# 3.14 TRANSPORTATION AND TRAFFIC

## 3.14.1 INTRODUCTION

This section presents an overview of the existing traffic and circulation system in the area surrounding the Proposed Action and alternatives. It also discusses the potential effects on traffic and circulation as a result of the implementation of the Proposed Action and alternatives. Where significant effects are identified, mitigation measures are recommended to reduce the severity of the effect to the extent possible. **Figure 3.14-1, Location of the Project Site and Alternatives**, identifies the location of the project site and alternatives in relation to the City of Roseville and other jurisdictions.

Sources of information used in this analysis include:

- Sierra Vista Specific Plan EIS Transportation Analysis (DKS 2011); and
- Sierra Vista Specific Plan EIR prepared by the City of Roseville (City of Roseville 2010).

## 3.14.2 AFFECTED ENVIRONMENT

### 3.14.2.1 Study Area Roadways and Intersections

The existing state highway and arterial systems serving the project site are described below.

#### *State Highway System*

Roseville is served by an interstate highway (I-80) and a state highway, State Route 65 (SR 65). I-80 is a transcontinental highway that links Roseville not only to Sacramento and the Bay Area, but to 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 but terminate at the Placer County line.

SR 65 is generally a north–south trending state route that connects Roseville with the cities of Lincoln and Marysville (via Highway 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.

#### *Arterial Street System*

The arterial network may be the most important system of roads within the overall street system. It links residential areas to both commercial and employment centers and links all of these uses to the regional freeway system. The existing arterial network in the western portion of the City of Roseville is described below.

**Baseline Road**

This roadway 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. West of the City limits, Baseline Road is a two-lane roadway. At the Placer County line, it becomes Riego Road (described below).

**Blue Oaks Boulevard**

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

**Fiddyment Road**

This roadway is a north-south arterial connecting west Roseville with Placer County and the City of Lincoln. Fiddyment Road has recently been widened and realigned as part of the West Roseville Specific Plan. It is currently 4 lanes between Pleasant Grove Boulevard and the north Roseville City limit and 2 lanes between Pleasant Grove Boulevard and Baseline Road.

**Foothills Boulevard**

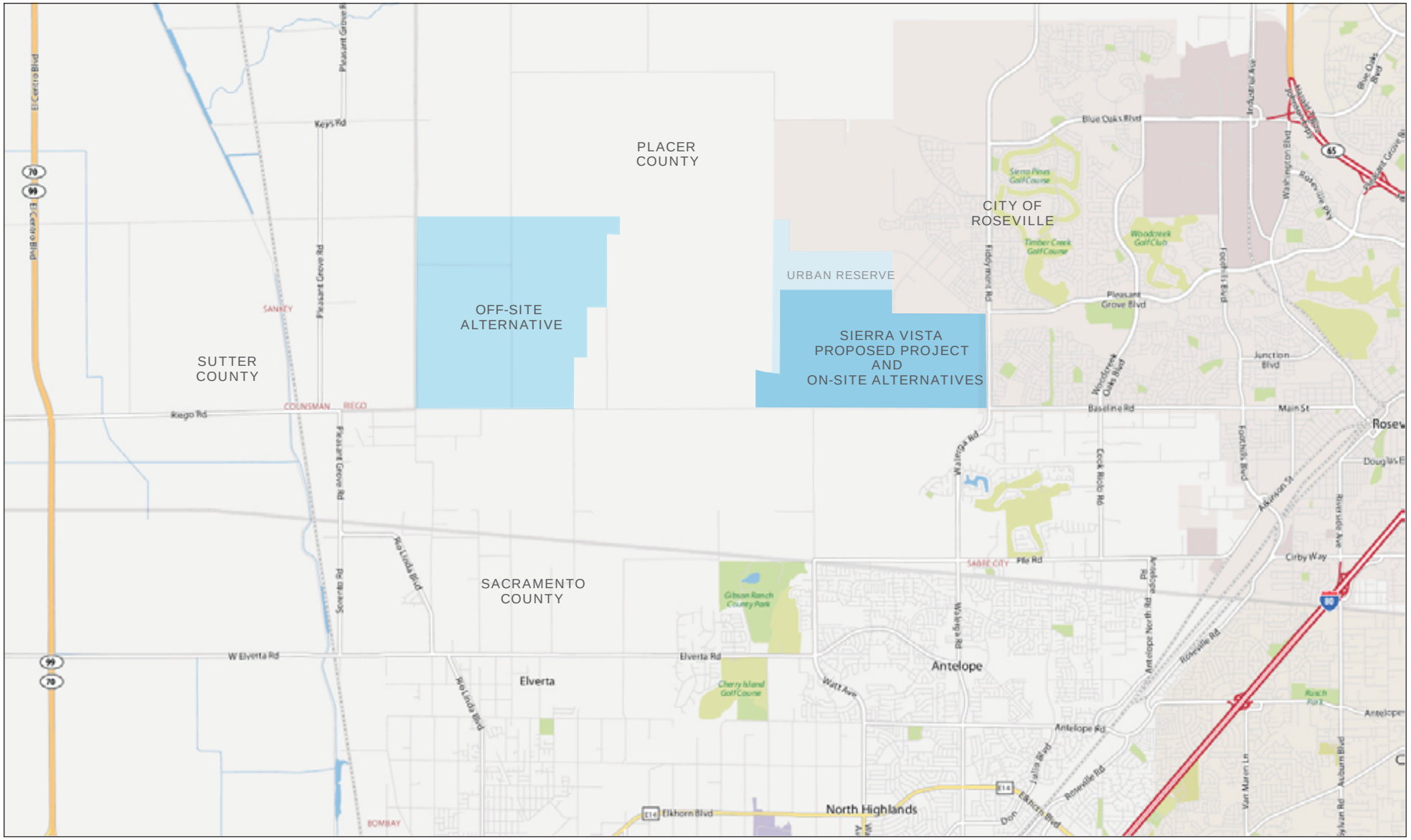
This roadway is the major north-south arterial in Roseville west of I-80. It extends as far south as Cirby Way, where it becomes Roseville Road and continues south into Sacramento. North of Cirby Way it traverses portions of the City's Infill Area, Northwest Specific Plan, and North Industrial Plan Area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

**Junction Boulevard**

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

**Pleasant Grove Boulevard**

This roadway is an east-west arterial that extends from the WRSP area to the City of Rocklin where it becomes Park Drive and connects the WRSP, the Del Webb Specific Plan, the Northwest Roseville Specific Plan, the North Central Roseville Specific Plan, and the Highland Reserve Specific Plan 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 west of Foothills Boulevard to SR-65.




NOT TO SCALE

**SOURCE:** DKS Associates, December 2011

FIGURE **3.14-1**

Location of the Project Site and Alternatives

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**Riego Road**

This roadway is an east/west arterial roadway that extends from west of State Route 70/99 to the Sutter County/Placer County line, where it becomes Baseline Road. Riego Road is a two-lane roadway and has an at-grade signalized intersection where it intersects State Route 70/99.

**Walerga Road**

This roadway is a north-south arterial that extends from Sacramento County to Baseline Road in Placer County. Walerga Road is currently a two-lane roadway from the County line to just south of Baseline Road, where it widens to four lanes. Walerga Road becomes Fiddyment Road north of Baseline Road.

**Washington Boulevard**

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

**Watt Avenue**

This roadway is a major north-south arterial that extends from Elk Grove in Sacramento County to its current terminus at Baseline Road in Placer County. In the vicinity of the project site, Watt Avenue is currently a two-lane roadway from the Sacramento County/Placer County line to Baseline Road. Watt Avenue is proposed to be extended north as Santucci Boulevard as part of the Proposed Action.

**Woodcreek Oaks Boulevard**

This roadway 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.

### 3.14.2.2 Existing Traffic Levels of Service

The evaluation of traffic volumes on the roadway network provides an understanding of the general nature of travel conditions in the City of Roseville. However, traffic volumes do not indicate the quality of service provided by the street facilities or the ability of the street network to carry additional traffic. To accomplish this, the US Army Corps of Engineers (USACE) applied the level of service approach (Transportation Research Board 1985).

Levels of service (LOS) describe roadway operating conditions. Level of service is a qualitative measure of the effect of a number of factors, which include speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, and operating costs. Levels of service are designated "A" through "F" from best to worst, which cover the entire range of traffic operations that might occur. LOS A through E generally represent traffic volumes at less than roadway capacity, while LOS F represents over capacity and/or forced conditions. **Table 3.14-1, Level of Service Definitions at Signalized Intersections**, presents the level of service categories for signalized intersections considered in this analysis and provides a definition of each category with the corresponding volume-to-capacity ratios.

While the PM peak hour has typically been used in the operational analysis of the City of Roseville's roadway system since it generally represents the highest hour for overall traffic volumes during the day, the City of Roseville also requires AM peak hour analysis.

**Table 3.14-1**
**Level of Service Definitions at Signalized Intersections**

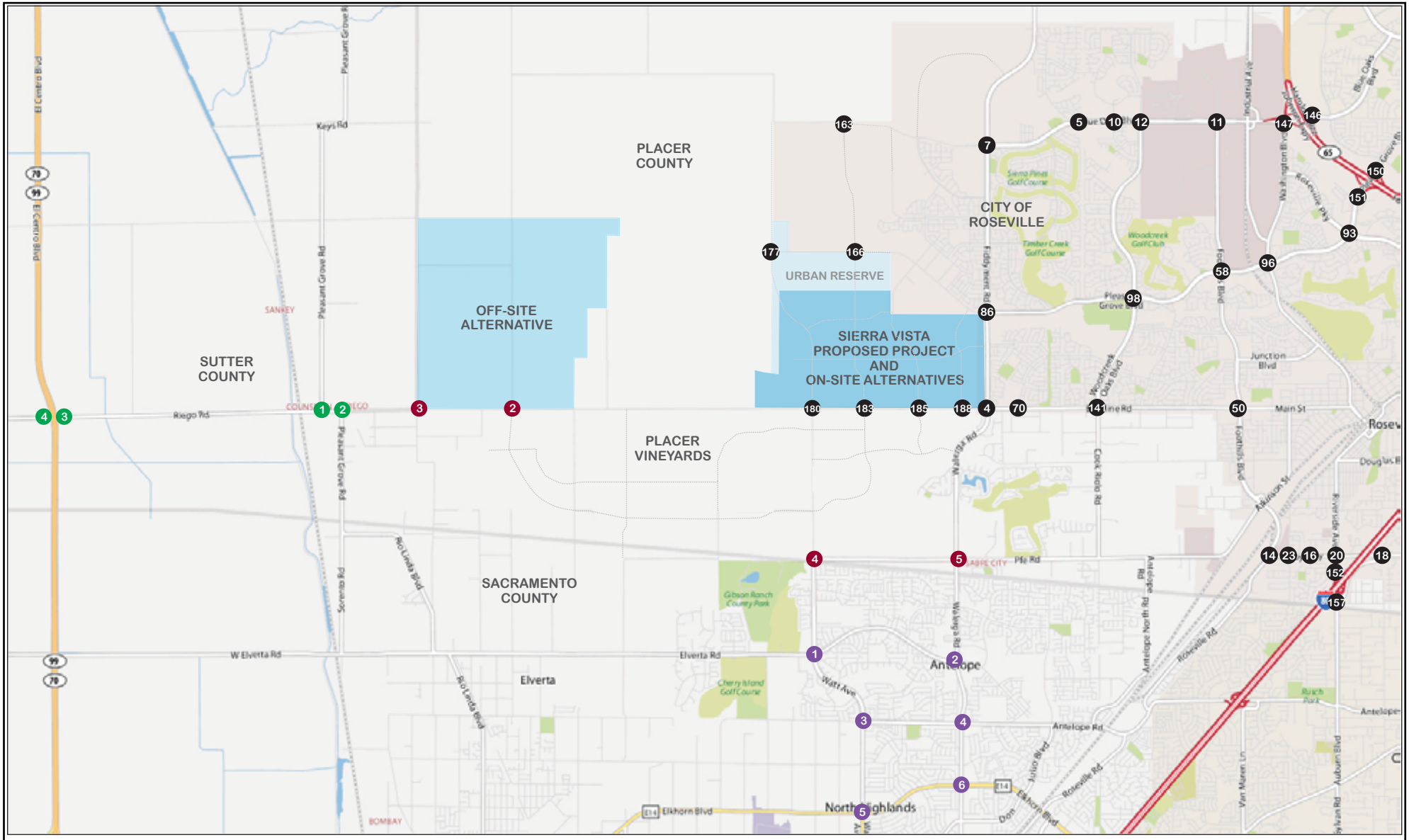
| Level of Service (LOS) | Volume to Capacity Ratio[1] | Description |
|---|---|---|
| A | 0.00-0.60 | Free Flow/Insignificant Delays: No approach phase is fully utilized by traffic and no vehicle waits longer than one red signal indication. |
| B | 0.61-0.70 | Stable Operation/Minimal Delays: An occasional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

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

**Table 3.14-2, Level of Service Definitions on Roadway Segments**, shows the volume thresholds used to determine segment-based level of service on roadways in other jurisdictions. These thresholds are based on the Placer County General Plan.

