4.13 TRANSPORTATION AND CIRCULATION

4.13.1 Introduction

This section describes the existing transportation setting in the project area, including current levels of service, bicycle facilities, and transit services, and evaluates potential transportation effects related to implementation of the Dry Creek Greenway East Trail.

No comments pertaining to transportation and circulation were received in response to the Notice of Preparation. One comment addresses potential conflicts between skateboarders or cyclists and pedestrians.

4.13.2 Environmental Setting

PROJECT AREA ROADWAYS

The primary function of arterial roadways is to move large volumes of traffic through the City of Roseville (City) to other sections and beyond. The City has sixteen subareas that have been planned for urban development. These include the Infill area, the North Industrial area, and fourteen specific plan areas. The proposed project is located within the City's designated "Infill" area. In the specific plan areas, the right-of-way (ROW) for arterials varies from 76 feet to 100 feet and generally incorporates four to six travel lanes, bicycle lanes, and a landscaped median. Outside the City's specific plan areas, which includes the proposed project, some roadways function as arterials because of the current high traffic volumes and their key linkages between one section of the City and another. For these roadways, current ROW widths vary, but most contain more than two traffic lanes. Collector streets generally link local residential streets and the commercial and office parking areas to the arterials. According to the City's general plan, the project area consists of the following arterials and collectors (Table 4.13-1).

Table 4.13-1 Arterials and Collectors Within the Proposed Project Area

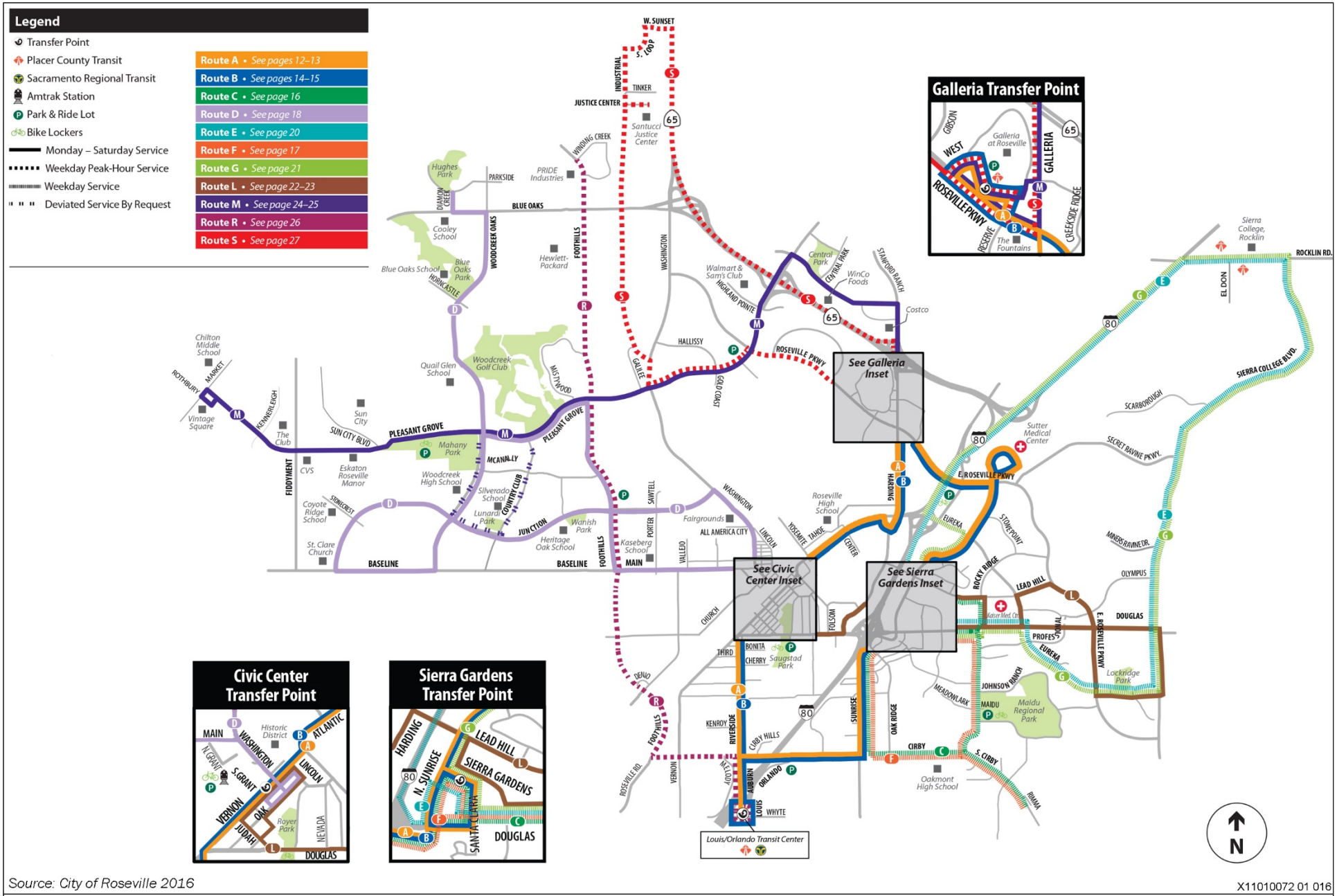
Arterials	Collectors
Cirby Way	Oak Ridge Drive
Riverside Avenue	Old Auburn Road (South Cirby to Sacramento County line)
Rocky Ridge Drive (south of Douglas Boulevard)	McLaren Drive
Sunrise Avenue	North Cirby Way

