APPENDIX 3.14

Westbrook EIS Transportation Analysis

Westbrook EIS
Transportation Analysis

Prepared for

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Transportation and Circulation

1. INTRODUCTION

This report evaluates the effects of the Westbrook Plan and several alternatives under "2025 CIP/build-out" conditions. This EIS analysis is based on the Sierra Vista EIS, which was approved and adopted by the City of Roseville in 2010, as well as the Westbrook Property Transportation Impact Study, prepared by Fehr and Peers in 2011.

An initial review of the project determined that implementation of the project would not affect air traffic patterns or result in inadequate parking capacity. Therefore, these issues are not addressed in this EIS.

The traffic impacts of the Westbrook project have been evaluated under a number of different scenarios of existing and future traffic conditions. **Figure 1** shows the location of the Proposed Project and alternatives in relation to the City of Roseville and other jurisdictions.

The following conditions and scenarios have been defined and evaluated in detail:

- **Existing Conditions**
  - No Project (reflects existing traffic counts conducted in late 2007/ early 2008)
- **2025 CIP Conditions**
  - 2025 CIP No Project
  - 2025 CIP plus Proposed Action ("The Project")
  - 2025 CIP plus Alternative #1 (Reduced Footprint, Increased Density)
  - 2025 CIP plus Alternative #2 (Reduced Footprint, Same Density)
  - 2025 CIP plus Alternative #2X (Central Preserve Alternative)
  - 2025 CIP plus Alternative #3 (Half Acre Wetland Impact Plan)
  - 2025 CIP plus Alternative #4 (One Acre Wetland Impact Plan)
  - 2025 CIP plus Alternative #5 (No Federal Action – No Corp of Engineers Permit)
  - 2025 CIP plus Alternative #6 (Off-Site – Placer Ranch site)

2. ENVIRONMENTAL SETTING

The evaluation of the operating characteristics of the existing circulation system in the City of Roseville is the initial task in defining impacts of the Westbrook project on the circulation system. In order to understand existing travel patterns and conditions, major aspects of transportation in Roseville were inventoried and analyzed.

The following sections briefly discuss roadway functions, traffic volumes, and traffic levels of service, as well as transit, truck and rail services, and bicycle routes.

Study Area Roadways and Intersections

The existing street network in the City of Roseville is a product both of roadways that have provided access to the older portions of the City for decades and of roadways that were designed to serve newer specific plan areas. In each of the City's specific plan areas and the North Industrial Plan Area, arterial and collector roadway classifications have been defined and most of these roadways have been constructed. In the older portions of the City, roadways were classified as arterial or collector roadways in the 1992 General Plan Update.

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

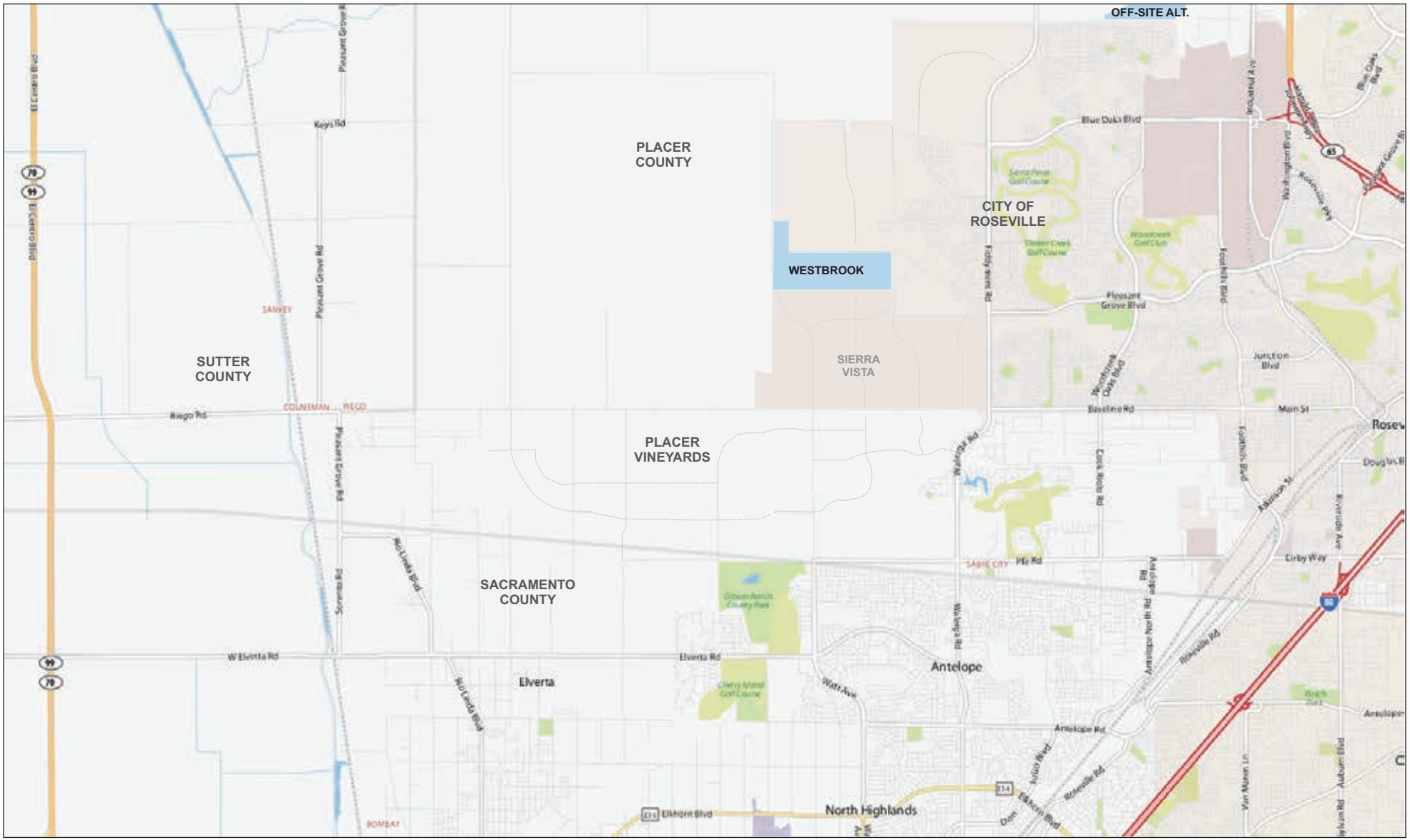

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FIGURE 1
Location of Proposed Project and Alternatives

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

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

State Highway System

Roseville is served by an interstate highway (I-80) and a state highway, State Route 65 (SR 65). I-80 is a transcontinental highway that links Roseville not only to Sacramento and the Bay Area, but 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 is an east–west arterial that links Roseville with the Dry Creek Area and SR-70/99. From the city limits east, Baseline Road provides two westbound lanes and one eastbound lane until it becomes Main Street at Foothills Boulevard.