## *Study Area Intersections*

**Figure 3.14-2, Locations of Study Area Intersections,** shows the intersections analyzed for existing and future conditions within the study area. The figure shows study intersections in the City of Roseville, Placer County, Sacramento County, and Sutter County. **Table 3.14-3, Study Area Signalized Intersections – Existing Levels of Service**, shows the level of service at currently signalized intersections located in the western portion of the City of Roseville. As indicated in this table, all study intersections in the City of Roseville currently operate at LOS C or better during the AM peak hour and all but three intersections currently operate at LOS C or better during the PM peak hour. **Figure 3.14-3, Existing Daily Traffic Volumes**, shows existing daily two-way traffic volumes on major roadways throughout the City of Roseville.

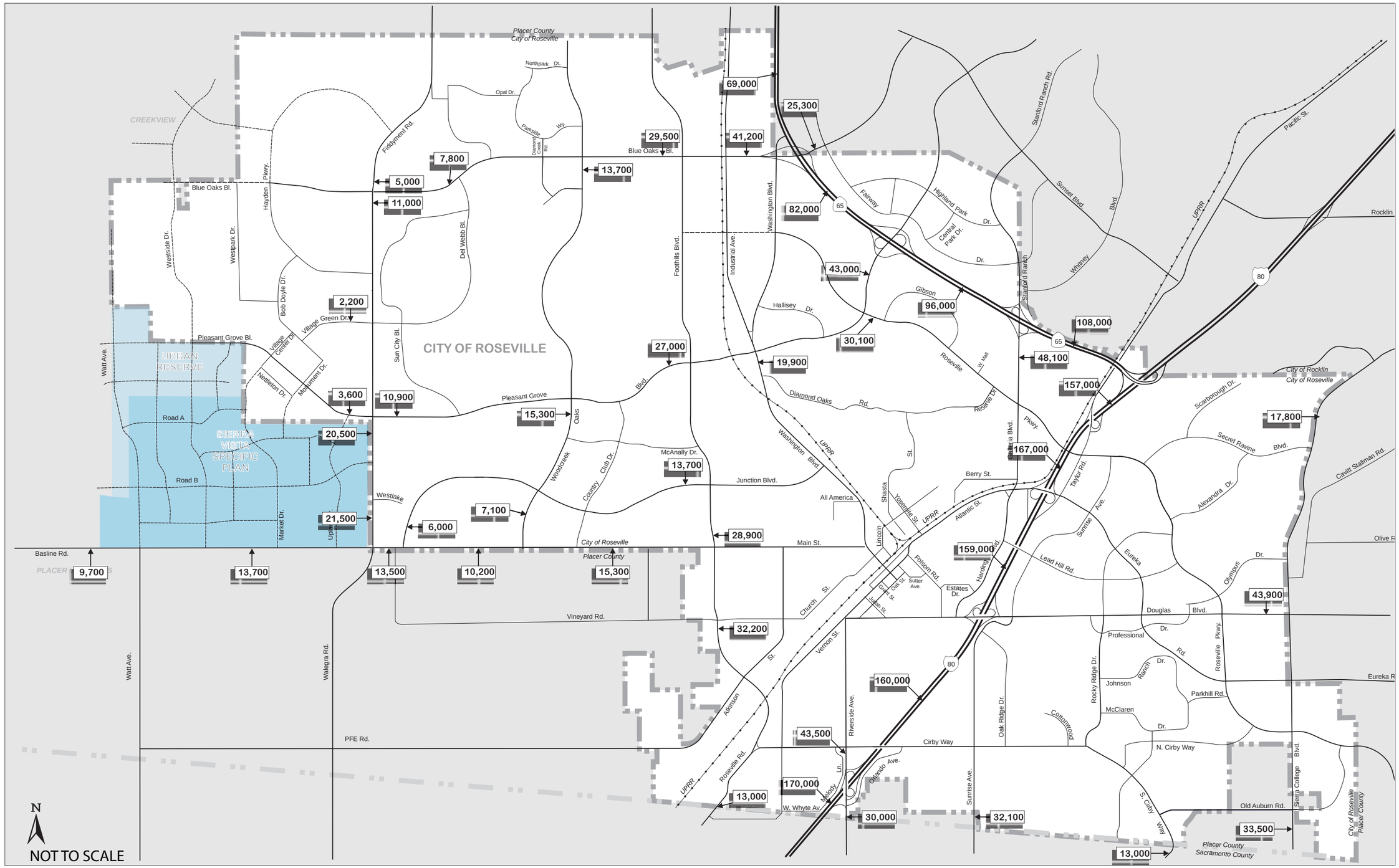



NOT TO SCALE

**SOURCE:** DKS Associates, December 2011

FIGURE **3.14-2**

Locations of Study Area Intersections




**SOURCE:** DKS Associates, December 2011

FIGURE **3.14-3**

Existing Daily Traffic Volumes

With respect to study intersections in Placer County, one intersection (Locust and Baseline) operates unacceptably during the PM peak hour only and one intersection (Walerga Road and PFE Road) operates unacceptably during both the AM and PM peak hours. As shown in **Table 3.14-3**, all six Sacramento County study intersections currently operate acceptably during the AM and PM peak hours, and one study intersection in Sutter County (SR 70/99 and Riego) operates unacceptably during the AM peak hour only and one intersection (Pleasant Grove South and Riego) operates unacceptably during the PM peak hour only.

**Table 3.14-2**
**Level of Service Definitions on Roadway Segments**

| | Average Daily Traffic Volume Threshold | | | | |
|---|---|---|---|---|---|
| **Facility Type** | **LOS A** | **LOS B** | **LOS C** | **LOS D** | **LOS E** |
| Two-Lane Collector | 9,000 | 10,700 | 12,000 | 13,500 | 15,000 |
| Two-Lane Arterial | 10,800 | 12,600 | 14,400 | 16,200 | 18,000 |
| Four-Lane Arterial | 21,600 | 25,200 | 28,800 | 32,400 | 36,000 |
| Six-Lane Arterial | 32,400 | 37,800 | 43,200 | 48,600 | 54,000 |
| Four-Lane Freeway | 37,600 | 52,800 | 68,000 | 76,000 | 80,000 |
| Six-Lane Freeway | 56,400 | 79,200 | 102,000 | 114,000 | 120,000 |
| Eight-Lane Freeway | 75,200 | 105,600 | 136,000 | 152,000 | 160,000 |

*Source: DKS Associates, 2010*

**Table 3.14-3**
**Study Area Signalized Intersections – Existing Levels of Service**

| | | | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|---|---|
| **ID** | **Intersection** | **Standard** | **LOS** | **V/C or Delay** | **LOS** | **V/C or Delay** |
| ***Roseville Intersections*** | | | | | | |
| 4 | Baseline Rd & Fiddyment Rd | * | B | 0.67 | C | 0.80 |
| 5 | Blue Oaks Blvd & Crocker Ranch | * | A | 0.22 | A | 0.23 |
| 7 | Blue Oaks Blvd & Fiddyment | * | A | 0.20 | A | 0.18 |
| 10 | Blue Oaks Blvd & Diamond Creek Blvd | * | A | 0.36 | A | 0.30 |
| 11 | Blue Oaks Blvd & Foothills Blvd | * | B | 0.64 | A | 0.58 |
| 12 | Blue Oaks Blvd & Woodcreek Oaks Blvd | * | A | 0.55 | A | 0.41 |
| 14 | Cirby Way & Foothills Blvd | * | B | 0.67 | B | 0.68 |
| 16 | Cirby Way & Northridge Dr | * | A | 0.58 | B | 0.65 |
| 18 | Cirby Way & Orlando Ave | * | A | 0.56 | C | 0.74 |
| 20 | Cirby Way & Riverside Ave | * | C | 0.78 | C | 0.78 |
| 23 | Cirby Way & Vernon St | * | C | 0.71 | D | 0.85 |
| 50 | Foothills Blvd & Baseline/Main | * | B | 0.61 | C | 0.70 |

| ID | Intersection | Standard | AM Peak Hour LOS | AM Peak Hour V/C or Delay | PM Peak Hour LOS | PM Peak Hour V/C or Delay |
|---|---|---|---|---|---|---|
| 58 | Foothills Blvd & Pleasant Grove Blvd | * | A | 0.50 | B | 0.67 |
| 70 | Junction Blvd & Baseline Rd | * | A | 0.31 | A | 0.46 |
| 86 | Pleasant Grove Blvd & Fiddyment | * | A | 0.34 | A | 0.27 |
| 93 | Pleasant Grove Blvd & Roseville Pkwy | * | A | 0.43 | C | 0.72 |
| 96 | Pleasant Grove Blvd & Washington | * | A | 0.56 | B | 0.69 |
| 98 | Pleasant Grove Blvd & Woodcreek Oaks Blvd | * | A | 0.45 | A | 0.54 |
| 141 | Woodcreek Oaks Blvd & Baseline | * | B | 0.60 | B | 0.65 |
| 146 | SR 65 N/B Off & Blue Oaks Blvd | * | A | 0.38 | A | 0.39 |
| 147 | Washington Blvd & Blue Oaks Blvd | * | A | 0.34 | A | 0.42 |
| 150 | SR 65 N/B Off & Pleasant Grove Blvd | * | A | 0.56 | D | 0.85 |
| 151 | SR 65 S/B Off & Pleasant Grove Blvd | * | B | 0.62 | C | 0.78 |
| 152 | I-80 WB Off & Riverside Ave | * | A | 0.55 | B | 0.69 |
| 157 | I-80 EB Off/Orlando & Riverside Ave | * | A | 0.54 | B | 0.69 |
| 180 | Watt Ave & Baseline Rd | * | A | 0.51 | D | 0.86 |
| ***Placer County Intersections*** | | | | | | |
| 2. Baseline & Brewer | | D | A | 0.5 sec | A | 0.6 sec |
| 3. Locust & Baseline | | D | C | 24.6 sec | E | 47.2 sec |
| 4. Watt Ave & PFE Rd | | C | C | 20.8 sec | C | 16.5 sec |
| 5. Walerga Rd & PFE Rd | | C | E | 0.98 | D | 0.84 |
| ***Sacramento County Intersections*** | | | | | | |
| 1. Watt Ave & Elverta Rd | | E | A | 0.47 | B | 0.62 |
| 2. Walerga Rd & Elverta Rd | | E | C | 0.76 | C | 0.70 |
| 3. Watt Ave & Antelope Rd | | E | C | 0.76 | C | 0.79 |
| 4. Walerga Rd & Antelope Rd | | E | B | 0.63 | D | 0.87 |
| 5. Watt Ave & Elkhorn | | E | B | 0.69 | B | 0.69 |
| 6. Walerga Rd & Elkhorn | | E | B | 0.62 | C | 0.80 |
| ***Sutter County Intersections*** | | | | | | |
| 1. Pleasant Grove N & Riego Rd | | D | C | 21.4 sec | D | 27.7 sec |
| 2. Pleasant Grove S & Riego Rd | | D | C | 21.2 sec | E | 35.0 sec |
| 3. SR 70/99 & Riego Rd | | D | E | 0.94 | D | 0.85 |

*Source: DKS Associates, 2010*
*Note: **BOLD** locations do not meet LOS Policy*
** The City of Roseville level of service policy calls for maintenance of a LOS C standard at a minimum of 70 percent of all signalized intersections in the City during the PM peak hour; the City does not currently have a level of service policy for the AM peak hour.*

## *Study Area Roadway Segments*

**Table 3.14-4, Study Area Roadway Segments – Existing Levels of Service**, shows existing daily volumes and LOS at Placer County roadway segments. As indicated in this table, one study segment in Placer County (Walerga Road south of Baseline Road) currently operates at LOS D, which is unacceptable based

on County standards. With respect to Rocklin area study roadway segments, all four roadway segments currently operate acceptably. As indicated in **Table 3.14-4**, all eight Sacramento County segments currently operate acceptably based on County standards. Riego Road in Sutter County currently operates acceptably based on daily traffic volume.

**Table 3.14-4**
**Study Area Roadway Segments – Existing Levels of Service**

| Segment | LOS Standard | Lanes | LOS | V/C |
|---|---|---|---|---|
| ***Placer County Roadway Segments*** | | | | |
| Baseline Rd west of Project Site | D | 2 | 9,700 | A |
| Watt Ave south of Baseline Rd | D | 2 | 5,700 | A |
| Walerga Rd south of Baseline Rd | C | 2 | 16,100 | D |
| PFE Rd east of Watt Ave | C | 2 | 3,900 | A |
| Fiddyment Rd south of Athens | C | 2 | 6,100 | A |
| ***Rocklin Roadway Segments*** | | | | |
| Lonetree Blvd north of Blue Oaks Blvd | D* | 4 | 21,700 | B |
| Blue Oaks Blvd at Roseville City Limit | D* | 4 | 10,800 | A |
| Pleasant Grove Blvd at Roseville City Limit | C | 4 | 20,600 | A |
| Stanford Ranch Rd at Roseville City Limit | C | 4 | 23,600 | B |
| ***Sacramento County Roadway Segments*** | | | | |
| Watt Ave south of PFE Rd | E | 2 | 16,300 | E |
| Watt Ave south of Elverta Rd | E | 4 | 25,700 | C |
| Watt Ave south of Antelope Rd | E | 4 | 28,400 | C |
| Watt Ave south of Elkhorn Blvd | E | 4 | 32,600 | E |
| Walerga Rd south of PFE Rd | E | 4 | 23,300 | B |
| Walerga Rd south of Elverta Rd | E | 4 | 35,800 | E |
| Walerga Rd south of Antelope Rd | E | 4 | 31,800 | D |
| Walerga Rd south of Elkhorn Blvd | E | 4 | 29,300 | D |
| ***Sutter County Roadway Segment*** | | | | |
| Riego Rd east of SR 70-99 | D | 2 | 8,100 | C |

*Source: DKS Associates, 2010*
*Note: **BOLD** locations do not meet LOS Policy*
** Within 0 mile (0.8 kilometer) of Freeway Ramp*

## *Study Area State Highways*

**Table 3.14-5, Average Daily Traffic Volumes and LOS on State Highways – Existing Conditions**, shows existing daily traffic volumes and levels of service on study area freeway mainlines. As indicated in **Table 3.14-5**, the majority of segments on I-80 and SR 65 currently operate at LOS F, based on daily volumes. These segments do not meet Caltrans' level of service policies.