Source: Compiled by Ascent 2017.

TRANSIT FACILITIES

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 (City of Roseville 2016:4.3-8). Roseville Transit routes are shown on Exhibit 4.13-1. Routes in the project area include A, B, C, and F.

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



Source: City of Roseville 2016

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Exhibit 4.13-1

Roseville Transit Routes

ASCENT ENVIRONMENTAL

Roseville Transit Local Service (fixed route service) has 11 scheduled routes, most of which operate Monday through Friday from 5:45 a.m. to 10:00 p.m. and on Saturdays from 8:00 a.m. to 5:00 p.m. There are four transfer points where connections between buses can be made: Sierra Gardens, Galleria Mall, Civic Center, and Louis/Orlando. The Roseville Transit system connects to both Placer County Transit (at Galleria Mall and Louis/Orlando transfer points) and Sacramento Regional Transit (at Louis/Orlando transfer point).

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

Roseville Transit Dial-a-Ride (DAR) Service provides curb to curb appointment bus service within the City of Roseville for the general public, seven days a week. Roseville Transit dial-a-ride services operate Monday through Friday from 5:45 a.m. to 10:00 p.m. and on weekends from 8:00 a.m. to 5:00 p.m. (City of Roseville 2016:4.3-8).

PEDESTRIAN FACILITIES AND ON-STREET PARKING

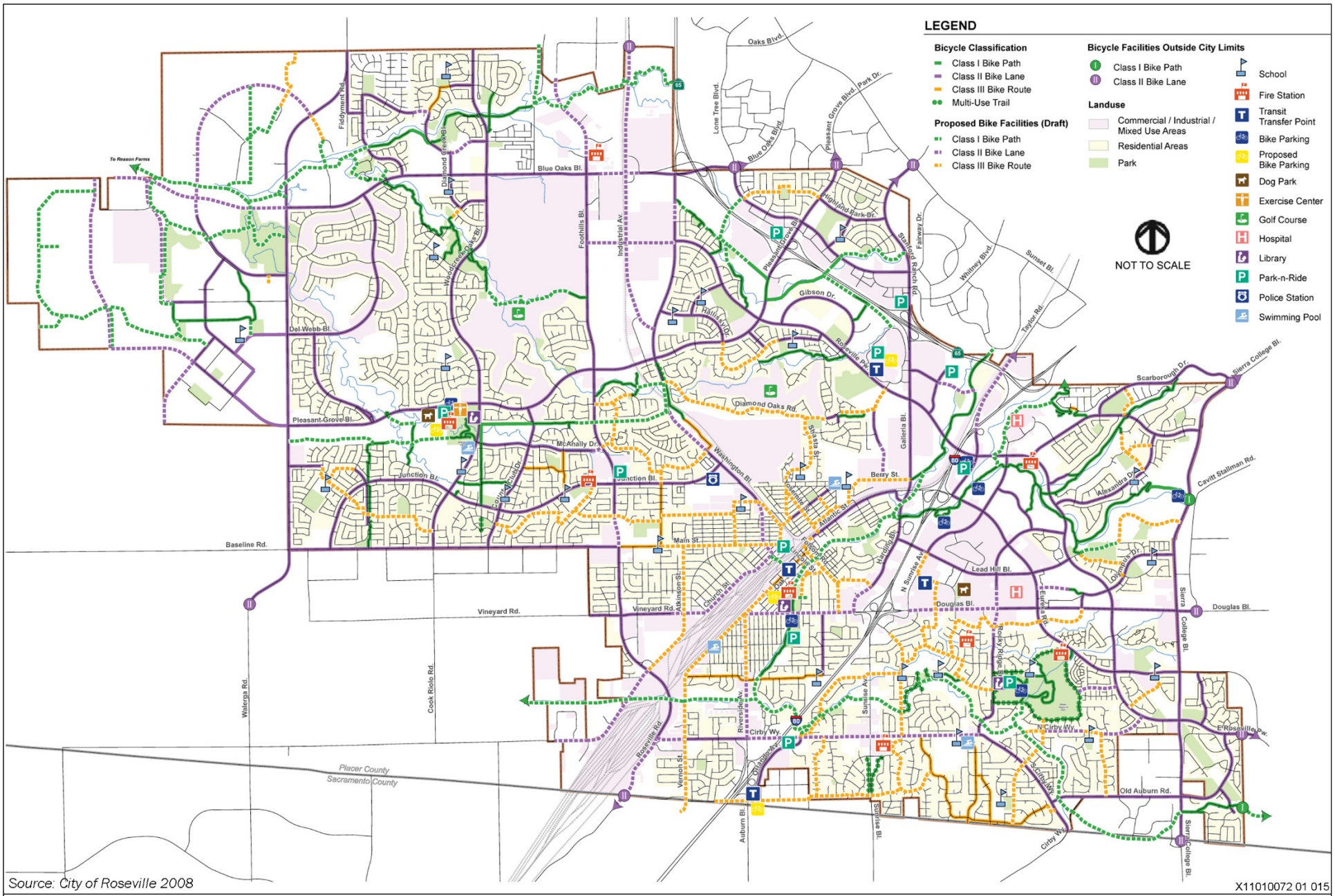
The City of Roseville has an extensive network of pedestrian facilities. Most residential streets contain improved sidewalk facilities and crosswalks at intersections. Arterial roadways adjacent to existing residential development have wide sidewalks, often flanked by landscaping corridors.