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

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

Foothills Boulevard is the major north–south arterial in Roseville west of I-80. It extends as far south as Cirby Way, where it becomes Roseville Road and continues south into Sacramento. North of Cirby Way it traverses portions of the City's Infill Area, 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 is an east–west arterial in west Roseville that has four lanes from Washington Boulevard to Baseline Road.

Pleasant Grove Boulevard is an east/west arterial that extends from the West Roseville Specific Plan area to the City of Rocklin where it becomes Park Drive and connects the WRSP, the Del Webb Specific Plan, the Northwest Roseville Specific Plan, the North Central Roseville Specific Plan and the Highland Reserve Specific Plan 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.

Riego Road 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 meets State Route 70/99.

Walerga Road 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 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 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 proposed project, 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 SVSP.

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

Existing Traffic Levels of Service

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

"Levels of service" 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. Level of service (LOS) A through E generally represent traffic volumes at less than roadway capacity, while LOS F represents over capacity and/or forced conditions.

The City revised its level of service policy with the update of the Capital Improvement Program (CIP), which was adopted in September 2002 and updated in 2006. The current level of service policy calls for the City to maintain a LOS C standard at a minimum of 70 percent of all signalized intersections in the City during the p.m. peak hour. The evaluation of this policy is based on buildout of currently entitled land within the City and 2020 market rate development outside of the City.

The traffic flow and capacity of Roseville's arterial/collector system is principally controlled by the capacity of its signalized intersections. Intersection operations were evaluated using a modified version of the Transportation Research Board Circular 212 (critical movement) method that was adopted for Roseville's CIP. **Table 1** presents the level of service categories for signalized intersections considered in this analysis and provides a definition of each category with the corresponding volume-to-capacity ratios. While the p.m. peak hour has typically been used in the operational analysis of the City's roadway system since it generally represents the highest hour for overall traffic volumes during the day, the City has decided that a.m. peak hour analysis should now be conducted as well. **Table 2** shows the intersection critical volume capacities used for the different jurisdictions in this analysis. While Placer County uses the published capacities, the City of Roseville uses capacities that are approximately 5% higher than the published capacities and Sacramento County uses capacities that are approximately 10% higher than the published capacities. **Table 3** 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.

Table 1
Level of Service Definitions at Signalized Intersections

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

Notes:

[1] The ratio of the traffic volume demand at an intersection to the capacity of the intersection.

[2] The City of Roseville has established a volume-to-capacity ratio of 0.81 as the LOS C threshold.

SOURCE: Transportation Research Board, 1985

Table 2
Circular 212 Critical Volume Capacities

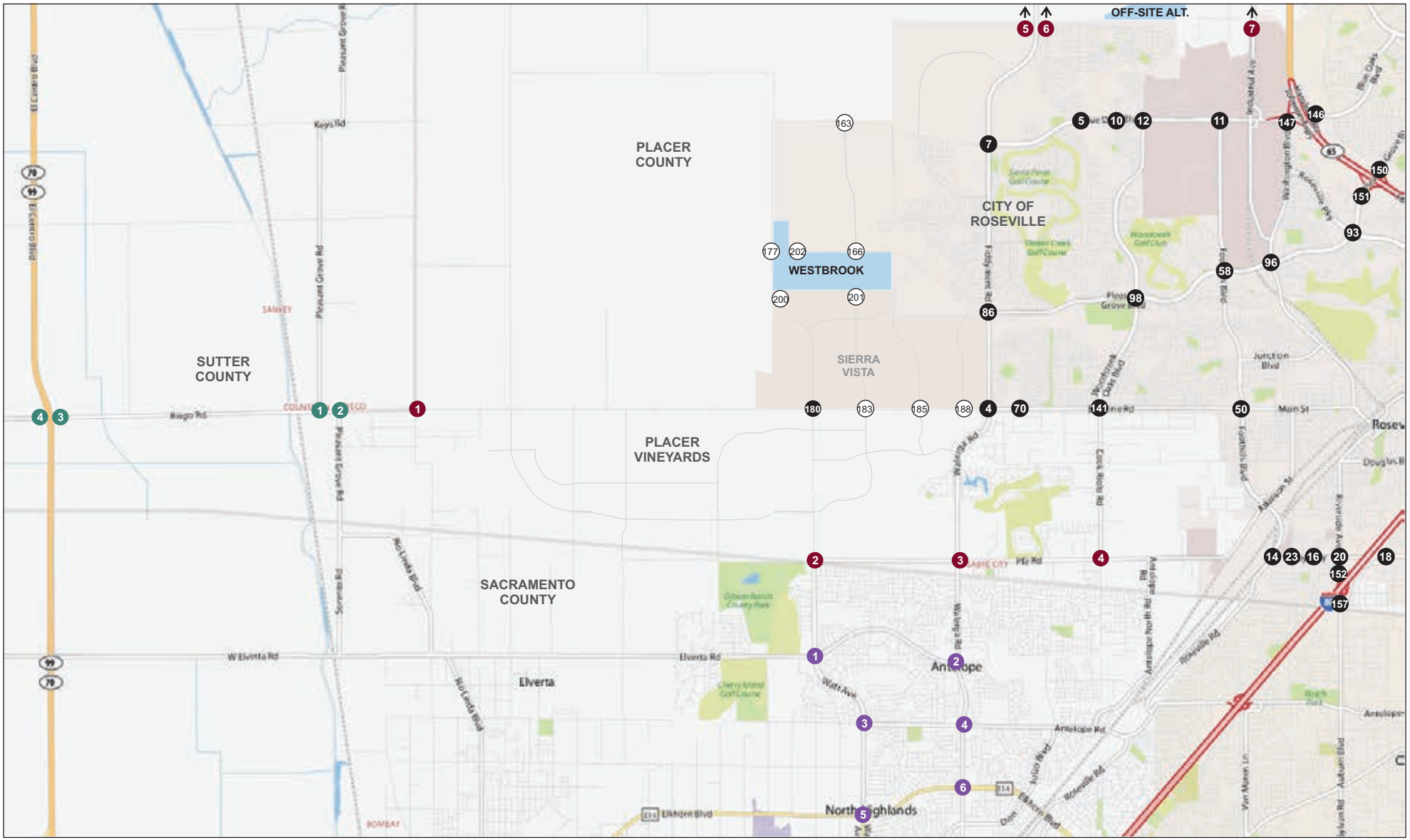
Jurisdiction	*Maximum Sum of Critical Volumes (vehicles per hour) by Number of Critical Phases*		
	Two Phases	*Three Phases*	*Four or More Phases*
Placer County, Sutter County (Published Circular 212)	1,500	1,425	1,375
City of Roseville	1,600	1,500	1,450
Sacramento County	1,650	1,550	1,500

Source: Transportation Research Board, 1985, DKS Associates, 2010

Table 3
Level of Service Definitions on Roadway Segments

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

Source: DKS Associates, 2010



- # EXISTING ROSEVILLE INTERSECTIONS
- (#) FUTURE ROSEVILLE INTERSECTIONS
- # PLACER COUNTY INTERSECTIONS
- # SACRAMENTO COUNTY INTERSECTIONS
- # SUTTER COUNTY INTERSECTIONS

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FIGURE 2
Locations of Study Intersections

Figure 2 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. One intersection (Baseline Road & Watt Avenue) is currently within Placer County, but would be annexed to the City of Roseville with the development of the Sierra Vista Specific Plan. Therefore it is shown as both in the figure and shows up in both sets of LOS tables.