**Table 3.14-5**
**Average Daily Traffic Volumes and LOS on State Highways – Existing Conditions**

| Facility | Segment | Lanes | ADT | LOS |
|---|---|---|---|---|
| I-80 | Sacramento County line to Riverside Ave | 8 | **170,000** | **F** |
| | Riverside Ave to Douglas Blvd | 6 | **160,000** | **F** |
| | Douglas Blvd to Eureka Rd | 6 | **159,000** | **F** |
| | Eureka Rd to Taylor Rd | 8 | **167,000** | **F** |
| | Taylor Rd to SR 65 | 8 | 157,000 | E |
| SR 65 | I-80 to Galleria Blvd | 4 | **108,000** | **F** |
| | Galleria Blvd to Pleasant Grove Blvd | 4 | **96,000** | **F** |
| | Pleasant Grove Blvd to Blue Oaks Blvd | 4 | **82,000** | **F** |
| | Blue Oaks Blvd to Sunset Blvd | 4 | 69,000 | D |
| SR 70/99 | Sankey Rd to Riego Rd | 4 | 34,000 | A |
| | Riego Rd to Elverta Rd | 4 | 39,500 | B |
| | Elverta Rd to Elkhorn Blvd | 4 | 44,000 | B |

*Source: DKS Associates, 2010*
*Notes:*
*Roadway segment levels of service (LOS) are based on roadway capacities and LOS criteria in Table 2 in Appendix 3.14.*
*Highway segments operating at LOS F are **bold**.*
*Volumes Exclude Carpool Lanes on I-80*

### 3.14.2.3 Existing Transit Service

Transit service is currently provided to the residents of the City of Roseville by two transit providers: Roseville Transit Services, and Placer County Transit. Other transit systems in Roseville include taxicab services, Greyhound Bus Lines, and Amtrak. These existing transit services are described below.

#### *City of Roseville Transit Services*

Roseville Commuter Service is a fixed-route scheduled transit system operated by the City of Roseville. It provides weekday commute period service between Roseville and downtown Sacramento. Roseville Transit is a fixed-route scheduled transit system operated by the City of Roseville within the City limits. There are currently nine scheduled routes. There are five transfer points: Sierra Gardens, Galleria Mall, City Hall, Auburn/Whyte, and Woodcreek Oaks/Junction. Many of the Roseville Transit riders are elderly and disabled. 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 route is Route M. Route M currently travels close to the project site, with its closest access being at the intersection of Fiddyment Road and Pleasant Grove Boulevard. Route H currently travels within about 2 miles (3.2 kilometers) of the project site, with its closest access being at the intersection of Pleasant Grove Boulevard and Woodcreek Oaks Boulevard.

RADAR is a curb-to-curb system operated by the City of Roseville within its City limits, seven days a week. As a dial-a-ride service, it does not operate on fixed-route schedules; most of its ridership is elderly or disabled.

### *Placer County Transit Services*

Placer County Transit is a fixed-route scheduled transit system operated by Placer County that principally serves the I-80, Highway 49, and SR 65 corridors. Placer County Transit has an Auburn-to-Light Rail express route that stops at the Auburn/Whyte transfer point and connects to Sacramento Regional Transit there before proceeding to the Watt/I-80 light rail station. Placer County Transit also has a Lincoln to Galleria to Sierra College route.

### *Other Transit Services*

Greyhound Bus Lines, Amtrak, and Capital Corridor Intercity Rail are other bus and rail transit services that are available in the Roseville area.

### 3.14.2.4 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 portions of Fiddyment Road.

### 3.14.2.5 Existing Bicycle Facilities

Bikeways are defined as specific routes and classes that meet minimum design standards. Roseville generally follows Caltrans' design standards for Class I, Class II, and Class III bikeways. In addition, Roseville has an additional classification for bikeways: Class IA facilities that are shared pedestrian and bikeway paths within landscaped corridors along arterial and collector roadways and are separated from the roadway. The City of Roseville has an adopted Bikeway Master Plan, which provides guidelines for the development of a Citywide network of Class I, II, and III bicycle facilities and design standards (based on Caltrans standards) for new bicycle facilities within Roseville. The City's recommended bicycle network includes future Class II bike lanes on all arterial and collector roadways. Class II bike lanes currently exist adjacent to the project site on Fiddyment Road and Pleasant Grove Boulevard.

## 3.14.3 REGULATORY FRAMEWORK – APPLICABLE LAWS, REGULATIONS, PLANS, AND POLICIES

### 3.14.3.1 Federal and State Regulations

There are no known federal or state standards that would directly affect the transportation and circulation aspects of the Proposed Action and alternatives.

### 3.14.3.2 Local Regulations

#### *City of Roseville General Plan Level of Service (LOS) Policy*

The City of Roseville level of service policy calls for maintenance of LOS C standard at a minimum of 70 percent of all signalized intersections in the City during the PM peak hour. The determination of project consistency with this policy is based on buildout of currently entitled land within the City and 2020 market rate development outside of the City. Although the City does not currently have an LOS policy for the AM peak hour, the City typically requires analysis of intersections during the AM peak hour. For purposes of this impact assessment, the City's policy for the PM peak hour is applied to the AM peak hour.

#### *City of Roseville Improvement Standards*

Roadway improvements within the City of Roseville must conform to a set of standard plans that detail City standards for pavement width, lighting, drainage, sewer, and other roadside facilities. Roadway facilities associated with the Proposed Action must meet or exceed these standards.

#### *Capital Improvement Program (CIP)*

The CIP defines phasing of roadway improvements that are needed to meet the City's level of service standard. The existing CIP that was adopted in September 2002 is based on buildout of currently entitled City land plus some potential redevelopment of properties within the City's Downtown area and 2020 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.

#### *Long Range Transit Master Plan*

The City has developed a plan to guide development of both inter- and intra-city transit services through year 2010.

## 3.14.4 SIGNIFICANCE THRESHOLDS AND ANALYSIS METHODOLOGY

### 3.14.4.1 Significance Thresholds

Council on Environmental Quality guidance requires an evaluation of a proposed action's effect on the human environment. The USACE has determined that the Proposed Action or its alternatives would result in significant effects related to transportation and traffic if the traffic added by the Proposed Action or the alternatives resulted in the exceedance of significance thresholds established by the City of Roseville, Placer County, Sacramento County, Sutter County, the City of Rocklin, and the State of California for facilities within their jurisdiction. The USACE has reviewed these significance thresholds and have determined them to be applicable for use as significance thresholds in this analysis. A significant impact would occur if implementation of the Proposed Action or an alternative would:

### *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 the AM[1] and/or PM 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 AM and/or PM peak hour;
- Not meet the policies and guidelines of Roseville's Bikeway Master Plan; or
- Have a negative impact on transit operations, travel times, and/or circulation.

### *Placer County*

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

### *Sacramento County*

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

### *Sutter County*

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

### *City of Rocklin*

- Cause an intersection or roadway segment previously identified as functioning at LOS C or better (D or better within 0.5 mile (0.8 kilometer) of a freeway ramp) to function at LOS D or worse (E or worse within 0.5 mile (0.8 kilometer) of a freeway ramp);
- Cause an intersection or roadway segment already functioning at LOS D or worse (LOS E or worse within 0.5 mile (0.8 kilometer) of a freeway ramp) to experience a V/C increase of 0.05 or more.

### *State Highway Facilities*

- Increase congestion to the extent that operations on a state highway would deteriorate to levels below those identified in Caltrans' Transportation Concept Report (TCR). The TCRs for State Route 65, State Route 70/99, and I-80 indicate that these state highways have a LOS "E" standard;

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1 The City of Roseville does not have a level of service policy for the AM peak hour. This analysis uses the PM peak hour significance threshold to evaluate AM peak hour impacts.

- Cause a segment of I-80 or State Route 65 to degrade to LOS F, based on daily volumes;
- Increase traffic on a segment of Interstate 80 or State Route 65 that already would operate at LOS F without the project.

### 3.14.4.2 Analysis Methodology

As stated in **Chapter 2.0, Proposed Action and Alternatives**, the construction of the Proposed Action would depend on market conditions. Given the size of the proposed development, it is anticipated that buildout would occur by 2025 under a fast growth scenario and by 2040 under a slow growth scenario. Assuming a fast growth scenario and for consistency with the analysis in the Sierra Vista Specific Plan (SVSP) EIR, the year 2025 was determined to be a reasonable horizon year for this traffic analysis. The National Environmental Policy Act (NEPA) requires an evaluation of the environmental effects of a Proposed Action relative to conditions that would exist in the area without the Proposed Action. Because Proposed Action buildout was assumed to occur by 2025, the transportation effects of the Proposed Action were evaluated in this EIS relative to background (2025) conditions that would exist in the study area without the Proposed Action. The Proposed Action was not evaluated relative to the No Action conditions because the No Action Alternative in this EIS is a reduced development scenario and not a "No Development" scenario. The impacts of all the alternatives were evaluated relative to background conditions in 2025.

The travel demand model for the City of Roseville and Placer County was used to estimate future traffic volumes without the Proposed Action. The model translates land uses into roadway volume projections. Its inputs are estimates of development (i.e., the number of single-family and multi-family dwelling units, and the amount of square footage of various categories of non-residential uses) and descriptions of the roadway and transit systems. The model covers not only the City of Roseville, but also the entire Sacramento region (including the portions of Placer County west of Colfax). The model maintains a general consistency with the trip distribution and mode choice estimates from the regional model used by the Sacramento Area Council of Governments (SACOG).

The outputs of the travel demand model include average daily, AM, and PM peak hour traffic volume forecasts on roadway segments as well as for turning movements at intersections. For the Traffic Impact Analysis prepared for the Proposed Action and alternatives, LOS was evaluated at existing and planned signalized intersections throughout the City of Roseville, as well as a number of intersections and roadway segments in other neighboring jurisdictions.

#### *Analysis Scenarios*

The following scenarios were evaluated in detail:

- 2025 Background Conditions
- 2025 plus Proposed Action Conditions
- 2025 plus Alternative #1 (Reduced Footprint, Increased Density) Conditions
- 2025 plus Alternative #2 (Reduced Footprint, Same Density) Conditions
- 2025 plus Alternative #3 (Focused Avoidance Alternative) Conditions

- 2025 plus Alternative #4 (Off-Site Alternative) Conditions
- 2025 plus Alternative #5 (No Action Alternative) Conditions

### *Development Assumptions for 2025 Background Conditions*

The following land use and growth assumptions were used to develop 2025 Background Conditions:

- Buildout of the City of Roseville which was defined as buildout of currently entitled City land plus some potential redevelopment of properties within the City's Downtown area
- Buildout of Signature rezone (Fiddyment Ranch)
- Buildout of West Park rezone
- Buildout of Regional University (Placer County)
- Buildout of Placer Vineyards Phase 1 (Placer County)
- City of Lincoln at 2025 market absorption which includes development in a portion of the City of Lincoln's recently approved sphere of influence (SOI) expansion
- Buildout of City of Rocklin residential and 2025 absorption of non-residential
- Forecast SACOG 2025 development outside of Placer County
- Buildout of Phase 1 of the Sutter Pointe Specific Plan (Sutter County)

The following roadway improvements were included for the 2025 Background Conditions:

- All roadway and intersection improvements included in Roseville's Capital Improvement Program (CIP)
- I-80 improvements, including HOV lanes and auxiliary lanes in Placer County
- SR 65 improvements, including widening to six lanes between I-80 and Blue Oaks Boulevard
- 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 six lanes from Sutter County Line to SR 70/99 (consistent with MTP and South Sutter 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)
- Construction of an interchange at SR 70/99 and Riego Road
- Construction of Watt Avenue from Baseline Road to south of Blue Oaks Boulevard (consistent with Regional University Specific Plan)

Placer Parkway is a proposed 15-mile (24 kilometer), 6-lane thoroughfare that will link Highway 65 in western Placer County to Highways 99 and 70 in southern Sutter County. Placer Parkway is not assumed in this analysis because the timeline for its construction is unknown. It is currently going through the environmental review process and construction has not been funded. An analysis of traffic impacts from cumulative development and the Proposed Action, assuming development of Placer Parkway, is included in the Sierra Vista Specific Plan Final EIR. Based on its current status, it is unlikely that any portion of Placer Parkway would be constructed by 2025. Therefore, it is not included in this analysis.

## *Trip Generation of Proposed Action and Alternatives*

**Table 3.14-6, Land Use Assumptions for Proposed Action and Alternatives**, and **Table 3.16-7, Proposed Action and Alternatives Trip Generation**, provide a summary of the proposed land use and trip generation and summarize the additional trips associated with the Proposed Action and each of the alternatives. As indicated by **Table 3.14-7**, the Proposed Action would generate approximately 130,000 daily trips. Daily trips include both trips originating from and terminating at the project site. **Table 3.14-7** also shows the estimated trips associated with each of the alternatives. The trip generation of the project alternatives range from 71 percent to 84 percent of the Proposed Action.