The neighborhood streets surrounding the project site provide on-street parallel parking. The majority of the residential on-street parking is unrestricted, while adjacent commercial and office parking areas are restricted to customer and employee use.

BICYCLE FACILITIES

The City's existing bikeways are shown in Exhibit 4.13-2. Designated bikeways are specific routes that meet minimum local and state design standards. Roseville generally follows California Department of Transportation's (Caltrans) design standards for the following classes of bikeways:

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



Source: City of Roseville 2008

X11010072 01 015

Exhibit 4.13-2

Existing and Proposed Bike Network

ASCENT ENVIRONMENTAL

4.13.3 Regulatory Setting

FEDERAL AND STATE

There are no federal or state plans or policies addressing transportation and circulation that pertain to the project.

LOCAL

City of Roseville General Plan

Circulation Element - Bikeways and Trails
GOAL 1: Increase the percentage of all trips made by bicycles in Roseville.

GOAL 2: Establish and maintain a safe, comprehensive and integrated bikeway and trail system that encourages the use of bikes and walking for commuting, recreational and other trips.

GOAL 3: Establish education, encouragement and enforcement programs that increase bicyclist and motorist awareness of the rights and responsibilities of bicyclists in order to foster a climate of acceptance for bike riding.

GOAL 4: Obtain the Bicycle Friendly Community Designation from the League of American Bicyclists.