Table 4 shows the level of service at currently signalized intersections located in the western portion of the City of Roseville. These LOS calculations are based on turning movement counts conducted in late 2007 and early 2008. The table shows that all study intersections in the City of Roseville currently operate at LOS C or better during the a.m. peak hour and all but two intersections currently operate at LOS C or better during the p.m. peak hour.

Figure 3 shows existing daily two-way traffic volumes on major roadways throughout the City of Roseville.

Table 5 shows existing a.m. and p.m. peak hour levels of service at Placer County intersections. The table shows that one intersection (Locust and Baseline) operates unacceptably during the p.m. peak hour only. **Table 6** shows existing daily volumes and level of service at Placer County roadway segments. The table shows that one segment (Walerga Road south of Baseline Road) currently operates at LOS D, which now considered acceptable based on updated County standards.

Table 7 shows existing a.m. and p.m. peak hour levels of service at Sacramento County intersections. The table shows that all six Sacramento County intersections currently operate acceptably during the a.m. and p.m. peak hours. **Table 8** shows existing daily volumes and level of service at Sacramento County roadway segments. The table shows that all eight Sacramento County segments currently operate acceptably based on County standards.

Table 4
Level of Service at Roseville Signalized Intersections
Existing Conditions

	Intersection	*Existing Conditions*			
		AM Peak Hour		*PM Peak Hour*	
		LOS	*V/C*	*LOS*	*V/C*
Existing Signalized Intersections					
4	Baseline Rd & Fiddyment Rd	B	0.67	C	0.80
5	Blue Oaks & Crocker Ranch	A	0.22	A	0.23
7	Blue Oaks & Fiddyment	A	0.20	A	0.18
10	Blue Oaks Bl & Diamond Creek Bl	A	0.36	A	0.30
11	Blue Oaks Bl & Foothills Bl	B	0.64	A	0.58
12	Blue Oaks Bl & Woodcreek Oaks Bl	A	0.55	A	0.41
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 Av	A	0.56	C	0.74
20	Cirby Way & Riverside Av	C	0.78	C	0.78
23	Cirby Way & Vernon St	C	0.71	**D**	**0.85**
50	Foothills & Baseline/Main	B	0.61	C	0.70
58	Foothills Bl & Pleasant Grove Bl	A	0.50	B	0.67
70	Junction Bl & Baseline Rd	A	0.31	A	0.46
86	Pleasant Grove & Fiddyment	A	0.34	A	0.27
93	Pleasant Grove & Roseville Pkwy	A	0.43	C	0.72
96	Pleasant Grove & Washington	A	0.56	B	0.69
98	Pleasant Grove Bl & Woodcreek Oaks Bl	A	0.45	A	0.54
141	Woodcreek Oaks & 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**

Note: **BOLD** Locations do not meet LOS Policy

Source: DKS Associates 2010

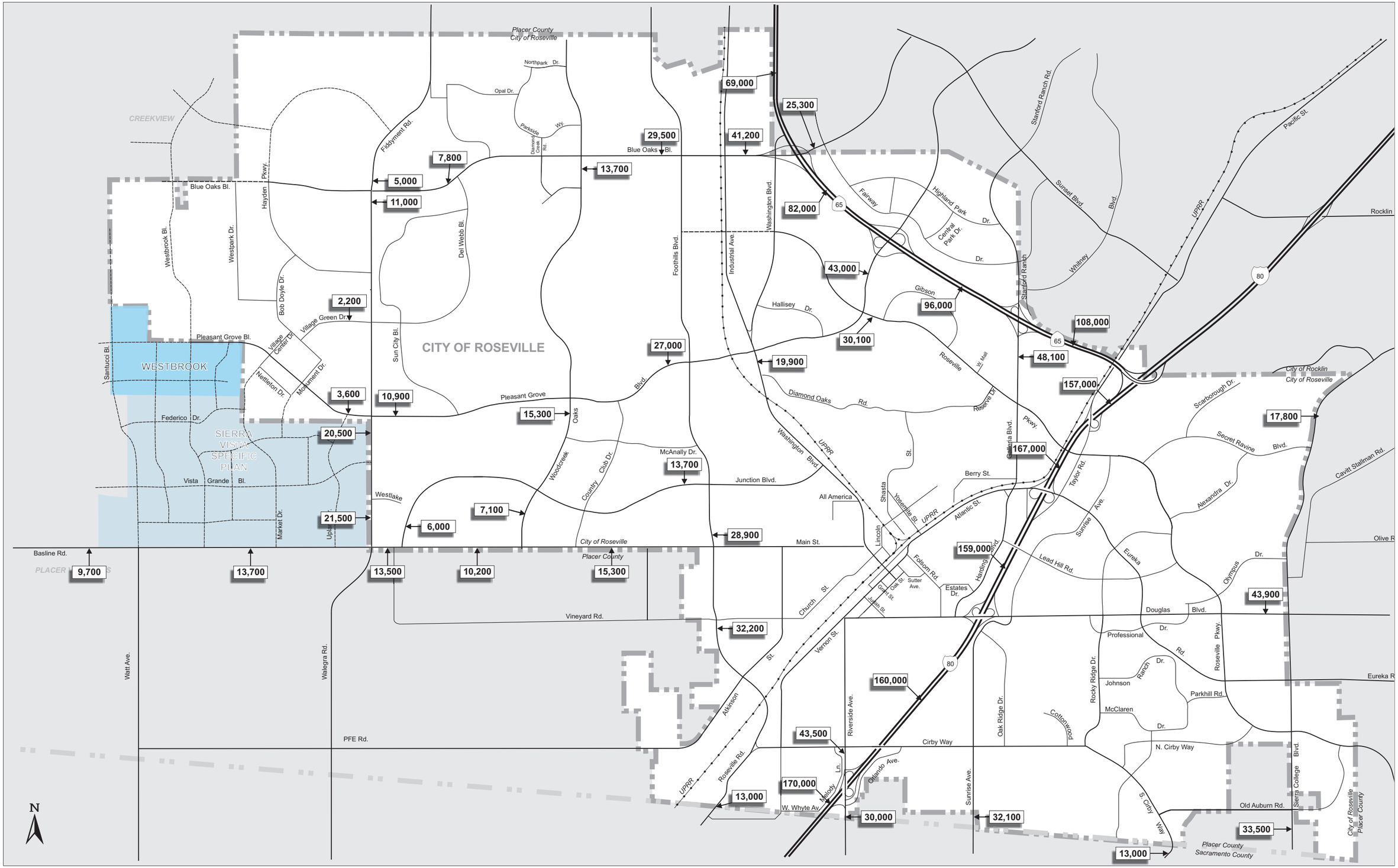

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FIGURE 3
Existing Daily Traffic Volumes