**Table 3.14-6**
**Land Use Assumptions for Proposed Action and Alternatives**

| | | Land Use Assumptions | | | | | |
|---|---|---|---|---|---|---|---|
| | | | Alternatives | | | | |
| Land Use | Units | Proposed Action | Alt 1 Reduced Footprint Increase Density | Alt 2 Reduced Footprint Same Density | Alt 3 Focused Avoidance | Alt 4 Off-Site Alternative | Alt 5 No Federal Action |
| Single Family | DUs | 4,767 | 4,082 | 3,534 | 3,903 | 4,845 | 3,835 |
| Multi-Family | | 1,888 | 2,581 | 1,395 | 1,443 | 750 | 1,205 |
| **Total Residential** | | **6,655** | **6,663** | **4,929** | **5,346** | **5,595** | **5,040** |
| Commercial | KSF | 1718.0 | 1187.6 | 1206.0 | 1210.2 | 1,143.7 | 1196.9 |
| Office | | 517.3 | 461.0 | 614.8 | 449.6 | 572.7 | 212.8 |
| Church | | 45.7 | 51.2 | 51.2 | 72.0 | 0 | 55.4 |
| School | Students | 3,600 | 3,600 | 3,000 | 3,000 | 3,600 | 3,000 |
| Park | Acres | 89.9 | 54.2 | 40.9 | 80.9 | 90.0 | 76.9 |

*Source: DKS Associates, 2010*
*Notes: DU = Dwelling Unit; KSF = Thousand Square Feet.*

**Table 3.14-7**
**Proposed Action and Alternatives Trip Generation**

| | | Daily Trips | | | | | |
|---|---|---|---|---|---|---|---|
| | | | Alternatives | | | | |
| Land Use | Daily Trips Per Unit | Proposed Action | Alt 1 Reduced Footprint Increase Density | Alt 2 Reduced Footprint Same Density | Alt 3 Focused Avoidance | Alt 4 Off-Site Alternative | Alt 5 No Action |
| Single Family (DUs) | 9.0 | 42,903 | 36,738 | 31,806 | 35,127 | 43,605 | 34,515 |
| Multi-Family (DUs) | 6.5 | 12,272 | 16,777 | 9,068 | 9,380 | 4,875 | 7,833 |
| Commercial (KSF) | 35.0 | 60,130 | 41,566 | 42,210 | 42,357 | 40,030 | 41,892 |
| Office (KSF) | 17.7 | 9,156 | 8,160 | 10,882 | 7,958 | 10,137 | 3,767 |
| Church (KSF) | 9.3 | 425 | 476 | 476 | 669 | 0 | 515 |
| School (Students) | 1.0 | 3,600 | 3,600 | 3,000 | 3,000 | 3,600 | 3,000 |
| Park (Acres) | 2.2 | 198 | 119 | 90 | 178 | 198 | 169 |
| **Total Trips** | | **128,684** | **107,436** | **97,532** | **98,669** | **102,445** | **91,690** |
| As Percentage of Proposed Action | | | 83% | 76% | 84% | 80% | 71% |

*Source: DKS Associates, 2010*
*Notes: DU = Dwelling Unit; KSF = Thousand Square Feet.*

It should be noted that since the Proposed Action and all alternatives contain both residential and non-residential uses, some internalization of trips can be expected. For example, some residents living within the project site could do their shopping or work within the project site, and thus their shopping or work trips might remain within the project site. A "select zone" assignment was performed with the travel demand model to estimate the internalization of trips. The model predicted that approximately 25 percent of the daily trips generated by the Proposed Action would remain on roadways within the project site and approximately 75 percent of the daily trips would exit the project site and use other local and regional roadways (DKS Associates 2011).

## *Trip Distribution*

**Figure 3.14-4, Project Trip Distribution**, shows the trip distribution estimated using the travel demand model. The figure shows that a high percentage of project-related non internal trips are expected to use roadways in western Roseville. Approximately 16 percent of the vehicles would use Watt Avenue and Walerga Road south of the project site. Approximately 3 percent of the vehicles are estimated to travel west on Baseline/Riego Road into Sutter County. Approximately 1 percent of the vehicles are expected to travel north toward Lincoln. A very small number of vehicles are expected to travel on I-80 through Roseville, as this is not a convenient way to access the project site. It is reasonable to assume that the trip distribution and trip length data for the alternatives would be similar to the Proposed Action, with the exception of the off-site alternative.

## 3.14.5 ENVIRONMENTAL CONSEQUENCES AND MITIGATION MEASURES

### Impact TRA-1 Increased Traffic at City of Roseville Intersections

**Proposed Action**

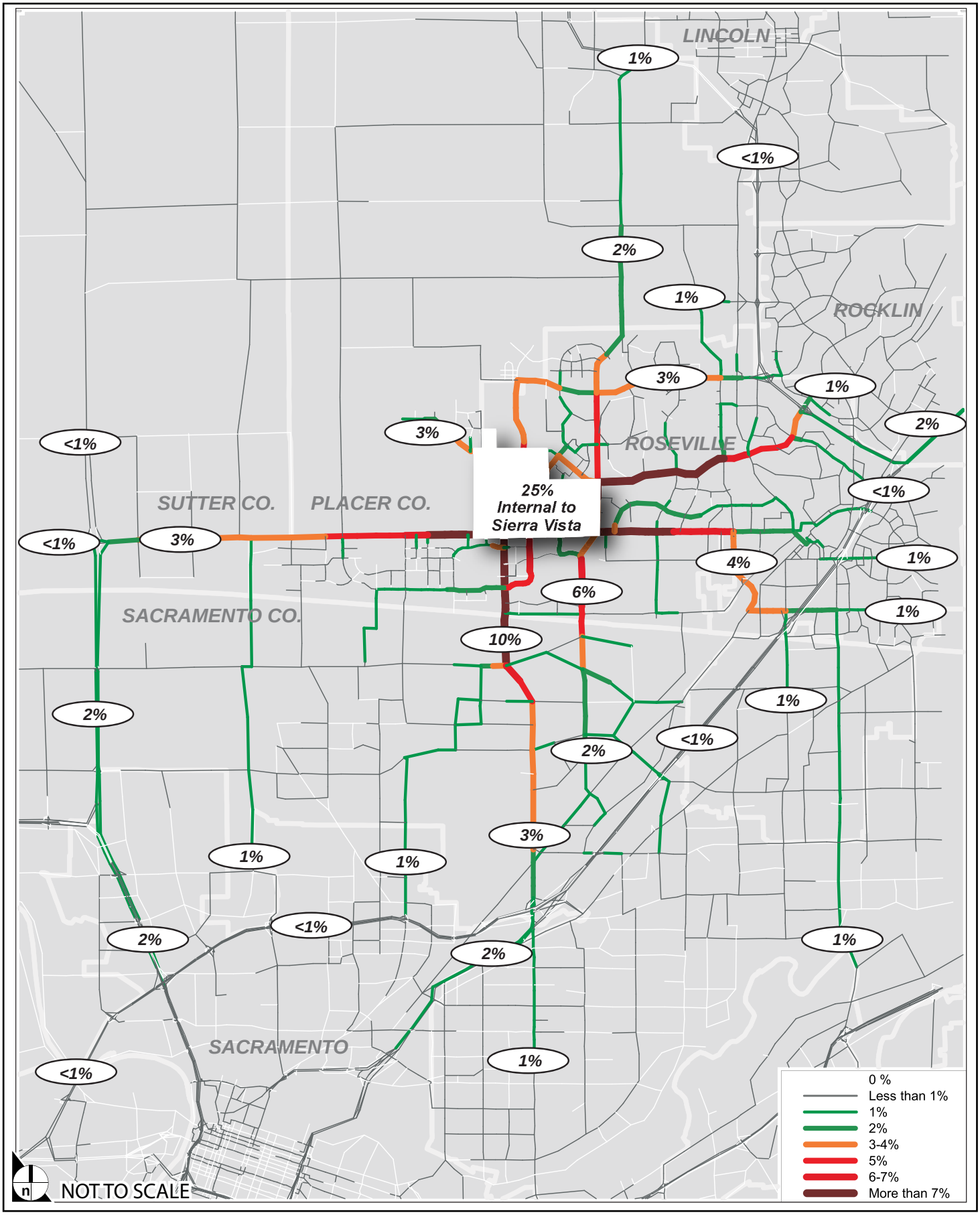
The Proposed Action would result in **significant** effects at four intersections in the City of Roseville. Mitigation is proposed to reduce these effects. However, due to the infeasibility of improvements at three of the four affected intersections, residual **significant** effects would remain after mitigation.

The Proposed Action would result in the development of the project site with a variety of land uses, including residential, commercial, and business uses. As indicated in **Tables 3.14-8** and **3.14-9** (at the end of this section), four intersections (two in the AM peak hour and two in the PM peak hour) in the City of Roseville would be adversely affected under the 2025 plus Proposed Action conditions. A description of each intersection effect along with a discussion of proposed improvements is provided below:

**Blue Oaks Boulevard and Crocker Ranch Road** – Under the 2025 plus Proposed Action conditions, this intersection would degrade from LOS C to LOS D during the AM peak hour. This would be a **significant** effect, prior to mitigation. Re-striping the intersection to include two southbound to eastbound left turn lanes and a separate right turn lane would improve the operation of the intersection to LOS B (V/C ratio 0.67). The City of Roseville determined that these improvements are feasible and will be added to the City of Roseville's Capital Improvement Program (City of Roseville 2010). **Mitigation Measure TRA-1** is proposed pursuant to which development under the Proposed Action would be required to pay fair share costs of this improvement.

**Foothills Boulevard and Baseline/Main** – Under the 2025 plus Proposed Action conditions, this intersection would degrade from LOS D to LOS E during the AM peak hour. This would be a **significant** effect, prior to mitigation. The LOS at this intersection could be improved to LOS D (V/C ratio 0.89) with the construction of a fourth northbound through lane. However, this widening would exceed the maximum feasible improvements deemed appropriate by the City's General Plan and would place undue burden on the adjacent businesses and residents. As a result, the City of Roseville determined that this improvement would not be feasible.

**Cirby Way and Northridge Drive** – Under the 2025 plus Proposed Action conditions, this intersection would degrade from LOS D to LOS E during the PM peak hour. This would be a **significant** effect, prior to mitigation. The City has recently completed improvements along the Cirby Way corridor and has stated that additional right-of-way at the intersection is not available, although perceived level of service improvements may be possible along the Cirby Way corridor due to the recently implemented interconnection between signalized intersections.




**SOURCE:** DKS Associates, December 2011

FIGURE **3.14-4**

Project Trip Distribution

This intersection could be mitigated by adding a third westbound through lane. This would improve the intersection operation from LOS E with a V/C ratio of 0.92 to LOS C. However, due to concerns expressed by area residents, the close proximity of homes in the area and the associated right-of-way that would be required, the City of Roseville determined that this improvement would not be feasible.

**Junction Boulevard and Baseline Road** – Under the 2025 plus Proposed Action conditions, this intersection would degrade from LOS C to LOS D during the PM peak hour. This LOS change is based on a change in volume of approximately 4 percent. This would be a **significant** effect, prior to mitigation. The operations at this intersection could be improved by adding a third westbound through lane. This would improve the intersection operation from LOS D with a V/C ratio of 0.82 to LOS B with a V/C ratio of 0.67. However, due to the close proximity of homes in the area and the associated right-of-way that would be required, the City of Roseville determined that this improvement was not feasible.

**Mitigation Measure TRA-1a** would be implemented to address this effect on City intersections. This measure is the same as Mitigation Measure 4.3-1 in the Sierra Vista Specific Plan EIR which was adopted by the City of Roseville at the time of project approval and will be enforced by the City. That mitigation measure requires the Proposed Action to pay its fair share of improvements in the City's Capital Improvement Plan for selected study area intersections in the City of Roseville. The mitigation measure will address the significant effect at one of the four affected intersections but will not mitigate the effects at the other three affected intersections because according to the City, further improvements are not feasible at those locations. Therefore, the Sierra Vista Specific Plan EIR determined that this mitigation measure would not reduce these effects to less than significant (City of Roseville 2010). The USACE agrees with the conclusion stated in the Sierra Vista Specific Plan EIR and finds that residual **significant** effects would remain after mitigation.

**No Action Alt.**

The No Action Alternative would result in **significant** effects at four intersections in the City of Roseville. Mitigation is proposed to address these effects. However, due to the infeasibility of improvements at three of the four intersections, residual **significant** effects would remain after mitigation.

The No Action Alternative would construct a smaller mixed-use development on the project site. As indicated in **Tables 3.14-8** and **3.14-9**, the same four intersections adversely affected under the Proposed Action would be adversely affected under the No Action Alternative. Based on the significance criteria listed above and for the same reasons presented above for the Proposed Action, these effects would be **significant**. **Mitigation Measure TRA-1a** is proposed to address these effects. As noted above, this measure is the same as Mitigation Measure 4.3-1 in the Sierra Vista Specific Plan EIR. The

USACE assumes that the City of Roseville would impose the same mitigation measure on the No Action Alternative to address these effects. However, because improvements are not feasible at all affected intersections, this mitigation measure would not reduce these effects to less than significant. The USACE finds that residual **significant** effects would remain after mitigation.

**Alt. 1**

**(On Site)**

Alternative 1 would result in **significant** effects at four intersections in the City of Roseville. Mitigation is proposed to address these effects. However, due to the infeasibility of improvements at three of the four intersections, residual **significant** effects would remain after mitigation.