- **Policy 1:** Develop a comprehensive and safe system of recreational and commuter bicycle routes and trails that provides connections between the City's major employment and housing areas and between its existing and planned bikeways.
- **Policy 2:** Coordinate Roseville's bikeway and trail system with those of neighboring jurisdictions to provide both local and regional connections.

Parks and Recreation Element
GOAL 2: Provide residents with both active and passive recreation opportunities by maximizing the use of dedicated park lands and open space areas.

- **Policy 12:** Ensure that new public parks and recreation facilities, open space, paseos, landscape areas and greenways provide adequate funding for initial development, as well as ongoing maintenance and operation.

Open Space and Conservation Element – Open Space System
GOAL 1: Establish a comprehensive system of public and private open space, including interconnected open space corridors that should include oak woodlands, riparian areas, grasslands, wetlands, and other open space resources.

GOAL 2: Utilize the open space system to connect neighborhoods and separate development areas within the City.

GOAL 3: Provide access to public open space areas through the establishment of a series of public linkages that will be adequately managed and protected.

GOAL 4: Integrate, where feasible, passive recreational and educational opportunities with the protection of wildlife and vegetation habitat areas

- **Policy 1:** Provide an interconnecting system of open space corridors that, where feasible, incorporate bikeways and pedestrian paths.
- **Policy 2:** Provide interconnected open space corridors between open space and habitat resources, recreation areas, schools, employment, commercial service and residential areas.

Design and Construction Standards

The 2016 Design and Construction Standards (as amended in January 2017) require that roadway improvements within the City of Roseville conform to a set of standard plans that detail City standards for pavement width, lighting, drainage, sewer, and other roadside facilities.

Bicycle Master Plan

The Bicycle Master Plan (BMP) 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 BMP 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. The City periodically updates the BMP. The next planned update to the BMP will begin in 2018.

Bikeway Route Development Goal 1: Achieve a balanced transportation system that, consistent with the Roseville General Plan Circulation Element and Smart Choices for Roseville's Future: Implementation Strategies to Achieve Blueprint Project Objectives, provides Roseville residents a variety of transportation choices, including automobile, transit, bicycle, and pedestrian options.

Bikeway Route Development Goal 2: Establish a safe, comfortable, convenient and highly-connected bikeway system that meets the transportation and recreation needs of avid, regular, youth and beginning bike riders, while balancing the needs of other transportation types including automobiles, train, transit and pedestrians.

- **Policy 1:** To meet needs of the various bike rider types, each area of the City should include a range of bikeway types, including bike lanes on arterial streets, bike lanes on collector streets, bike routes on selected low volume/low speed streets and off-street bike paths.
- **Policy 2:** The bikeway system should provide convenient and comfortable connections between residential areas, schools, parks, public transit stops, shopping centers, employment centers and other uses.
- **Policy 3:** The City should cooperatively pursue connections to neighboring jurisdictions to ensure regional bicycle accessibility.

Environmental Goal 1: Reduce traffic, improve air quality, and reduce emissions that contribute to climate change by providing a viable commute alternative to the automobile.

Environmental Goal 2: Enhance public access to open space and natural areas while, to the extent feasible, minimizing the environmental impacts of off-street bike path projects.

- **Policy 3:** Coordinate and where feasible and beneficial partner bike trail projects with stream bank restoration, native habitat restoration, flood control projects and other related open space projects.
- **Policy 4:** Bike trails through open space may, where appropriate and feasible, include interpretive signs informing the public of the environmental resources present and directing users to behave in a manner that reduces impacts on the open space.
- **Policy 5:** Bike path planning, construction and maintenance should be consistent with the Roseville Creek & Riparian Management Plan and open space preserve management plans.
- **Policy 6:** Comply with applicable local, State and federal environmental regulations.
- **Policy 7:** Bike trail projects, to the extent feasible, should minimize environmental impacts.

Pedestrian Master Plan

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

GOAL 1: Achieve a balanced transportation system that, consistent with the Roseville General Plan Circulation Element and Smart Choices for Roseville's Future: Implementation Strategies to Achieve Blueprint Project Objectives, provides Roseville residents a variety of transportation choices, including automobile, transit, bicycle, and pedestrian options.