Table 5
Level of Service at Placer County Intersections
Existing Conditions

	Intersection	*LOS Standard*	*Existing Conditions*			
			AM Peak Hour		*PM Peak Hour*	
			LOS	*V/C or Delay*	*LOS*	*V/C or Delay*
1	Locust & Baseline	D	C	24.6 sec	**E**	47.2 sec
2	Watt Ave & PFE Rd	D	C	20.8 sec	C	16.5 sec
3	Walerga Rd & PFE Rd	F	E	0.98	D	0.84
4	Cook-Riolo & PFE Rd	F	B	11 sec	A	10 sec
5	W. Sunset & Fiddyment	C	A	2 sec	A	4 sec
6	Fiddyment & Athens	C	A	9 sec	B	11 sec
7	Athens & Industrial	C	A	0.27	A	0.42

Note: **BOLD** Locations do not meet LOS Policy
Source: DKS Associates 2010, Fehr and Peers, 2011

Table 6
Level of Service at Placer County Roadway Segments
Existing Conditions

Roadway Segment	*LOS Standard*	*Lanes*	*Existing Conditions*	
			ADT	*LOS*
Baseline Rd W/O Sierra Vista SP	D	2	9,700	A
Watt Ave S/O Baseline	F	2	5,700	A
Walerga Rd S/O Baseline	D	2	16,100	D
PFE Rd E/O Watt Ave	D	2	3,900	A
Fiddyment Rd S/O Athens	C	2	6,100	A
Sunset Blvd West W/O Fiddyment	C	2	1,000	A
Athens Ave E/O Fiddyment	C	2	3,700	A

Note: **BOLD** Locations do not meet LOS Policy
Source: DKS Associates 2010

Table 7
Level of Service at Sacramento County Intersections
Existing Conditions

	Intersection	*LOS Standard*	*Existing Conditions*			
			AM Peak Hour		*PM Peak Hour*	
			LOS	*V/C*	*LOS*	*V/C*
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

Note: **BOLD** Locations do not meet LOS Policy
Source: DKS Associates 2010

Table 8
Level of Service at Sacramento County Roadway Segments
Existing Conditions

Roadway Segment	*LOS Standard*	*Lanes*	*Existing Conditions*	
			ADT	*LOS*
Watt Ave S/O PFE	E	2	16,300	E
Watt Ave S/O Elverta	E	4	25,700	C
Watt Ave S/O Antelope	E	4	28,400	C
Watt Ave S/O Elkhorn	E	4	32,600	E
Walerga Rd S/O PFE	E	4	23,300	B
Walerga Rd S/O Elverta	E	4	35,800	E
Walerga Rd S/O Antelope	E	4	31,800	D
Walerga Rd S/O Elkhorn	E	4	29,300	D

Note: **BOLD** Locations do not meet LOS Policy
Source: DKS Associates 2010

Table 9
Level of Service at Sutter County Intersections
Existing Conditions

	Intersection	*LOS Standard*	*Existing Conditions*			
			AM Peak Hour		*PM Peak Hour*	
			LOS	*V/C*	*LOS*	*V/C*
1	Pleasant Grove N & Riego	D	C	21.4 sec	D	27.7 sec
2	Pleasant Grove S & Riego	D	C	21.2 sec	**E**	**35.0 sec**
3	SR 70/99 & Riego Rd	D	**E**	**0.94**	D	0.85

Note: **BOLD** Locations do not meet LOS Policy
Source: DKS Associates 2010

Table 10
Level of Service at Sutter County Roadway Segments
Existing Conditions

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

Note: **BOLD** Locations do not meet LOS Policy
Source: DKS Associates 2010

Table 11
Average Daily Traffic Volumes and LOS on State Highways
Existing Conditions

Facility	*Segment*	*Lanes*	*Existing Conditions*	
			ADT	*LOS*
I-80	Sacramento County line to Riverside Ave	8	**170,000**	**F**
	Riverside Avenue 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

Notes:

Roadway segment levels of service (LOS) are based on roadway capacities and LOS criteria in Table 2

Highway segments operating at LOS F are **BOLD**.

Impacts are **Shaded**

Source: DKS Associates 2010

Table 12
Level of Service at Rocklin Roadway Segments
Existing Conditions

Roadway Segment	*LOS Standard*	*Lanes*	*Existing Conditions*	
			ADT	*LOS*
Blue Oaks Blvd west of Sunset	C	4	9,000	A
Sunset Blvd south of Blue Oaks Blvd	C	6	20,000	A
Blue Oaks Blvd east of Lonetree Blvd	C	4	10,600	A
Lonetree Blvd north of Blue Oaks Blvd	C	4	20,800	A
Lonetree Blvd south of West Oaks Blvd	C	4	11,700	A
West Oaks Blvd east of Lonetree Blvd	C	2	3,000	A
Sunset Blvd east of State Route 65	D*	4	13,800	A

Note: * Within ½ mile of freeway ramp
: **BOLD** Locations do not meet LOS Policy
Source: Fehr and Peers, 2011

Table 9 shows existing a.m. and p.m. peak hour levels of service at Sutter County intersections. The table shows that one intersection (SR 70/99 and Riego) operates unacceptably during the a.m. peak hour only and one intersection (Pleasant Grove South and Riego) operates unacceptably during the p.m. peak hour only. **Table 10** shows that Riego Road in Sutter County currently operates acceptably based on daily traffic volume.

Table 11 shows existing daily levels of service on area freeway mainlines. The table shows that 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 12 shows existing daily levels of service on Rocklin roadways directly adjacent to the City of Roseville. The table shows that all study roadway segments currently operate acceptably.

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. Their current transit routes in the vicinity of the Proposed Project are shown on **Figure 4**. 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 two miles 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 and disabled.