This alternative would construct a project broadly similar to the Proposed Action. Based on the significance criteria listed above, and as indicated in **Tables 3.14-8** and **3.14-9**, this alternative would also result in **significant** effects at the intersections of Blue Oaks Boulevard and Crocker Ranch Road and Foothills Boulevard and Baseline/Main during the AM peak hour and the intersection of Cirby Way and Northridge Drive during the PM peak hour. Improvements listed for these intersections under the Proposed Action would also apply to this alternative. A significant effect at the intersection of Junction Road and Baseline Road would not occur under this alternative. However, as shown in **Table 3.14-9**, the intersection of Pleasant Grove Boulevard and Washington Boulevard would also experience **significant** effects during the PM peak hour under this alternative.

**Pleasant Grove Boulevard and Washington Boulevard** – Under the 2025 plus Alternative 1 conditions, this intersection would degrade from LOS D to LOS E. This degradation is based on modest increases in left turning vehicles. This intersection is currently built out and no feasible improvements are available.

**Mitigation Measure TRA-1a** is proposed to address these effects. As noted above, this measure is the same as Mitigation Measure 4.3-1 in the Sierra Vista Specific Plan EIR. The mitigation measure will address the significant effect at one of the four affected intersections but will not mitigate the effects at the other three affected intersections because according to the City, further improvements are not feasible at those locations.

The USACE assumes that the City of Roseville would impose the same mitigation measure on Alternative 1 to address these effects. However, because improvements are not feasible at three of the four affected intersections this mitigation measure would not reduce these effects to less than significant. The USACE finds that residual **significant** effects would remain after mitigation.

**Alts. 2, 3**

**(On Site)**

Alternatives 2 and 3 would result in **significant** effects at three intersections in the City of Roseville. Mitigation is proposed to address these effects. However, due to the infeasibility of improvements at two of the three affected intersections, residual

**significant** effects would remain after mitigation.

These on-site alternatives would construct a project broadly similar to the Proposed Action. Based on the significance criteria listed above and as indicated in **Tables 3.14-8** and **3.14-9**, both alternatives would result in **significant** effects at the intersections of Blue Oaks Boulevard and Crocker Ranch Road and Foothills Boulevard and Baseline/Main during the AM peak hour and the intersection of Cirby Way and Northridge Drive during the PM peak hour, although a significant effect at the fourth intersection (Junction Road and Baseline Road) would be avoided. All improvements listed for the affected intersections under the Proposed Action would also apply to these alternatives.

**Mitigation Measure TRA-1a** is proposed to address these effects. As noted above, this measure is the same as Mitigation Measure 4.3-1 in the Sierra Vista Specific Plan EIR. The mitigation measure will address the significant effect at one of the three affected intersections but will not mitigate the effects at the other two affected intersections because according to the City, further improvements are not feasible at those locations.

The USACE assumes that the City of Roseville would impose the same mitigation measure on Alternatives 2 and 3 to address these effects. However, because improvements are not feasible at two of the three affected intersections, this mitigation measure would not reduce these effects to less than significant. The USACE finds that residual **significant** effects would remain after mitigation.

**Alt. 4 (Off Site)**

The off-site alternative would result in **significant** effects at three intersections in the City of Roseville. Mitigation is proposed to address these effects. Due to the infeasibility of improvements at these intersections, the effects would remain **significant**.

Alternative 4 would construct a project broadly similar to the Proposed Action on the alternative site. Based on the significance criteria listed above and as indicated in **Table 3.14-8**, the intersection of Foothills Boulevard and Baseline/Main would be impacted during the AM peak hour under the 2025 plus Alternative 4 conditions. This represents a **significant** effect. As shown above under the Proposed Action, feasible improvements are not available for this intersection.

In addition, as shown in **Table 3.14-9**, two other intersections (Pleasant Grove Boulevard and Woodcreek Oaks Boulevard and Woodcreek Oaks and Baseline Road) would experience **significant** effects during the PM peak hour under this alternative based on the significance criteria listed above. A description of these effects along with a discussion of potential improvements is provided below:

**Pleasant Grove Boulevard and Woodcreek Oaks Boulevard** – Under the 2025 plus Alternative 4 conditions, this intersection would degrade from LOS D to LOS E. The main reason this intersection is significantly affected only under Alternative 4 is that the Proposed Action and all on-site alternatives provide a new north-south roadway that is

parallel to Woodcreek Oaks, which would not exist with the off-site alternative. The affected intersection is currently built out and no feasible improvements are available.

**Woodcreek Oaks Boulevard and Baseline Road** – Under the 2025 plus Alternative 4 conditions, this intersection would degrade from LOS D to LOS E. The main reason this intersection is significantly affected only under Alternative 4 is that the Proposed Action and on-site alternatives provide a new north-south roadway that is parallel to Woodcreek Oaks, which would not exist with the off-site alternative. No feasible improvements are available.

**Mitigation Measure TRA-1b**, which is payment of the fair share of the cost of the improvements, is proposed to address this effect. However, as noted above, no feasible improvements are available for these affected intersections. Therefore, the effects would remain **significant.** The USACE acknowledges that it has no authority to require **Mitigation Measure TRA-1b** and cannot guarantee that the County will impose this measure.

**Mitigation Measure TRA-1a** **Pay fair share of the cost of improvements in the City of Roseville CIP**
**(*Applicability – Proposed Action and All Alternatives*)**

*Pay Fair Share of Improvements in the CIP including improvements to the following intersections:*

- *Fiddyment/Baseline Road: improve intersection as part of the project*
- *Watt Avenue/Baseline Road: improve intersection as part of the project*
- *Baseline Road: widen to four-lane facility from Fiddyment Road to western Specific Plan Boundary.*

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

1. *Foothills Boulevard and Baseline Road: No feasible mitigation*
2. *Industrial Avenue and Alantown Drive: No feasible mitigation*
3. *Cirby Way and Northridge Drive: No feasible mitigation*
4. *Foothills Boulevard and Junction Boulevard: No feasible mitigation*
5. *Junction Boulevard and Baseline Road: No feasible mitigation*
6. *Roseville Parkway and Sierra College Boulevard: No feasible mitigation*
7. *Blue Oaks Boulevard and Crocker Ranch Road: Re-stripe to include two south bound to east bound left turn lanes and a separate right turn. This improvement will be added to the City of Roseville's Capital Improvement program. Development within the Sierra Vista Specific Plan Area will be required to pay fair share costs for this improvement*
8. *Blue Oaks Boulevard and New Meadow Drive: Re-stripe the southbound through lane to a shared through and left-turn lane. This improvement will be added to the City of Roseville's Capital Improvement*

*program. Development within the Sierra Vista Specific Plan Area will be required to pay fair share costs for this improvement. As such, this impact would be reduced to less than significant.*

9. *Foothills Boulevard and Baseline/Main: No feasible mitigation*
10. *Sunrise Boulevard and Sandringham/Kensington: add a dedicated southbound right-turn lane*
11. *Woodcreek Oaks and Baseline Road: construction of a second eastbound through lane. This improvement is currently in the City's CIP program. SVSP would be required to pay fair share costs for this improvement.*

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

*Construction of intersection improvements could have impacts on biological and cultural resources, air quality, water quality, and noise levels. These impacts will be evaluated as part of the CIP update to incorporate the adopted mitigation.*

**Mitigation Measure TRA-1b** **Pay fair share of the improvements to City of Roseville intersections**
**(*Applicability – Alternative 4*)**

*The proposed development will pay its fair share of the cost of necessary improvements (if feasible) to the City of Roseville intersections by paying traffic impact fees to the City of Roseville. The City will monitor traffic conditions and determine when specific improvements are needed.*

## Impact TRA-2 Increased Traffic at Placer County Intersections and Roadway Segments

**Proposed Action**

The Proposed Action would result in a **significant** effect on one roadway segment in Placer County. Mitigation is proposed to address this effect. While improvements are technically feasible, neither the USACE nor the City of Roseville has control over improvements to Placer County roadways. As a result, a residual **significant** effect would remain after mitigation.

With the exception of one roadways segment, the traffic added under the Proposed Action would not result in a **significant** effect on study area roadways and intersections under the jurisdiction of Placer County (see Tables 19 and 20 in **Appendix 3.14**). A description of the effect on one roadway segment along with a discussion of proposed improvements is provided below:

**Walerga Road south of Baseline Road** – Under the 2025 plus Proposed Action conditions, the roadway segment would degrade from LOS E to LOS F, which represents a significant effect. The widening of Walerga Road to six lanes would improve the operation of this roadway segment and this widening would be technically feasible.

**Mitigation Measure TRA-2a** would be implemented to address this effect. This measure is the same as Mitigation Measure 4.3-3 in the Sierra Vista Specific Plan EIR and was adopted by the City of Roseville at the time of project approval and will be enforced by the City. While the improvements to Walegra Road discussed above are technically feasible and would reduce the effect of the Proposed Action to less than significant, the City of Roseville has no control over improvements to Placer County roadways. Therefore, the Sierra Vista Specific Plan EIR determined that this mitigation measure would not reduce the effect to less than significant (City of Roseville 2010). The USACE agrees with the conclusion in the Sierra Vista Specific Plan EIR and finds that a residual **significant** effect would remain after mitigation.

**No Action Alt., Alts. 1, 2 (On Site)**

The same roadway segment would be adversely affected under the No Action Alternative and Alternatives 1 and 2 (see Tables 19 and 20 in **Appendix 3.14**). Based on the significance criteria listed above, this represents a **significant** effect.

**Mitigation Measure TRA-2a** would be implemented to address this effect. As noted above, this measure is the same as Mitigation Measure 4.3-3 in the Sierra Vista Specific Plan EIR. The USACE assumes that the City of Roseville would impose the same mitigation measure on these alternatives to address this effect. While the improvements to Walegra Road discussed above are technically feasible and would reduce the effect to less than significant, the City of Roseville has no control over improvements to Placer County roadways. Therefore, this mitigation measure would not reduce the effect to less than significant. The USACE finds that a residual **significant** effect would remain after mitigation.

**Alt. 3 (On Site)**

The same roadway segment would be adversely affected under Alternative 3 (see Tables 19 and 20 in **Appendix 3.14**). Based on the significance criteria listed above and for the same reasons presented above for the Proposed Action, this represents a **significant** effect. **Mitigation Measure TRA-2a** is proposed to address this effect. As noted above, this measure is the same as Mitigation Measure 4.3-3 in the Sierra Vista Specific Plan EIR. The USACE assumes that the City of Roseville would impose the same mitigation measure on Alternative 3 to address this effect.

In addition, based on the significance criteria listed above, Alternative 3 would result in a **significant** effect at the intersection of Walerga Road and PFE Road, as shown in Tables 19 and 20 in **Appendix 3.14.** A description of this effect along with a discussion of proposed improvements is provided below:

**Intersection of Walerga Road and PFE Road** – Under the 2025 plus Alternative 3 conditions, the intersection level of service would degrade from LOS E to LOS F and the V/C ratio would increase by 0.05 during the AM peak hour, which represents an adverse effect. The widening of Walerga Road to 6 lanes would improve the operation of this intersection to acceptable conditions. This improvement is technically feasible.

**Mitigation Measure TRA-2b** is proposed to address this effect.

The USACE has no authority over the affected facilities and also cannot guarantee that the County will impose **Mitigation Measures TRA-2a** and **TRA-2b**. Therefore, these mitigation measures would not reduce these effects to less than significant. The USACE finds that residual **significant** effects would remain after mitigation.

**Alt. 4 (Off Site)**

No significant effects would occur along roadway segments in Placer County under Alternative 4 (Table 20 in **Appendix 3.14)**. This alternative would substantially affect two intersections in the County.

The intersection of Walegra Road and PFE Road would be significantly affected during the AM peak hour under Alternative 4 as the traffic added by the alternative would increase the V/C ratio by 0.08 (see Table 19 in **Appendix 3.14**). Based on the significance criteria listed above, this represents a **significant** effect. **Mitigation Measure TRA-2b** is proposed to address this effect.

In addition, as shown in **Table 19**, the intersection of Baseline Road and Brewer Road would be significantly affected during the PM peak hour under this alternative. A description of this effect along with a discussion of proposed improvements is provided below:

**Baseline Road and Brewer Road** – Under the 2025 plus Alternative 4 conditions, the intersection would degrade from LOS A to LOS F during both AM and PM peak hours. This dramatic increase is due to the fact that this intersection is directly adjacent to the alternative site. Potential improvements to address this effect include two northbound and southbound through lanes, as well as two southbound and eastbound left turn lanes to accommodate the additional traffic accessing the site. These improvements are technically feasible and would improve the intersection to LOS D. **Mitigation Measure TRA-2c** is proposed to address this effect.

The USACE has no authority over the affected facilities and also cannot guarantee that the County will impose or implement **Mitigation Measures TRA-2b** and **TRA-2c**. Therefore, the effects to these facilities would remain **significant**.