- **Policy 1:** Provide continuous and direct pedestrian connections between residential areas, schools, shopping areas, public services, employment centers, parks, and public transit stops.

4.13.4 Impacts

METHODS OF ANALYSIS

Impacts associated with construction and use of the multi-use trail are evaluated by assessing the potential for addition of users under the proposed project to affect the level of service at those facilities and/or result in conflicts with vehicles. This analysis also determines whether use of the proposed multi-use trail could affect emergency access and whether addition of user types under the proposed project could conflict with alternative transportation policies, plans, or programs.

THRESHOLDS OF SIGNIFICANCE

Based on Appendix G of the CEQA Guidelines, the project would result in a significant adverse effect related to transportation and circulation if it would:

- conflict 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;
- conflict with an applicable congestion management program, including, but not limited to level of service (LOS) standards and travel demand measures, or other standards established by the County congestion management agency for designated roads or highways;
- result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks;
- substantially increase hazards because of a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- result in inadequate emergency access; or
- conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

ISSUES OR POTENTIAL IMPACTS NOT DISCUSSED FURTHER

Air Traffic Patterns

McClellan Airfield is the closest airport to the project site and is located approximately 7 miles southwest of the project's proposed trailhead. Lincoln Regional Airport is located approximately 12 miles to the north of the project's proposed trailhead. The project would not result in a change in air traffic patterns or contribute to an increase in demand for air travel. As a result, the issue is not evaluated further in this Draft EIR.

Level of Service

The proposed project would not result in the construction of new housing or other project elements that would increase the permanent resident population in the City. Therefore, the project, as a multi-use trail, would not add general vehicle trips to the project area.

It is possible that the proposed project could result in vehicle trips to the proposed trailhead parking area on Riverside Avenue, or to other available public parking areas near the project area such as on-street parking or Maidu Park. The trailhead and other public parking areas are easily accessed by the arterial and collector road network, and operational impacts to existing roadway's LOS is unlikely to be substantial. The timing of greatest trail use does not occur during the peak hours of traffic; trails tend to experience peak use during weekends (California State Parks 2012:4.15-5). Roadways and intersections, on the other hand, tend to experience peak congestion during morning and evening rush hours on weekdays. Therefore, the peak trail use periods would occur outside the peak traffic periods. Peak traffic hours typically provide the basis for the LOS standards.

While it cannot be known with certainty how many motor vehicle trips or vehicle miles traveled could be reduced by increased use of the proposed trail by bicyclists and pedestrians (in lieu of vehicle trips), over the long term it is expected that trail use would contribute to decreased motor vehicle travel.

IMPACT ANALYSIS

Impact 4.13-1	Safety-related traffic impacts.
Applicable Policies and Regulations	City of Roseville Design and Construction Standards and Community Design Guidelines Caltrans Highway Design Manual
Significance with Policies and Regulations	Proposed Project: Potentially significant Alignment Option 1A: Potentially significant Alignment Option 1C: Potentially significant Alignment Option 5A: Potentially significant
Mitigation Measures	Mitigation Measure 4.13-1 (Proposed Project, Option 1A, Option 1C, Option 5A)
Significance after Mitigation	Less than significant (Proposed Project, Option 1A, Option 1C, Option 5A)

Proposed Trail Alignment

Construction Impacts

Implementation of the proposed project would result in temporary construction traffic near the specific location where the trial is being built. During construction of the multi-use trail, there would be a temporary increase in construction-related traffic from deliveries of materials, import and export of fill material, and construction workers traveling to and from the project site. The level of construction activity would vary over the multi-year construction period and would start and stop at intervals within the specific trail segment under development. Construction activities would occur between June 15 and October 15,

because of California Department of Fish and Wildlife restrictions regarding work within creek banks and channel beds during the low-flow period.

The maximum number of workers commuting to the project construction site any given time would be approximately 15, which would be infrequent and of short duration. Additionally, approximately five truck trips per day would access the site for materials delivered or exporting fill material. The increase in construction worker commute trips and deliveries would be in addition to ongoing daily trips generated by recreational users. As noted in the alignment descriptions and shown on the eight plan sheets in Chapter 3, "Project Description," the proposed project would include construction staging areas where equipment would be temporarily stored during project construction. Construction and related truck traffic could temporarily interfere with travel by motorists, bicyclists, pedestrians, or transit riders, such as the need to pause and be attentive to construction vehicles entering or leaving a project site or staging area. The most likely outcome would be potential inconvenience, but the possibility of a traffic safety or operational effect would exist.