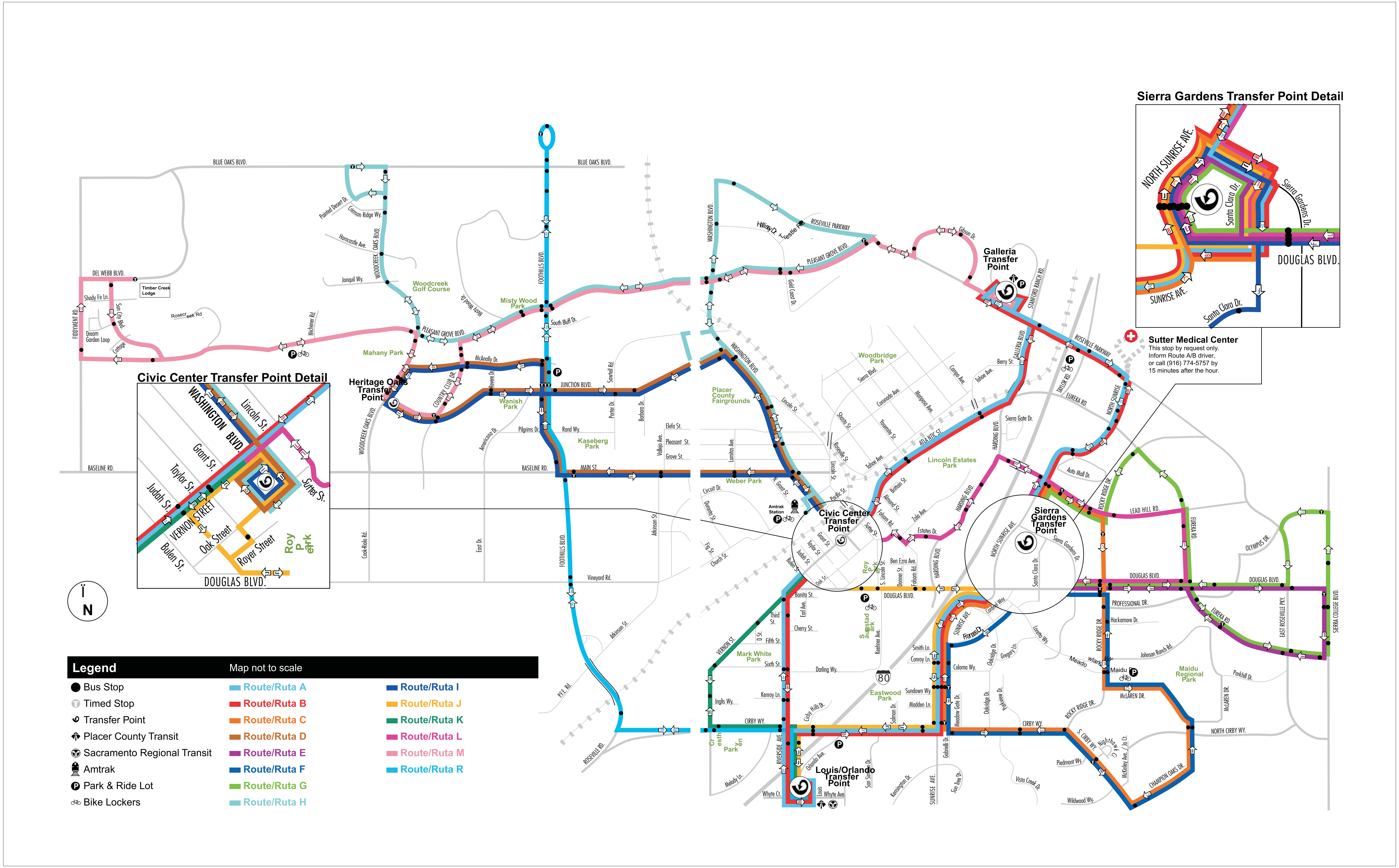

FIGURE 4
Existing Transit Facilities
City of Roseville

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P10040-000 Fiddyment Ranch Ph2 & Ph3 Amendment SIER

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. Some of the routes are "deviated." A "deviated route" means that the buses generally travel on a main route (i.e., I-80) but can deviate from that route up to a certain distance (three-quarter mile in the case of Placer County Transit) to serve the specific needs of transit patrons. 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 has a station at the intermodal facility (the Amtrak station) in Roseville. This station is a stop on the Sacramento to Auburn route and offers six to seven trips to Sacramento per day. From Sacramento, passengers can continue to destinations in any direction.

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

Capital Corridor Intercity Rail links the Bay Area with the Sacramento area and Placer County. At present, one round trip train accesses Roseville daily. However, feeder bus service is provided to additional trains in Sacramento.

Taxi service is provided by several private companies.

Existing Pedestrian Facilities

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

Existing Bicycle Facilities

Bikeways are defined as specific routes and classes that meet minimum design standards. Roseville generally follows Caltrans' design standards for the following classes of bikeways:

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

In addition, Roseville has an additional classification for bikeways.

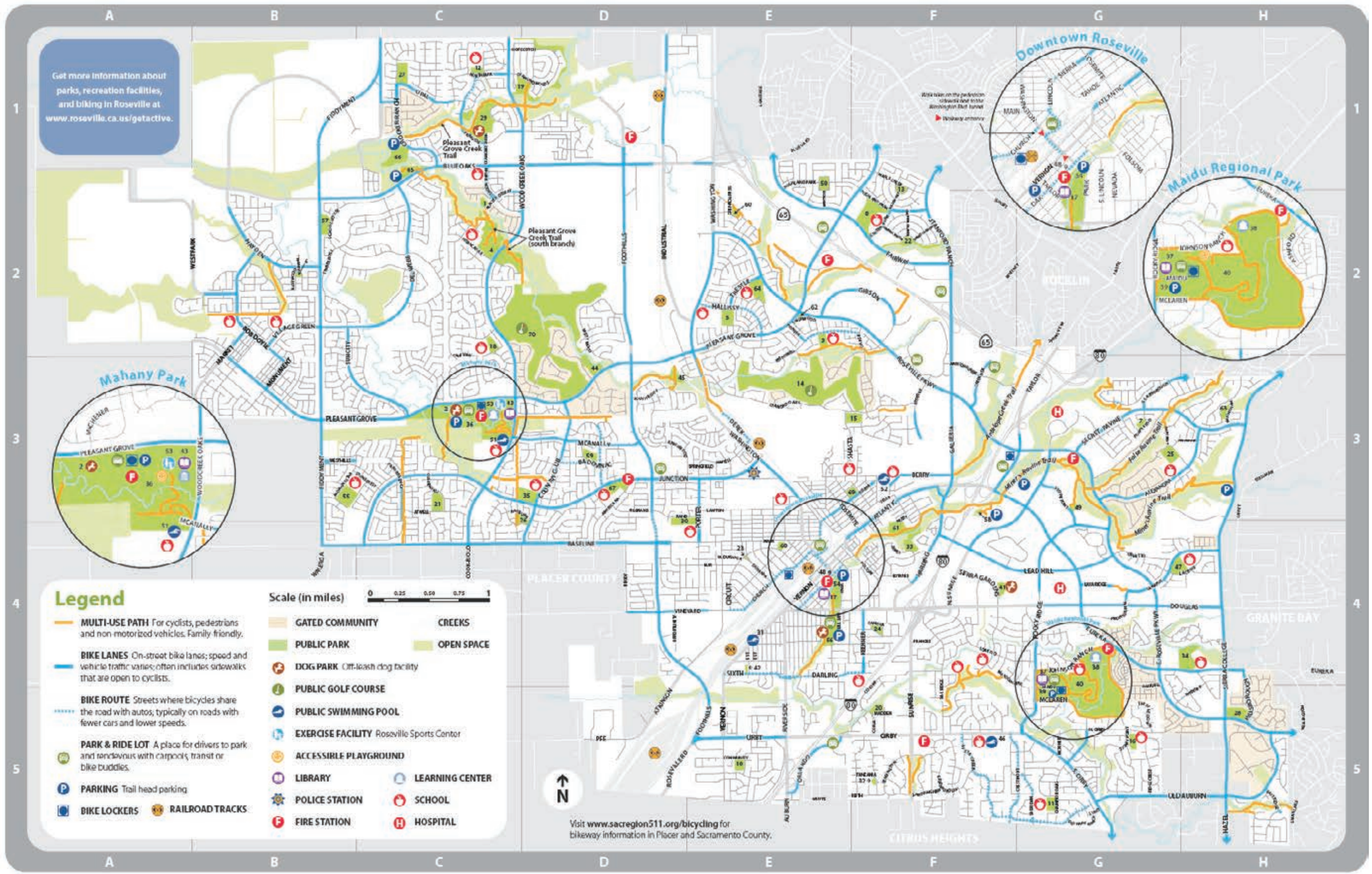
- Class IA facilities are shared pedestrian and bikeway paths within landscaped corridors along arterial and collector roadways and are separated from the roadway. Class IA bikeways are a minimum of 8 feet wide. Caltrans does not consider sidewalk facilities to be Class I facilities, and does not recommend that they be signed as bicycle routes.