**Mitigation Measure TRA-2a** **Pay fair share of the cost of improvements to Placer County roadway segments**
**(*Applicability – Proposed Action, No Action, and Alternatives 1 through 3*)**

- *Baseline Road, west of Watt Avenue: Sierra Vista would participate in the City/County Joint Fee Program that would fund this improvement. As such this impact would be considered less than significant.*
- *Watt Avenue south of Baseline Road: This segment is not included within the existing City/County Fee Program.*

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

*The City shall determine the means of providing the project's fair share to fund these improvements with Placer County through the inter-agency agreement or other arrangement required by Mitigation Measure 4.3-2 in the Sierra Vista Specific Plan EIR prepared by the City of Roseville.*

**Mitigation Measure TRA-2b** **Pay fair share of the cost of Walerga Road and PFE Road intersection improvements (*Applicability – Alternatives 3 and 4*)**

*The proposed development will pay its fair share of the cost of necessary improvements to the intersection of Walerga Road and PFE Road by paying traffic impact fees to Placer County. The County will monitor traffic conditions and determine when specific improvements are needed. Potential improvements to address this impact include two northbound and southbound through lanes, as well as two southbound and eastbound left turn lanes to accommodate the additional traffic accessing the site.*

**Mitigation Measure TRA-2c** **Pay fair share of the cost of Baseline Road and Brewer Road intersection improvements (*Applicability – Alternative 4*)**

*The proposed development will pay its fair share of the cost of necessary improvements to the intersection of Baseline Road and Brewer Road by paying traffic impact fees to Placer County. The County will monitor traffic conditions and determine when specific improvements are needed. Potential improvements to address this impact include two northbound and southbound through lanes, as well as two southbound and eastbound left turn lanes to accommodate the additional traffic accessing the site.*

## Impact TRA-3 Increased Traffic at Sacramento County Intersections and Roadway Segments

**Proposed Action**

The Proposed Action would result in a **significant** effect on one roadway segment in Sacramento County. Mitigation is proposed to address this effect. While improvements are technically feasible, the USACE cannot assure that they will be implemented. As a result, a residual **significant** effect would remain after mitigation.

Implementation of the Proposed Action would result in a significant effect at one roadway segment in Sacramento County and would not substantially affect any study intersections. The affected roadway segment in Sacramento County, Walerga Road south of PFE Road, is projected to operate at LOS F with or without the traffic added by Proposed Action (see Table 22 in **Appendix 3.14**). However, the increase in traffic volumes under the 2025 plus Proposed Action conditions would degrade that segment's V/C ratio by 0.05, which represents a **significant** effect. The widening of Walerga Road to six lanes would improve the operation of this roadway segment to LOS D. This improvement is technically feasible.

**Mitigation Measure TRA-3** is proposed to address this effect of the Proposed Action.

This measure is the same as Mitigation Measure 4.3-4 in the Sierra Vista Specific Plan EIR and was adopted by the City of Roseville at the time of project approval and will be enforced by the City. While the improvements to Walegra Road discussed above are technically feasible and would reduce the effect of the Proposed Action to less than significant, the City of Roseville has no control over improvements to Sacramento County roadways. Therefore, the Sierra Vista Specific Plan EIR determined that this mitigation measure would not reduce the effect to less than significant (City of Roseville 2010). The USACE agrees with the conclusion in the Sierra Vista Specific Plan EIR and finds that a residual **significant** effect would remain after mitigation.

**No Action Alt.** None of the study intersections or roadway segments in Sacramento County would be adversely affected under this alternative (see Tables 21 and 22 in **Appendix 3.14**). Based on the significance criteria listed above, the effect on study intersections or roadway segments in Sacramento County would be **less than significant** under the No Action Alternative. No mitigation is required.

**Alts. 1, 2, 3 (On Site)** None of the study intersections or roadway segment in Sacramento County would be adversely affected under any of these alternatives (see Tables 21 and 22 in **Appendix 3.14**). Based on the significance criteria listed above, the effect on study intersections or roadway segments in Sacramento County would be **less than significant** under all of the on-site alternatives. No mitigation is required.

**Alt. 4 (Off Site)** None of the study intersections and roadway segments in Sacramento County would be adversely affected under this alternative (see Tables 21 and 22 in **Appendix 3.14**). Based on the significance criteria listed above, the effect on study intersections or roadway segments in Sacramento County would be **less than significant** under this alternative. No mitigation is required.

**Mitigation Measure TRA-3** **Pay fair share of the cost of improvements to Sacramento County roadway segments (*Applicability – Proposed Action*)**

- *Walerga Road*
- *Watt Avenue*

*Consistent with Placer County's Mitigation Measure 4.7-2a for the Placer Vineyards Specific Plan and Mitigation Measure 6.12-1 for the Regional University Specific Plan, which require Placer County to attempt to enter into an agreement with Sacramento County in order to mitigate the significant effects of the those two Placer County projects within Sacramento County, the City of Roseville shall negotiate in good faith to enter into a fair agreement with Sacramento County regarding Sierra Vista's fair share mitigation for this improvement. In reaching an accommodation with Sacramento County, the City and Sacramento County, in order to better ensure an effective sub-regional approach to mitigating transportation-related impacts, may choose to include within the same agreements or Joint Powers Authority additional public agencies with whom it must work to mitigate transportation-related impacts, such as Placer County, Sutter County, and Caltrans. As the City strives to achieve*

*agreement(s) with one or more of these other agencies, the City shall insist that "fair share" fee obligations be reciprocal, in the sense that the other local agencies, in accepting fair share contributions from the SVSP developers, must agree to require new development occurring in their own jurisdictions to make fair share contributions towards mitigating the significant effects of such development on the City's transportation network. Any such arrangement(s), with just Sacramento County or with additional agencies, shall account for existing inter-agency fee programs in order to avoid requiring redundant mitigation or fee payments exceeding fair share mitigation levels. The City intends that its arrangement(s) with Sacramento County and any other agencies shall permit the participating agencies flexibility in providing cross jurisdictional credits and reimbursements consistent with the general "fair share" mitigation standard, and require an updated model run incorporating the best available information in order to obtain the most accurate, up-to-date impact assessment feasible and to generate the most accurate, up-to-date estimates of regional fair share contributions. These arrangements, moreover, should also include provisions that allow for periodic updates to the traffic modeling on which fair share payment calculations depend in order to account for (1) newly approved projects cumulatively contributing to transportation related impacts and that therefore should contribute to the funding of necessary improvements (e.g., the Curry Creek Community Plan in Placer County); (2) additional physical improvements necessitated in whole or in part by newly approved projects; and (3) changing cost calculations for the construction of needed improvements based on changes in the costs of materials, labor, and other inputs. Implementation of MM 4.3-4 in the Sierra Vista Specific Plan EIR prepared by the City of Roseville would reduce impacts to a less than significant level; however, these improvements lie outside the jurisdiction of the City of Roseville.*

## Impact TRA-4 Increased Traffic at Sutter County Intersections and Roadway Segments

**Proposed Action**

The Proposed Action would result in a **significant** effect on one roadway segment in Sutter County. Mitigation is proposed to address this effect. While improvements are technically feasible, the USACE cannot assure that they will be implemented. As a result, a residual **significant** effect would remain after mitigation.

All study intersections in Sutter County are projected to operate at acceptable levels under the 2025 plus Proposed Action conditions (see Table 23 in **Appendix 3.14**). One roadway segment in Sutter County would be adversely affected under the 2025 plus Proposed Action conditions (see Table 23 in **Appendix 3.14**). With the addition of project traffic, Riego Road east of SR 70/99 would degrade from LOS E to LOS F. This represents a **significant** effect. The widening of Riego Road to 6 lanes would improve the operation of this roadway segment to LOS C. This improvement is technically feasible.

**Mitigation Measure TRA-4** would be implemented to address the effect to this Sutter County roadway segment. This measure is the same as Mitigation Measure 4.3-7 in the Sierra Vista Specific Plan EIR and was adopted by the City of Roseville at the time of project approval and will be enforced by the City. While the improvements to Riego Road discussed above are technically feasible and would reduce the effect of the Proposed Action to less than significant, the City of Roseville has no control over

improvements to Sutter County roadways. Therefore, the Sierra Vista Specific Plan EIR determined that this mitigation measure would not reduce the effect to less than significant (City of Roseville 2010). The USACE agrees with the conclusion in the Sierra Vista Specific Plan EIR and finds that a residual **significant** effect would remain after mitigation.

**No Action Alt.**

All study intersections in Sutter County are projected to operate at acceptable levels under 2025 plus No Action Alternative conditions. The roadway segment of Riego Road east of SR 70/99 is projected to degrade from LOS E to LOS F under the No Action Alternative (see Tables 23 and 24 in **Appendix 3.14**). Based on the significance criteria listed above, this represents a **significant** effect.

**Mitigation Measure TRA-4** would be implemented to address the effect to this Sutter County roadway segment. As noted above, this measure is the same as Mitigation Measure 4.3-7 in the Sierra Vista Specific Plan EIR. The USACE assumes that the City of Roseville would impose the same mitigation measure on the No Action Alternative to address this effect. While the improvements to Riego Road discussed above are technically feasible and would reduce the effect of the No Action Alternative to less than significant, the City of Roseville has no control over improvements to Sutter County roadways. Therefore, this mitigation measure would not reduce the effect to less than significant. The USACE finds that this effect would remain **significant** after mitigation.

**Alts. 1, 2, 3 (On Site)**

All study intersections in Sutter County are projected to operate at acceptable levels under these alternatives. The roadway segment of Riego Road east of SR 70/99 is projected to degrade from LOS E to LOS F with all on-site alternatives (see Tables 23 and 24 in **Appendix 3.14**). Based on the significance criteria listed above, this represents a **significant** effect.

**Mitigation Measure TRA-4** is proposed to address the effect to this Sutter County roadway segment. As noted above, this measure is the same as Mitigation Measure 4.3-7 in the Sierra Vista Specific Plan EIR. The USACE assumes that the City of Roseville would impose the same mitigation measure on all of the on-site alternatives to address this effect. While the improvements to Riego Road discussed above are technically feasible and would reduce the effect of the alternatives to less than significant, the City of Roseville has no control over improvements to Sutter County roadways. Therefore, this mitigation measure would not reduce the effect to less than significant. The USACE finds that a residual **significant** effect would remain after mitigation.

**Alt. 4**

**(Off Site)**

All study intersections in Sutter County are projected to operate at acceptable levels under this alternative. The roadway segment of Riego Road east of SR 70/99 is projected to degrade from LOS E to LOS F under Alternative 4 (see Tables 23 and 24 in **Appendix 3.14**). Based on the significance criteria listed above, this represents a **significant** effect.

**Mitigation Measure TRA-4** would be implemented to address the effect to this Sutter

County roadway segment. The USACE assumes that Placer County would impose a mitigation measures similar to Mitigation Measure TRA-4 for the off-site alternative. While the improvements to Riego Road discussed above are technically feasible and would reduce the effect of the Proposed Action to less than significant, Placer County has no control over improvements to Sutter County roadways. Therefore, the measure would not reduce the effect to less than significant. Accordingly, the USACE finds that a **significant** residual effect would remain after mitigation. The USACE acknowledges that it has no authority to require **Mitigation Measure TRA-4** and cannot guarantee that the County will impose this measure.

**Mitigation Measure TRA-4** **Pay fair share of the cost of improvements to Sutter County roadway segments**
**(*Applicability – Proposed Action and All Alternatives*)**

- *Reigo Road and Pleasant Grove South*
- *Riego Road and Pleasant Grove North*
- *Riego Road*

*The City of Roseville shall negotiate in good faith to enter into a fair agreement with Sutter County regarding Sierra Vista's fair share mitigation for this improvement. In reaching an accommodation with Sutter County, the City and Sutter County, in order to better ensure an effective sub-regional approach to mitigating transportation-related impacts, may choose to include within the same agreements or Joint Powers Authority additional public agencies with whom it must work to mitigate transportation-related impacts, such as Placer County, Sacramento County, and Caltrans. As the City strives to achieve agreement(s) with one or more of these other agencies, the City shall insist that "fair share" fee obligations be reciprocal, in the sense that the other local agencies, in accepting fair share contributions from the SVSP developers, must agree to require new development occurring in their own jurisdictions to make fair share contributions towards mitigation the significant effects of such development on the City's transportation network. Any such arrangement(s), with just Sutter County or with additional agencies, shall account for existing interagency fee programs in order to avoid requiring redundant mitigation or fee payments exceeding fair share mitigation levels. The City intends that its arrangement(s) with Sutter County and any other agencies shall permit the participating agencies flexibility in providing cross-jurisdictional credits and reimbursements consistent with the general "fair share" mitigation standard, and require an updated model run incorporating the best available information in order to obtain the most accurate, up-to-date impact assessment feasible and to generate the most accurate, up-to-date estimates of regional fair share contributions. These arrangements, moreover, should also include provisions that allow for periodic updates to the traffic modeling on which fair share payment calculations depend in order to account for (1) newly approved projects cumulatively contributing to transportation-related impacts and that therefore should contribute to the funding of necessary improvements (e.g., the Curry Creek Community Plan in Placer County); (2) additional physical improvements necessitated in whole or in part by newly approved projects; and (3) changing cost calculations for the construction of needed improvements based on changes in the costs of materials, labor, and other inputs. Implementation of MM 4.3-7 in the Sierra Vista Specific Plan EIR prepared by the City of Roseville would reduce impacts to a less than*

*significant level; however, these improvements lie outside the jurisdiction of the City of Roseville. As such, this impact is considered significant and unavoidable.*

## Impact TRA-5 Increased Traffic along City of Rocklin Roadway Segments

**Proposed Action** All study roadway segments in the City of Rocklin are projected to operate at acceptable levels under the 2025 plus Project Action conditions (see Table 25 in **Appendix 3.14**). Based on the significance criteria listed above, this effect would be **less than significant**. No mitigation is required.