Use-related Impacts

The proposed project would include a trailhead with accompanying parking lot at the western end of the trail, off Riverside Avenue just south of Darling Way. The parking lot would include approximately 35 parking spaces. This would be the only parking lot developed in connection with the project. This section of Riverside Avenue is a commercial area where parking lots of similar sizes are common. The parking lot size would be typical for the area and designed consistent with City code for ease of entry and exit, thereby not affecting the flow of traffic on Riverside Avenue or increasing congestion.

An important consideration in safe driveway operations is sight distance. In California, the *Caltrans Highway Design Manual* is the primary reference used to determine sight distance requirements. This section of Riverside Avenue is a straight, flat roadway and at the entrance to the proposed lower parking area, sight distance would be more than 450 feet for all applicable turning movements. The new entrance driveway would be constructed in accordance with the *Caltrans Highway Design Manual*. Any roadway or parking improvements constructed as part of the proposed project would be subject to the City's Design and Construction Standards and Community Design Guidelines and would be reviewed by the City Engineering Division. Construction of a driveway in accordance with applicable design standards for adequate lines of sight would ensure the entrance to the trailhead parking lot would not alter traffic safety conditions due to a design feature.

Conclusion

The design of the trailhead parking lot and driveway entrance would conform to applicable standards and be consistent with traffic safety and operational requirements, so no significant traffic effects would occur from use of the trail and parking lot after completion of the trail and trailhead improvements. Construction activity with its related truck and worker traffic could temporarily interfere with travel by motorists, bicyclists, pedestrians, or transit riders. Although the primary consequence would be inconvenience, to require preparation of a traffic management plan for protection from temporary, adverse construction traffic safety or operational impacts, the transportation effects of construction traffic would be considered **potentially significant**.

Alignment Option 1A

Alignment Option 1A would begin north of Darling Way and would travel on the west side of Dry Creek. At the confluence of Dry Creek and Cirby Creek, this option would cross to the south side of Dry Creek and travel along the south side of Cirby Creek as the trail heads upstream. Construction-related traffic impacts under Alignment Option 1A would be slightly less than under the Proposed Trail Alignment because Bridge #4 would not need to be constructed, and therefore construction staging would not be required southwest of Machado Lane. The impact would be **potentially significant** for the same reasons discussed above for the Proposed Trail Alignment.

Alignment Option 1C
Alignment Option 1C would begin north of Darling Way and would travel on the east side of Dry Creek before crossing to the south side of Cirby Creek upstream of the confluence with Cirby Creek. Construction-related traffic impacts under Alignment Option 1C would be slightly less than under the Proposed Trail Alignment because Darling Bridge would not be widening, therefore a construction staging area north of Darling Way would not be required. The impact would be **potentially significant** for the same reasons discussed above for the Proposed Trail Alignment.

Alignment Option 5A
East of Eastwood Park, Alignment Option 5A would remain on the south side of Linda Creek until east of Sunrise Avenue before crossing to the north side of the creek, and Bridge #13 would not be included. Construction-related traffic impacts under Alignment Option 5A would be the same as under the Proposed Trail Alignment because the option would be located in the same general location and contain the same design elements as the Proposed Trail Alignment. The impact would be **potentially significant** for the same reasons discussed above for the Proposed Trail Alignment.

Mitigation Measures

Mitigation Measure 4.13-1: Prepare traffic management plan.
This mitigation would apply for the Proposed Trail Alignment, Alignment Options 1A, 1C, and 5A.

The City shall require the construction contractor to prepare for city approval and implement a traffic management plan before construction activities begin.

