on Roadways Within Sacramento County Under Existing Plus Project Conditions

Mitigation Measure 5.8a: The City of Roseville shall negotiate in good faith to enter into fair and reasonable arrangements with Sacramento County with the intention of achieving within a reasonable time period after approval of the proposed project commitment for the provision of adequate fair share mitigation from applicants for tentative map approval within the area affected by the proposed Fiddyment Ranch SPA 3 project. The fair share funding shall cover the following improvement to this Sacramento County facility:

- Watt Avenue south of Elverta Road – construct third northbound and southbound through lanes.

Increased Traffic Volumes through Intersections Within Sutter County Under Existing Plus Project Conditions

Mitigation Measure 5.9a: The City of Roseville shall negotiate in good faith to enter into fair and reasonable arrangements with Sutter County with the intention of achieving within a reasonable time period after approval of the proposed project commitment for the provision of adequate fair share mitigation from applicants for tentative map approval within the area affected by the proposed Fiddyment Ranch SPA 3 project. The fair share funding shall cover the following improvements to this Sutter County facility:

- Riego Road and Pleasant Grove North – construct separate eastbound and westbound turn lanes; and
- Riego Road and Pleasant Grove South – construct separate eastbound and westbound turn lanes.

Increased Traffic Volumes on Roadways Within Sutter County Under Existing Plus Project Conditions

This impact is determined to be less than significant. No mitigation measures are necessary.

Increased Traffic Volumes at State Highway Interchanges Under Existing Plus Project Conditions

This impact is determined to be less than significant. No mitigation measures are necessary.

Increased Traffic Volumes on State Highways Under Existing Plus Project Conditions

Mitigation Measure 5.12a: The City of Roseville shall negotiate in good faith to enter into fair and reasonable arrangements with Caltrans with the intention of achieving within a reasonable time period after approval of the proposed project commitment for the provision of adequate fair share mitigation from applicants for tentative map approval within the area affected by the proposed Fiddyment Ranch SPA 3 project to provide for the construction of ~~interchange~~ improvements along SR 65 consistent with the Mitigation Fee Act (Government Code, § 66000 et seq.).

Increased Traffic Volumes through City of Roseville Intersections under 2025 CIP Plus Project Conditions

Mitigation Measure 5.13a: The City of Roseville shall modify the City's Capital Improvement Program to include the following improvements, and applicants for tentative map approval within the area affected by the proposed Fiddyment Ranch SPA 3 project shall pay fair share costs for these improvements:

- Junction Boulevard & Country Club Drive – Construction of an exclusive northbound right turn lane;
- Woodcreek Oaks Boulevard & Baseline Road - Construction of double southbound left turn lanes;
- Fiddyment Road & Westhills Drive - Construction of double southbound left turn lanes and construction of double northbound left turn lanes;
- Washington Boulevard & Sawtell/Derek Place - Construction of a separate southbound left-turn lane.

Increased Traffic Volumes through Placer, Sacramento, and Sutter County Intersections under 2025 CIP Plus Project Conditions

This impact is determined to be less than significant. No mitigation measures are necessary.

Increased Traffic Volumes on Placer, Sacramento, and Sutter County Roadway Segments under 2025 CIP Plus Project Conditions

This impact is determined to be less than significant. No mitigation measures are necessary.

Increased Traffic Volumes at State Highway Interchanges under 2025 CIP Plus Project Conditions

This impact is determined to be less than significant. No mitigation measures are necessary.

Increased Traffic Volumes on State Highways under 2025 CIP Plus Project Conditions

Mitigation Measure 5.17a: The City of Roseville and applicants for tentative map approval within the area affected by the proposed Fiddyment Ranch SPA 3 project shall implement *Mitigation Measure 5.12a*.