**No Action Alt.** All study roadway segments in the City of Rocklin are projected to operate at acceptable levels under 2025 plus No Action Alternative conditions (see Table 25 in **Appendix 3.14**). Based on the significance criteria listed above, the effect on study roadway segments in the City of Rocklin would be **less than significant** under the No Action Alternative. No mitigation is required.

**Alts. 1, 2, 3 (On Site)** All study roadway segments in the City of Rocklin are projected to operate at acceptable levels under 2025 plus Alternative 1, 2, and 3 conditions (see Table 25 in **Appendix 3.14**). Based on the significance criteria listed above, the effect on study roadway segments in the City of Rocklin would be **less than significant** under all of the on-site alternatives. No mitigation is required.

**Alt. 4 (Off Site)** All study roadway segments in the City of Rocklin are projected to operate at acceptable levels under 2025 plus Alternative 4 conditions (see Table 25 in **Appendix 3.14**). Based on the significance criteria listed above, the effect on study roadway segments in the City of Rocklin would be **less than significant** under the off-site alternative. No mitigation is required.

## Impact TRA-6 Increased Traffic at State Highway Intersections and Segments

**Proposed Action** The Proposed Action would negatively affect several state highway segments. These effects are considered **significant**. Mitigation is proposed to reduce these effects. However, as no specific improvements have been identified to mitigate these effects and the USACE has no control over improvements to state highway segments, the effect on state highways would remain **significant.**

While all state highway intersections in the study area are projected to operate at acceptable levels under the 2025 plus Proposed Action scenario, certain segments of state highways are not (see Table 26 in **Appendix 3.14**). Segments of I-80, SR 65, and SR 70/99 are projected to operate at LOS F and the traffic generated by the Proposed Action would further increase the volume of these already deficient facilities (less than 1 percent on I-80 and SR 65, and less than 3 percent on SR 70/99) (see Table 27 in **Appendix 3.14**). Because Caltrans considers any increase in volume on an already deficient facility an impact, this represents a **significant** effect. No specific improvements have been identified to mitigate effects on I-80, SR 70/99 and SR 65 under Proposed Action conditions.

**Mitigation Measure TRA-6**, which would require the applicant to pay its fair share of the cost of improvements for these freeway segments, would be implemented to address these effects. This measure is the same as Mitigation Measure 4.3-6 in the Sierra Vista Specific Plan EIR and was adopted by the City of Roseville at the time of project approval and will be enforced by the City. As no specific improvements have been identified to mitigate these effects and the City of Roseville has no control over improvements to state highway segments, the Sierra Vista Specific Plan EIR determined that this mitigation measure would not reduce these effects to less than significant (City of Roseville 2010). The USACE agrees with the conclusion in the Sierra Vista Specific Plan EIR and finds that the effect would remain **significant**.

**No Action Alt.**

All state highway intersections in the study are projected to operate at acceptable levels under 2025 plus No Action Alternative conditions (see Table 26 in **Appendix 3.14**). However, the addition of traffic under the No Action alternative to 2025 background conditions would cause changes in traffic volumes along state highway facilities that would operate at deficient levels of service in 2025, without the alternative (see Table 27 in **Appendix 3.14**). While the increase in volume would be smaller, No Action Alternative would result in similar **significant** effects as the Proposed Action based on the significance criteria listed above.

**Mitigation Measure TRA-6** would be implemented to address these effects. As noted above, this measure is the same as Mitigation Measure 4.3-6 in the Sierra Vista Specific Plan EIR. The USACE assumes that the City of Roseville would impose the same mitigation measure on the No Action Alternative to address these effects. As no specific improvements have been identified to mitigate these effects and the City of Roseville has no control over improvements to state highway segments, this mitigation measure would not reduce these effects to less than significant. The USACE finds that the effects would remain **significant.**

**Alts. 1, 2, 3 (On Site)**

All state highway intersections in the study area are projected to operate at acceptable levels under 2025 plus Alternative 1, 2, and 3 conditions (see Table 26 in **Appendix 3.14**). However, the on-site alternatives would add traffic to state highway segments that would operate at deficient levels of service in 2025, without the alternative (see Table 27 in **Appendix 3.14**). Although each of the on-site alternatives would result in a somewhat lower increase in volume along these facilities when compared with the Proposed Action, each on-site alternative would result in similar **significant** effects as the Proposed Action based on the significance criteria listed above.

**Mitigation Measure TRA-6** would be implemented to address these effects. As noted above, this measure is the same as Mitigation Measure 4.3-6 in the Sierra Vista Specific Plan EIR. The USACE assumes that the City of Roseville would impose the same mitigation measure on all of the on-site alternatives to address these effects. As no specific improvements have been identified to mitigate these effects and the City of

Roseville has no control over improvements to state highway segments, this mitigation measure would not reduce the effects to less than significant. The USACE finds that the effects would remain **significant**.

**Alt. 4**

**(Off Site)**

All state highway intersections in the study area are projected to operate at acceptable levels under 2025 plus Alternative 4 conditions (see Table 26 in **Appendix 3.14**). However, Alternative 4 would add traffic to state highway segments that are projected to operate at deficient levels of service (see Table 27 in **Appendix 3.14**). However, unlike the on-site alternatives, this alternative would cause a higher increase in volume along SR 70/99 when compared with the Proposed Action, given the closer proximity of Alternative 4 to this facility. It is expected that Alternative 4 would result in greater significant effects to SR 70/99 than the Proposed Action. Effects to I-80 and SR 65 are expected to be less than under the Proposed Action as more traffic generated at this alternative site would utilize SR 70/99. Regardless, based on the significance criteria listed above, these effects are considered **significant**. No specific improvements have been identified to mitigate effects on I-80, SR 70/99 and SR 65.

**Mitigation Measure TRA-6** is proposed to address these effects. The USACE assumes that Placer County would impose a mitigation measures similar to **Mitigation Measure TRA-6** for the off-site alternative. However, as USACE and Placer County have no control over improvements to state highway segments, the measure would not reduce these effects to less than significant. Accordingly, the USACE finds that the effects would remain **significant**.

**Mitigation Measure TRA-6** **Pay fair share of the cost of improvements to state highway segments**
**(*Applicability – Proposed Action and All Alternatives*)**

*No specific improvements have been identified to mitigate project impacts on I-80, SR 70/99, or SR 65; however, the City is willing to work with Caltrans & the Placer County Transportation Planning Agency (PCTPA) to establish a regional approach to institute a fee program for the purpose of funding improvements on these facilities. If and when Caltrans and the City enter into an enforceable agreement, the Project shall pay impact fees to the City of Roseville in amounts that constitute the Project's fair share contributions to the construction of transportation facilities and/or improvements, consistent with the Mitigation Fee Act (Gov. Code, Sec. 66000 et seq.).*

*The City shall determine the means of providing the project's fair share of the funds for these improvements to Caltrans through the inter-agency agreement or other arrangement required by Mitigation Measure 4.3-6 in the Sierra Vista Specific Plan EIR prepared by the City of Roseville.*

## Impact TRA-7 Increased Demand for Local Transit Service

**Proposed Action**

The effect of increased demand on local transit service would be **less than significant** under the Proposed Action. Mitigation is not required.

The Proposed Action would result in the development of the project site with a variety of land uses, including residential, commercial, and business uses. The addition of these uses would increase the demand for transit within the City of Roseville. There are currently no Roseville Transit routes 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 Director, in accordance with the City's Improvement Standards. Roseville Transit shall provide transit services in accordance with the Short Range Transit Plan (SRTP) and Long Range Transit Plan (LRTP) as funding allows. Although the Roseville Transit System is currently facing funding problems, the requirement that the Proposed Action develop transit stops at key arterial intersections and other locations determined by Public Works will be sufficient to allow service to be extended to the project site. Notably, nothing about the inclusion of such transit stops will worsen the current funding problems of the Roseville Transit system, which should improve as the national and regional economies recover from the recent recession. Because development on the project site is not expected to occur to any significant degree until economic conditions improve, the City expects system revenues to increase as demand for transit service in the project area increases (City of Roseville 2010). For these reasons, the effect would be **less than significant**. Mitigation is not required.

**No Action Alt.**

The effect would be the same as described above for the Proposed Action. Based on the significance criteria listed above and for the same reasons presented above for the Proposed Action, the effect of increased demand on local transit service would be **less than significant** under the No Action Alternative. No mitigation is required.

**Alts. 1, 2, 3 (On Site)**

The effect would be the same as described above for the Proposed Action. Based on the significance criteria listed above and for the same reasons presented above for the Proposed Action, the effect of increased demand on local transit service would be **less than significant** under all of the on-site alternatives. No mitigation is required.

**Alt. 4**

**(Off Site)**

The alternative site is not presently served by Placer County Transit and given the distance of the alternative site from Placer County Transit's current service along the I-80, Highway 49, and SR 65 corridors service to the alternative site is not expected in the future. As a result, development of the off-site alternative would not adversely affect existing transit service. Based on the significance criteria listed above, the effect of the off-site alternative would be **less than significant**. No mitigation is required.

### Impact TRA-8 Increased Demand for Local Bicycle Facilities

**Proposed Action** The Proposed Action would result in the development of the project site with a wide variety of land uses. The addition of these uses would increase the demand for bicycle facilities within the City of Roseville and neighboring jurisdictions. The Proposed Action includes Class I trails, Class II bike lanes and the Class IA facilities (paseos, etc.). These are connected within the project site 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. Although this is a deviation from current City of Roseville Design/Construction Standards, the bike lanes do comply with the minimum requirements of the Highway Design Manual. This effect is considered **less than significant**.

**No Action Alt.** The effect would be the same as described above for the Proposed Action. Based on the significance criteria listed above and for the same reasons presented above for the Proposed Action, the effect on local bicycle facilities would be **less than significant** under the No Action Alternative. No mitigation is required.

**Alts. 1, 2, 3 (On Site)** The effect would be the same as described above for the Proposed Action. Based on the significance criteria listed above and for the same reasons presented above for the Proposed Action, the effect on local bicycle facilities would be **less than significant** under all of the on-site alternatives. No mitigation is required.

**Alt. 4 (Off Site)** The effect would be the same as described above for the Proposed Action. Based on the significance criteria listed above and for the same reasons presented above for the Proposed Action, the effect on local bicycle facilities would be **less than significant** under the off-site alternative. No mitigation is required.

## 3.14.6 RESIDUAL SIGNIFICANT IMPACTS

Residual significant effects would remain under the Proposed Action and all alternatives for **Impacts TRA-1, TRA-2, TRA-4,** and **TRA-6** after mitigation. Residual significant effects would remain under the Proposed Action only for **Impact TRA-3**. All of the other effects would be **less than significant**.

## 3.14.7 REFERENCES

City of Roseville. 2010. *Sierra Vista Specific Plan Final Environmental Impact Report*.

DKS Associates. 2011. *Sierra Vista Specific Plan EIS Transportation Analysis*.

Transportation Research Board. 1985. *Highway Capacity Manual.*

**Table 3.14-8**
**Level of Service at Roseville Signalized Intersections – 2025 CIP Plus Project Alternative Conditions – AM Peak Hour**

| | | Scenario | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | 2025 CIP Plus Project | | | | | | | | | | | |
| | | No Project | | Proposed Action | | Alt 1 Reduced Footprint Increase Density | | Alt 2 Reduced Footprint Same Density | | Alt 3 Focused Avoidance | | Alt 4 Off-Site Alternative | | Alt 5 No Federal Action | |
| ID | Intersection Name | LOS | V/C | LOS | V/C | LOS | V/C | LOS | V/C | LOS | V/C | LOS | V/C | LOS | V/C |
| **Existing Signalized Intersections** | | | | | | | | | | | | | | | |
| 4 | Baseline Rd & Fiddyment Rd | **F** | **1.01** | **D** | **0.83** | **D** | **0.83** | **D** | **0.82** | **D** | **0.84** | **F** | **1.03** | **D** | **0.85** |
| 5 | Blue Oaks & Crocker Ranch | C | 0.77 | **D** | **0.82** | **D** | **0.82** | **D** | **0.82** | **D** | **0.82** | C | 0.78 | **D** | **0.83** |
| 7 | Blue Oaks & Fiddyment | C | 0.74 | C | 0.75 | C | 0.75 | C | 0.75 | C | 0.75 | C | 0.73 | C | 0.75 |
| 10 | Blue Oaks Bl & Diamond Creek Bl | C | 0.75 | C | 0.77 | C | 0.77 | C | 0.77 | C | 0.77 | C | 0.75 | C | 0.77 |
| 11 | Blue Oaks Bl & Foothills Bl | **F** | **1.02** | **E** | **0.96** | **E** | **0.96** | **E** | **0.97** | **E** | **0.97** | **F** | **1.02** | **E** | **0.97** |
| 12 | Blue Oaks Bl & Woodcreek Oaks Bl | **E** | **0.95** | **E** | **0.92** | **E** | **0.92** | **E** | **0.92** | **E** | **0.92** | **E** | **0.96** | **E** | **0.92** |
| 14 | Cirby Wy & Foothills Bl | **E** | **0.95** | **E** | **0.98** | **E** | **0.99** | **E** | **0.98** | **E** | **0.98** | **E** | **0.96** | **E** | **0.98** |
| 16 | Cirby Wy & Northridge Dr | C | 0.77 | C | 0.77 | C | 0.76 | C | 0.77 | C | 0.77 | C | 0.77 | C | 0.77 |
| 18 | Cirby Wy & Orlando Av | **E** | **0.94** | **E** | **0.93** | **E** | **0.92** | **E** | **0.93** | **E** | **0.93** | **E** | **0.93** | **E** | **0.93** |
| 20 | Cirby Wy & Riverside Av | **F** | **1.03** | **F** | **1.03** | **F** | **1.03** | **F** | **1.03** | **F** | **1.03** | **F** | **1.04** | **F** | **1.03** |
| 23 | Cirby Wy & Vernon St | **E** | **0.99** | **E** | **0.98** | **E** | **0.98** | **E** | **0.98** | **E** | **0.98** | **E** | **0.99** | **E** | **0.98** |
| 50 | Foothills & Baseline/Main | **D** | **0.90** | **E** | **0.96** | **E** | **0.97** | **E** | **0.95** | **E** | **0.96** | **E** | **0.92** | **E** | **0.96** |
| 58 | Foothills Bl & Pleasant Grove Bl | **D** | **0.85** | **D** | **0.86** | **D** | **0.87** | **D** | **0.86** | **D** | **0.86** | **D** | **0.86** | **D** | **0.86** |
| 70 | Junction Bl & Baseline Rd | B | 0.61 | B | 0.69 | B | 0.66 | B | 0.65 | B | 0.66 | B | 0.67 | B | 0.66 |
| 86 | Pleasant Grove & Fiddyment | C | 0.73 | C | 0.77 | C | 0.76 | C | 0.75 | C | 0.76 | C | 0.74 | C | 0.76 |
| 93 | Pleasant Grove & Roseville Pkwy | **F** | **1.02** | **F** | **1.03** | **F** | **1.02** | **F** | **1.02** | **F** | **1.02** | **F** | **1.03** | **F** | **1.02** |
| 96 | Pleasant Grove & Washington | **D** | **0.82** | **D** | **0.85** | **D** | **0.85** | **D** | **0.85** | **D** | **0.85** | **D** | **0.83** | **D** | **0.85** |
| 98 | Pleasant Grove Bl & Woodcreek Oaks Bl | B | 0.64 | B | 0.63 | B | 0.64 | B | 0.63 | B | 0.64 | B | 0.65 | B | 0.62 |
| 141 | Woodcreek Oaks & Baseline | **E** | **0.92** | **D** | **0.89** | **D** | **0.88** | **D** | **0.87** | **D** | **0.87** | **E** | **0.93** | **D** | **0.87** |
| 146 | SR 65 N/B Off & Blue Oaks Blvd | A | 0.57 | A | 0.57 | A | 0.57 | A | 0.57 | A | 0.57 | A | 0.57 | A | 0.57 |