However, Class IA facilities are still desirable for bicyclists of lower skill levels, such as children, as well as others who are hesitant to utilize on-street routes.

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

Figure 5 shows the existing bikeways within Roseville city limits in the vicinity of the Proposed Project. Each of the specific plan areas contains significant bikeway elements within the plan areas.

The City's recommended bicycle network includes future Class II bike lanes on all arterial and collector roadways.



P10040-000 Fiddyment Ranch Ph2 & Ph3 Amendment SIER

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FIGURE 5
City of Roseville Existing Bicycle Facilities

3. REGULATORY SETTING

Local Regulations

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

The City of Roseville level of service policy calls for maintenance of a level of service (LOS) C standard at a minimum of 70 percent of all signalized intersections in the City during the p.m. peak hour. The determination of project consistency with this policy is based on build out of currently entitled land within the City and 2020 market rate development outside of the City. The City does not currently have a level of service policy for the a.m. 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 Project 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 build out 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.

Short Range Transit Plan

The SRTP is a state and federally mandated planning document that describes the plans, programs and goals of the transit operator. It has a 5-year planning horizon and is updated biennially. It focuses on the characteristics and capital needs of the existing system, and on committed (funded) expansion plans.

Bikeway Master Plan

The General Plan calls for the development of a comprehensive bikeway system that would provide connections between the City's major employment and housing areas and between existing and planned bikeways. The Bikeway Master Plan was updated in 2002. It provides guidelines for the development of a city-wide network of bicycle facilities and design standards for new bicycle facilities in Roseville.

Federal and State Regulations

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

4. IMPACT ANALYSIS

Significance Criteria

For the purposes of this EIS, a significant impact would occur if development of the Proposed Project 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 p.m. peak hour;
- Cause a signalized intersection previously identified in the CIP as functioning at LOS D or E to degrade by one or more LOS category (i.e. from LOS D to LOS E) during the p.m. peak hour;
- Not meet the policies and guidelines of Roseville's Bikeway Master Plan;
- Have a negative impact on transit operations, travel times, and/or circulation;

Placer County

- Cause a signalized intersection previously identified as functioning at LOS C or better (D or better within or adjacent to the 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 of 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 in intersection or roadway segment previously identified as functioning at LOS C or better (D or better within ½ mile of a freeway ramp) to function at LOS D or worse (E or worse within ½ mile of a freeway ramp);
- Cause an intersection or roadway segment already functioning at LOS D or worse (LOS E or worse within ½ mile 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;
- Cause a segment of Interstate 80 or State Route 65 to degrade to LOS F, based on daily volumes;
- Increase traffic on a segment of Interstate 80 or State Route 65 that already would operate at LOS F without the Project.

Methodology

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

maintains a general consistency with the trip distribution and mode choice estimates from the regional model used by the Sacramento Area Council of Governments (SACOG).

The travel demand model was used to estimate future traffic volumes with and without the Proposed Project under various conditions. The outputs of the travel demand model include average daily, a.m., and p.m. peak hour traffic volume forecasts on roadway segments as well as for turning movements at intersections. The level of service of Roseville's arterial and collector roadway system is primarily dictated by the capacity and operations of its signalized intersections. For this Traffic Impact Analysis, levels of service were evaluated at existing and planned signalized intersections throughout the City of Roseville, as well as a number of intersections and roadway segments in other jurisdictions.

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

Analysis Scenarios

The traffic associated with development of the Proposed Project has been evaluated under existing and future conditions. The following conditions and scenarios have been defined and evaluated in detail:

- **Existing Conditions**
    - No Project (reflects existing traffic counts conducted in late 2007/ early 2008)
- **2025 CIP Conditions**
    - 2025 CIP No Project
    - 2025 CIP plus Proposed Action ("The Project")
    - 2025 CIP plus Alternative #1 (Reduced Footprint, Increased Density)
    - 2025 CIP plus Alternative #2 (Reduced Footprint, Same Density)

- 2025 CIP plus Alternative 2X (Central Preserve Alternative)
- 2025 CIP plus Alternative #3 (Half Acre Wetland Impact Plan)
- 2025 CIP plus Alternative #4 (One Acre Wetland Impact Plan)
- 2025 CIP plus Alternative #5 (No Federal Action – No Corp of Engineers Permit)
- 2025 CIP plus Alternative #6 (Off-Site – Placer Ranch site)

Development Assumptions for 2025 CIP Conditions

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

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

For the previously completed EIR, the City determined that 2025 be the forecast timeframe for the City's CIP analysis. The following land use assumptions are included in the 2025 CIP scenarios:

- Buildout of the City of Roseville (existing City)
- Buildout of Signature rezone (Fiddyment Ranch)

- Buildout of West Park rezone
- Buildout of Regional University (Placer County)
- Placer Vineyards Phase 1 (Placer County)
- City of Lincoln at 2025 market absorption
- Buildout of City of Rocklin residential and 2025 absorption of non-residential
- Forecast SACOG 2025 development outside of Placer County

The City also requested that a number of roadway improvements are included for the 2025 CIP scenarios, including:

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

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

- Widening of Baseline Road to six lanes from Fiddyment Road to the Sutter County line (consistent with the Placer Vineyards Specific Plan and current City or Roseville and Placer County Fee programs for Baseline Road)
- Widening of Baseline Road to six lanes from Sutter County Line 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)

Trip Generation of Proposed Project and Alternatives

Table 13 and **Table 14** provide a summary of the proposed land use and trip generation and summarize the additional trip ends associated with the Proposed Project under each of the alternatives. The table shows that the Proposed Project would increase trip generation by approximately 34,300 daily trip ends. Daily trip ends include both trips originating in and terminating in the Proposed Project. The table also shows the estimated trip ends associated with each of the project alternatives. The trip generation of the project alternatives range from 51% to 87% of the Proposed Project.