Before the beginning of construction on the project site, the contractor shall prepare a detailed traffic management plan that will be subject to review and approval by the City Department of Public Works. The plan shall ensure maintenance of safe and acceptable operating conditions for local roadways, bicycle and pedestrian facilities, and transit routes. The Traffic Management Plan shall regulate maintenance of traffic during each construction season and comply with agency standards to promote safe and efficient travel for the public and construction workers through the work zones. The plan shall include provisions for regular inspections to assess contractor compliance, signage to direct traffic, and public noticing, as appropriate. Methods in the plan may include (but are not limited to):

- appropriately sequencing activities (e.g., segment phasing, timing of grading, hours of construction) to minimize conflicts with traffic on affected roadways;
- maintaining traffic flow in the project area to the extent feasible;
- maintaining bicycle and pedestrian access along Riverside Avenue; and
- using flaggers to direct traffic, as needed, for ingress or egress of large trucks and other vehicles.

Significance after Mitigation
The Traffic Management Plan will include measures to ensure local traffic, including bicycle traffic and pedestrian use, is accommodated during construction and that traffic safety is maintained. This plan would include methods by which construction activities will be managed to minimize risk of traffic hazards related to large trucks. Therefore, implementation of Mitigation Measure 4.13-1 would reduce potentially significant impacts related to construction traffic to a **less-than-significant** level.

Impact 4.13-2	Conflict with an applicable plan, ordinance or policy which establishes measures of effectiveness for the performance of the circulation system or with an alternative transportation plan.
Applicable Policies and Regulations	City of Roseville 2008 Bicycle Master Plan City of Roseville Pedestrian Master Plan City of Roseville General Plan
Significance with Policies and Regulations	Proposed Project: Less than significant Alignment Option 1A: Less than significant Alignment Option 1C: Less than significant Alignment Option 5A: Less than significant
Mitigation Measures	None required (Proposed Project, Option 1A, Option 1C, Option 5A)
Significance after Mitigation	Less than significant (Proposed Project, Option 1A, Option 1C, Option 5A)

Proposed Trail Alignment

As described in Chapter 3, "Project Description," the Purpose and Need Statement for the project states that "The Dry Creek Greenway trail is a vital component of the City of Roseville Bikeway and Trail system because it will provide a safe, comfortable, convenient, and highly connected bike route as an alternative to using City streets in an area of the City that is underserved by bicycle facilities." The City's 2008 BMP includes a plan for development of over 28 miles of Class I trails in Roseville, including the Dry Creek Greenway East Trail. The proposed project is identified as a priority project in the BMP, because of its potential to provide a safe, comfortable, and convenient bicycle route in an area of the City with limited existing options for bicyclists.

The proposed project has a number of opportunities for connections to the community and existing and proposed transportation facilities. Connections to other multi-use trails, on-street bikeways, neighborhoods, business districts and transit would increase trail access and promote trail use. Table 4.13-2 contains a list of existing connection and possibilities for future trail connections.

Table 4.13-2 Potential Circulation System Connections

Point of Connection	Facility Type	Purpose
Darling Way	Class III (e)	Connection to Riverside Avenue business district, Roseville Transit Routes A & B, and Hillcrest, Cherry Glen and Los Cerritos neighborhoods
Saugstad/Royer/ Miners Ravine Trails	Class I (e)	Connection to Miners Ravine Trail and Downtown Roseville, including Downtown transit stations, offering transportation and looped recreation opportunities
Riverside Avenue	Class I (p) & Class II (p)	Future trail connection to Atkinson Street, Morgan Creek, Dry Creek Parkway Ueda Parkway and Sacramento Northern Trails (part of regional looped trail system) Roseville Transit routes A & B
Hernandez/Machado Way	Class I (e)	Neighborhood connection to Hillcrest area
Cirby Hills Townhomes	Class I (p)	Neighborhood connection to residential community
Windscape Apartments	Class I (p)	Neighborhood connection to residential community
Marlin Drive	Class I/II (e)	Connection to Eastwood Park, Cirby Side neighborhood and Class II bike lane on Orlando Avenue, which connects to the Louis/Orlando transit station
Tina Way	Footbridge (e)	Connection to residential areas along Coloma Way
Sunrise Avenue	Class I (p)	Potential connection to Sunrise Avenue business district and Roseville Transit routes A, B & C
Meadow Gate Drive	Class I/III (p)	Potential connection to residential neighborhood