| | | Scenario | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | 2025 CIP Plus Project | | | | | | | | | | | |
| | | No Project | | Proposed Action | | Alt 1 Reduced Footprint Increase Density | | Alt 2 Reduced Footprint Same Density | | Alt 3 Focused Avoidance | | Alt 4 Off-Site Alternative | | Alt 5 No Federal Action | |
| ID | Intersection Name | LOS | V/C | LOS | V/C | LOS | V/C | LOS | V/C | LOS | V/C | LOS | V/C | LOS | V/C |
| 147 | Washington Blvd & Blue Oaks Blvd | A | 0.49 | A | 0.48 | A | 0.48 | A | 0.48 | A | 0.48 | A | 0.49 | A | 0.48 |
| 150 | SR 65 N/B Off & Pleasant Grove Blvd | A | 0.54 | A | 0.54 | A | 0.54 | A | 0.54 | A | 0.54 | A | 0.54 | A | 0.54 |
| 151 | SR 65 S/B Off & Pleasant Grove Blvd | A | 0.44 | A | 0.43 | A | 0.43 | A | 0.44 | A | 0.44 | A | 0.44 | A | 0.44 |
| 152 | I-80 WB Off & Riverside Ave | C | 0.73 | C | 0.72 | C | 0.72 | C | 0.72 | C | 0.72 | C | 0.73 | C | 0.73 |
| **Future Signals in CIP** | | | | | | | | | | | | | | | |
| 163 | Blue Oaks Blvd & West Side Dr | A | 0.12 | A | 0.17 | A | 0.17 | A | 0.17 | A | 0.17 | A | 0.12 | A | 0.17 |
| 166 | Pleasant Grove Blvd & West Side Dr | A | 0.27 | A | 0.35 | A | 0.47 | A | 0.44 | A | 0.45 | A | 0.27 | A | 0.46 |
| **Signalized Intersections Added with Sierra Vista** | | | | | | | | | | | | | | | |
| 177 | Watt Ave & Pleasant Grove Blvd | n/a | | A | 0.24 | A | 0.23 | A | 0.23 | A | 0.23 | n/a | | A | 0.23 |
| 180 | Watt Ave & Baseline Rd | n/a | | B | 0.64 | A | 0.59 | A | 0.58 | A | 0.57 | n/a | | A | 0.55 |
| 183 | West Side Dr & Baseline Rd | n/a | | C | 0.75 | C | 0.75 | C | 0.77 | C | 0.76 | n/a | | C | 0.77 |
| 185 | Market St & Baseline Rd | n/a | | B | 0.63 | B | 0.61 | B | 0.60 | A | 0.59 | n/a | | B | 0.66 |
| 188 | Upland Dr & Baseline Rd | n/a | | A | 0.52 | A | 0.53 | A | 0.51 | A | 0.51 | n/a | | A | 0.52 |

*Source: DKS Associates, 2010*

*Notes: **Bold** Locations do not meet LOS Policy, **Shaded** Locations indicate LOS Impacts.*

**Table 3.14-9**
**Level of Service at Roseville Signalized Intersections – 2025 CIP Plus Project Alternative Conditions – PM Peak Hour**

| | | Scenario | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | 2025 CIP Plus Project | | | | | | | | | | | |
| | | No Project | | Proposed Action | | Alt 1 Reduced Footprint Increase Density | | Alt 2 Reduced Footprint Same Density | | Alt 3 Focused Avoidance | | Alt 4 Off-Site Alternative | | Alt 5 No Federal Action | |
| ID | Intersection Name | LOS | V/C | LOS | V/C | LOS | V/C | LOS | V/C | LOS | V/C | LOS | V/C | LOS | V/C |
| **Existing Signalized Intersections** | | | | | | | | | | | | | | | |
| 4 | Baseline Rd & Fiddyment Rd | **F** | **1.10** | **E** | **1.00** | **E** | **0.99** | **E** | **0.98** | **E** | **1.00** | **F** | **1.13** | **E** | **1.00** |
| 5 | Blue Oaks & Crocker Ranch | B | 0.68 | C | 0.72 | C | 0.72 | C | 0.72 | C | 0.72 | B | 0.69 | C | 0.72 |
| 7 | Blue Oaks & Fiddyment | **D** | **0.82** | C | 0.77 | C | 0.77 | C | 0.76 | C | 0.77 | C | 0.81 | C | 0.76 |
| 10 | Blue Oaks Bl & Diamond Creek Bl | **E** | **0.92** | **E** | **0.99** | **E** | **1.00** | **E** | **0.98** | **E** | **0.99** | **E** | **0.92** | **E** | **0.99** |
| 11 | Blue Oaks Bl & Foothills Bl | **F** | **1.25** | **F** | **1.32** | **F** | **1.33** | **F** | **1.31** | **F** | **1.32** | **F** | **1.25** | **F** | **1.32** |
| 12 | Blue Oaks Bl & Woodcreek Oaks Bl | C | 0.74 | B | 0.66 | B | 0.67 | B | 0.66 | B | 0.66 | C | 0.73 | B | 0.66 |
| 14 | Cirby Wy & Foothills Bl | **F** | **1.12** | **F** | **1.11** | **F** | **1.11** | **F** | **1.11** | **F** | **1.11** | **F** | **1.13** | **F** | **1.11** |
| 16 | Cirby Wy & Northridge Dr | **D** | **0.88** | **E** | **0.92** | **E** | **0.92** | **E** | **0.91** | **E** | **0.91** | **D** | **0.89** | **E** | **0.91** |
| 18 | Cirby Wy & Orlando Av | **D** | **0.89** | **D** | **0.89** | **D** | **0.89** | **D** | **0.89** | **D** | **0.89** | **D** | **0.89** | **D** | **0.89** |
| 20 | Cirby Wy & Riverside Av | **F** | **1.11** | **F** | **1.14** | **F** | **1.14** | **F** | **1.13** | **F** | **1.13** | **F** | **1.12** | **F** | **1.13** |
| 23 | Cirby Wy & Vernon St | **F** | **1.24** | **F** | **1.27** | **F** | **1.28** | **F** | **1.26** | **F** | **1.27** | **F** | **1.26** | **F** | **1.27** |
| 50 | Foothills & Baseline/Main | **D** | **0.82** | **D** | **0.86** | **D** | **0.86** | **D** | **0.85** | **D** | **0.85** | **D** | **0.82** | **D** | **0.85** |
| 58 | Foothills Bl & Pleasant Grove Bl | **E** | **0.95** | **E** | **0.99** | **E** | **0.99** | **E** | **0.98** | **E** | **0.99** | **E** | **0.97** | **E** | **0.99** |
| 70 | Junction Bl & Baseline Rd | C | 0.81 | **D** | **0.82** | C | 0.81 | C | 0.81 | C | 0.81 | C | 0.81 | C | 0.81 |
| 86 | Pleasant Grove & Fiddyment | **D** | **0.86** | **D** | **0.90** | **D** | **0.90** | **D** | **0.88** | **E** | **0.91** | **D** | **0.87** | **D** | **0.89** |
| 93 | Pleasant Grove & Roseville Pkwy | **F** | **1.21** | **F** | **1.20** | **F** | **1.20** | **F** | **1.19** | **F** | **1.20** | **F** | **1.21** | **F** | **1.20** |
| 96 | Pleasant Grove & Washington | **D** | **0.88** | **D** | **0.90** | **E** | **0.91** | **D** | **0.89** | **D** | **0.90** | **D** | **0.89** | **D** | **0.90** |
| 98 | Pleasant Grove Bl & Woodcreek Oaks Bl | **D** | **0.90** | **D** | **0.85** | **D** | **0.85** | **D** | **0.86** | **D** | **0.85** | **E** | **0.91** | **D** | **0.85** |
| 141 | Woodcreek Oaks & Baseline | **D** | **0.83** | **D** | **0.90** | **D** | **0.86** | **D** | **0.86** | **D** | **0.88** | **E** | **0.92** | **D** | **0.86** |
| 146 | SR 65 N/B Off & Blue Oaks Blvd | B | 0.64 | B | 0.66 | B | 0.66 | B | 0.65 | B | 0.66 | B | 0.64 | B | 0.66 |

| | | Scenario | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | 2025 CIP Plus Project | | | | | | | | | | | |
| | | No Project | | Proposed Action | | Alt 1 Reduced Footprint Increase Density | | Alt 2 Reduced Footprint Same Density | | Alt 3 Focused Avoidance | | Alt 4 Off-Site Alternative | | Alt 5 No Federal Action | |
| ID | Intersection Name | LOS | V/C | LOS | V/C | LOS | V/C | LOS | V/C | LOS | V/C | LOS | V/C | LOS | V/C |
| 147 | Washington Blvd & Blue Oaks Blvd | B | 0.63 | B | 0.65 | B | 0.65 | B | 0.65 | B | 0.65 | B | 0.63 | B | 0.65 |
| 150 | SR 65 N/B Off & Pleasant Grove Blvd | C | 0.74 | C | 0.74 | C | 0.74 | C | 0.74 | C | 0.74 | C | 0.74 | C | 0.74 |
| 151 | SR 65 S/B Off & Pleasant Grove Blvd | C | 0.72 | C | 0.72 | C | 0.72 | C | 0.72 | C | 0.72 | C | 0.72 | C | 0.72 |
| 152 | I-80 WB Off & Riverside Ave | B | 0.63 | B | 0.63 | B | 0.63 | B | 0.63 | B | 0.63 | B | 0.63 | B | 0.63 |
| **Future Signals in CIP** | | | | | | | | | | | | | | | |
| 163 | Blue Oaks Blvd & West Side Dr | A | 0.19 | A | 0.44 | A | 0.45 | A | 0.43 | A | 0.43 | A | 0.19 | A | 0.45 |
| 166 | Pleasant Grove Blvd & West Side Dr | A | 0.31 | A | 0.40 | A | 0.40 | A | 0.39 | A | 0.41 | A | 0.31 | A | 0.42 |
| **Signalized Intersections Added with Sierra Vista** | | | | | | | | | | | | | | | |
| 177 | Watt Ave & Pleasant Grove Blvd | n/a | | A | 0.49 | A | 0.49 | A | 0.49 | A | 0.49 | n/a | | A | 0.49 |
| 180 | Watt Ave & Baseline Rd | n/a | | C | 0.74 | C | 0.73 | C | 0.70 | C | 0.71 | n/a | | C | 0.72 |
| 183 | West Side Dr & Baseline Rd | n/a | | C | 0.81 | C | 0.80 | **D** | **0.85** | **D** | **0.89** | n/a | | E | 0.94 |
| 185 | Market St & Baseline Rd | n/a | | B | 0.64 | B | 0.60 | A | 0.59 | B | 0.60 | n/a | | B | 0.63 |
| 188 | Upland Dr & Baseline Rd | n/a | | A | 0.58 | A | 0.57 | A | 0.55 | A | 0.56 | n/a | | A | 0.56 |

*Source: DKS Associates, 2010*

*Notes: **Bold** Locations do not meet LOS Policy, **Shaded** Locations indicate LOS Impacts.*