It should be noted that since the Proposed Project and all project alternatives contain both residential and non-residential uses, some internalization of trips can be expected. For example, some residents living within the Proposed Project could do their shopping or work within the project site, and thus their shopping or work trips might remain within the project site. A "select zone" assignment was performed with the travel demand model to estimate the internalization of trips. The model predicted that approximately 18% of the daily trips generated by the proposed project would remain on roadways within the Proposed Project and approximately 82% of the daily trips would exit the project area and use other local and regional roadways.

Trip Distribution of Proposed Project

The travel demand model was used to isolate vehicular trips beginning and/ or ending within the Proposed Project. This data was used in turn to estimate the distribution of project-related vehicle trips. As stated in the Trip Generation discussion, approximately 82% of the daily trips would exit the project area and use other local and regional roadways. **Figure 6** shows the trip distribution estimated using the travel demand model. The figure shows that a high percentage of project-related non internal trips use roadways in western Roseville. Approximately 23% of the vehicles use Blue Oaks Boulevard east of the Proposed Project. Approximately 37% of the

vehicles are estimated to travel south into the Sierra Vista Specific Plan. Approximately 14% travel north on Westbrook Boulevard. Approximately 8% of the vehicles are estimated to travel west on Blue Oaks Boulevard. As is expected, a very small number of vehicles travel on I-80 through Roseville, as this is not a convenient way to access the project site.

Table 13
Project Alternatives Land Use

Land Use	*Units*	*Land Use Assumptions*							
			Alternatives						
		Proposed Action "The Project"	*Alt #1 Reduced Footprint Increased Density*	*Alt #2 Reduced Footprint Same Density*	*Alt #2X Central Preserve Alt*	*Alt #3 Half Acre Wetland Impact Plan*	*Alt #4 One Acre Wetland Impact Plan*	*Alt #5 No Federal Action*	*Alt #6 Off-Site Alt*
Single Family	DU's	1,340	695	811	895	638	667	950	885
Multi-Family		689	1,195	594	600	616	672	555	465
Total Residential		**2,029**	**1,890**	**1,405**	**1,495**	**1,254**	**1,339**	**1,505**	**1,350**
Commercial	KSF	457.8	434.5	434.5	434.5	203.6	248.3	324.5	220.0
Office		54.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Industrial		0.0	0.0	0.0	0.0	0.0	0.0	0.0	154.6
School	Students	750	700	520	550	460	500	550	500
Park	Acres	15.5	15.7	11.2	11.5	12.4	12.8	13.5	14.2

Source: DKS Associates 2012

Table 14
Project Alternatives Trip Generation

Land Use	*Daily Trip Ends Per Unit*	*Daily Trip Ends*							
			Alternatives						
		Proposed Action "The Project"	*Alt #1 Reduced Footprint Increased Density*	*Alt #2 Reduced Footprint Same Density*	*Alt #2X Central Preserve Alt*	*Alt #3 Half Acre Wetland Impact Plan*	*Alt #4 One Acre Wetland Impact Plan*	*Alt #5 No Federal Action*	*Alt #6 Off-Site Alt*
Single Family (DU's)	9.0	12,060	6,255	7,299	8,055	5,742	6,003	8,550	7,965
Multi-Family (DU's)	6.5	4,479	7,768	3,861	3,900	4,004	4,368	3,608	3,023
Commercial (KSF)	35.0	16,023	15,208	15,208	15,208	7,128	8,690	11,358	7,700
Office (KSF)	17.7	972	0	0	0	0	0	0	0
Industrial (KSF)	7.6	0	0	0	0	0	0	0	1,175
School (Students)	1.0	750	700	520	550	460	500	550	500
Park (Acres)	2.2	34.1	34.54	24.64	25.3	27	28	30	31
Total Daily Trip Ends		**34,318**	**29,965**	**26,913**	**27,738**	**17,361**	**19,589**	**24,095**	**20,394**
as Percentage of Proposed Project			87%	78%	81%	51%	57%	70%	59%

Source: DKS Associates 2012

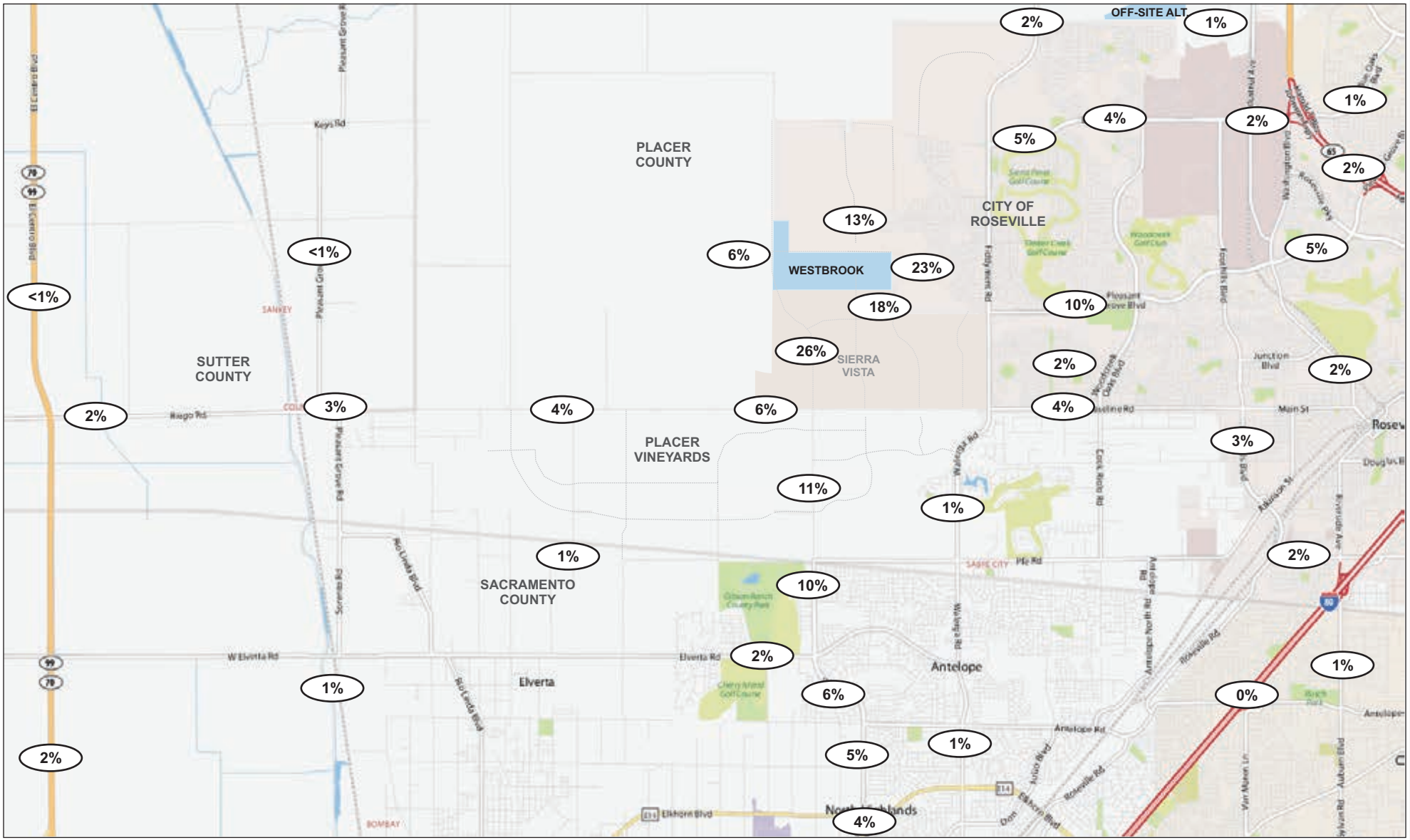

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FIGURE 6
Estimated Project Trip Distribution