Table 4.13-2 Potential Circulation System Connections

Point of Connection	Facility Type	Purpose
Oakridge	Class III (e)	Connection to Meadow Oaks, Sierra Gardens and Cirby Ranch areas
Woodlake Lane	Class I (e)	Connections to Sierra Gardens Elementary School and Meadow Oaks area
Eich/Sierra Gardens Drive	Class I (e)	Connection to middle school and Sierra Gardens neighborhood
Meadowlark Lane	Class I (e)	Connection to Maidu Park and Sierra Gardens neighborhood
Rocky Ridge Drive	Class I/II	On-street and off-street connection to Maidu Park, including park-n-ride lot, Roseville Transit Route C, and Maidu/South Cirby neighborhoods
Champion Oaks/N. Cirby	Class III (e)	On-street connection to Maidu Park and Maidu/South Cirby areas
W. Colonial Parkway	Class III (p)	On-street connection to Maidu/South Cirby areas
Old Auburn Way	Class I/II (p)	Class III connection to Citrus Heights & future Class I regional connection to American River Parkway at Beals Point (part of regional looped trail system)

Note: (p) = proposed; (e) = existing

Class I = Off-Street Bike Paths, located in a separate right of way, for the exclusive use of bicycles and pedestrians, with minimal cross flow by motor vehicles.

Class II = On-Street Bike Lanes, areas within paved streets that are identified by striping and signs for preferential (semi-exclusive) bicycle use.

Class III = On-Street Bike Route, on-street routes where bikes share the road with cars.

Source: City of Roseville 2008

In addition, use of the multi-use trail project would be consistent with adopted policies and implementation measures in the City of Roseville General Plan and Sustainability Action Plan (see Section 4.6, “Greenhouse Gas Emissions and Climate Change”) designed to reduce greenhouse emissions from mobile sources. Key policies and measures include:

- expanding the capacity of the system for alternate modes (General Plan, Air Quality and Climate Change Goal 4);
- providing adequate pedestrian and bikeway facilities for present and future transportation needs (General Plan, Air Quality and Climate Change Goal 5);
- encouraging alternative modes of transportation including pedestrian, bicycle, and transit usage (General Plan, Air Quality and Climate Change Policy 7);
- implementing the Bicycle Master Plan and Long-Range Transit Plan as specified in the Circulation Element (General Plan, Air Quality and Climate Change Element Implementation Measures, 7. Mitigation Strategies – Motor Vehicle Alternatives);
- providing safe pathways that link residential areas to schools, parks, services, and employment areas and transit facilities (General Plan, Air Quality and Climate Change Element Implementation Measures, 7. Mitigation Strategies – Motor Vehicle Alternatives); and
- various Bike and Pedestrian measures contained in the City’s Sustainability Action Plan.

Conclusion

Generally, any increase in bicycle use would be consistent with the overarching goals and objectives of an alternative transportation plan, including the City BMP. The proposed project is identified as a priority project in the BMP. Therefore, the proposed project would be consistent with the City’s alternative transportation plans, and this impact would be **less than significant**.

Alignment Option 1A

Alternative transportation plan impacts under Alignment Option 1A would be the same as under the Proposed Trail Alignment because the multi-use trail would be located in the same location and contain

the same design elements as the Proposed Trail Alignment. For the reasons described above for the Proposed Trail Alignment, this option would not a result in conflicts with alternative transportation plans and this impact would be **less than significant**.

Alignment Option 1C

Alternative transportation plan impacts under Alignment Option 1C would be the same as under the Proposed Trail Alignment because the multi-use trail would be located in the same location and contain the same design elements as the Proposed Trail Alignment. For the reasons described above for the Proposed Trail Alignment, this option would not a result in conflicts with alternative transportation plans and this impact would be **less than significant**.

Alignment Option 5A

Alternative transportation plan impacts under Alignment Option 5A would be the same as under the Proposed Trail Alignment because the multi-use trail would be located in the same location and contain the same design elements as the Proposed Trail Alignment. For the reasons described above for the Proposed Trail Alignment, this option would not a result in conflicts with alternative transportation plans and this impact would be **less than significant**.

Mitigation Measures

None required.

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