PROJECT IMPACTS

2025 CIP Plus Project Conditions – Roseville

This section discusses traffic-related impacts on the City's roadway system under the 2025 CIP Plus Proposed Project scenario and each of the identified alternatives. The City's travel demand model has been used to estimate the change in daily, a.m. and p.m. peak hour traffic volumes on City of Roseville roadways due to development of the Proposed Project and each alternative under 2025 CIP conditions.

Traffic volume forecasts are not based on a simple layering/ adding of assumed project-generated traffic volumes onto the No Project traffic volumes. Rather, the City's travel demand model is used to predict how travel patterns would change if the Proposed Project is added to buildout land uses within the City. The travel model redistributes trips and can cause traffic on some roadways to increase or decrease and cause changes in "critical" traffic movements at intersections. Due to this re-distribution process, changes in level of service at intersections some distance from the Proposed Project can take place.

Roseville: AM Peak Hour Impacts

Table 15 identifies the a.m. peak hour levels of service at current and future signalized intersections under 2025 CIP conditions without and with buildout of the Westbrook development and each project alternative. The table shows that two signalized Roseville intersections would be impacted during the a.m. peak hour with the addition of the proposed project or project alternatives.

Table 15
Level of Service at Roseville Signalized Intersections
2025 CIP Plus Project Alternative Conditions – AM Peak Hour

Intersection		Scenario																	
				2025 CIP Plus Project															
		No Project		Proposed Action "The Project"		Alternative #1 Reduced Footprint Increased Density		Alternative #2 Reduced Footprint Same Density		Alternative #2X Central Preserve Alternative		Alternative #3 Half Acre Wetland Impact Plan		Alternative #4 One Acre Wetland Impact Plan		Alternative #5 No Federal Action		Alternative #6 Off-Site Alternative	
ID	Intersection Name	LOS	V/C	LOS	V/C	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	**D**	**0.85**	**D**	**0.88**	**D**	**0.89**	**D**	**0.89**	**D**	**0.88**	**D**	**0.90**	**D**	**0.90**	**D**	**0.89**	**D**	**0.86**
5	Blue Oaks & Crocker Ranch	C	0.80	C	0.79	C	0.80	C	0.80	C	0.80	C	0.80	C	0.80	C	0.80	**D**	**0.82**
7	Blue Oaks & Fiddyment	C	0.78	C	0.80	C	0.80	C	0.79	C	0.80	C	0.80	C	0.80	C	0.80	C	0.75
10	Blue Oaks Bl & Diamond Creek Bl	C	0.77	C	0.78	C	0.78	C	0.78	C	0.78	C	0.77	C	0.78	C	0.77	C	0.76
11	Blue Oaks Bl & Foothills Bl	**E**	**0.97**	**E**	**0.97**	**E**	**0.97**	**E**	**0.97**	**E**	**0.97**	**E**	**0.97**	**E**	**0.97**	**E**	**0.97**	**F**	**1.04**
12	Blue Oaks Bl & Woodcreek Oaks	**E**	**0.94**	**E**	**0.95**	**E**	**0.95**	**E**	**0.95**	**E**	**0.95**	**E**	**0.95**	**E**	**0.95**	**E**	**0.95**	**E**	**0.93**
14	Cirby Wy & Foothills Bl	**E**	**0.99**	**E**	**1.00**	**E**	**1.00**	**E**	**1.00**	**E**	**1.00**	**E**	**0.99**	**E**	**1.00**	**E**	**1.00**	**E**	**0.99**
16	Cirby Wy & Northridge Dr	C	0.76	C	0.77	C	0.77	C	0.77	C	0.77	C	0.77	C	0.77	C	0.77	C	0.77
18	Cirby Wy & Orlando Av	**E**	**0.92**	**E**	**0.91**	**E**	**0.91**	**E**	**0.91**	**E**	**0.91**	**E**	**0.91**	**E**	**0.91**	**E**	**0.91**	**E**	**0.91**
20	Cirby Wy & Riverside Av	**F**	**1.03**	**F**	**1.03**	**F**	**1.03**	**F**	**1.03**	**F**	**1.03**	**F**	**1.03**	**F**	**1.03**	**F**	**1.02**	**F**	**1.03**
23	Cirby Wy & Vernon St	**E**	**0.99**	**E**	**0.98**	**E**	**0.98**	**E**	**0.98**	**E**	**0.98**	**E**	**0.98**	**E**	**0.98**	**E**	**0.98**	**E**	**0.98**
50	Foothills & Baseline/Main	**E**	**0.96**	**E**	**0.97**	**E**	**0.97**	**E**	**0.97**	**E**	**0.96**	**E**	**0.97**	**E**	**0.97**	**E**	**0.97**	**E**	**0.97**
58	Foothills Bl & Pleasant Grove Bl	**D**	**0.87**	**D**	**0.88**	**D**	**0.88**	**D**	**0.88**	**D**	**0.88**	**D**	**0.88**	**D**	**0.88**	**D**	**0.88**	**D**	**0.86**
70	Junction Bl & Baseline Rd	B	0.69	B	0.68	B	0.68	B	0.69	B	0.68	B	0.68	B	0.68	B	0.69	B	0.70
86	Pleasant Grove & Fiddyment	C	0.77	**D**	**0.82**	C	0.81	C	0.81	C	0.81	C	0.80	C	0.81	C	0.81	C	0.76
93	Pleasant Grove & Roseville Pkwy	**F**	**1.01**	**E**	**1.00**	**E**	**1.00**	**E**	**1.00**	**E**	**1.00**	**E**	**1.00**	**E**	**1.00**	**E**	**1.00**	**E**	**1.00**

Table 15
Level of Service at Roseville Signalized Intersections
2025 CIP Plus Project Alternative Conditions – AM Peak Hour

		Scenario																	
				2025 CIP Plus Project															
Intersection		*No Project*		*Proposed Action "The Project"*		*Alternative #1 Reduced Footprint Increased Density*		*Alternative #2 Reduced Footprint Same Density*		*Alternative #2X Central Preserve Alternative*		*Alternative #3 Half Acre Wetland Impact Plan*		*Alternative #4 One Acre Wetland Impact Plan*		*Alternative #5 No Federal Action*		*Alternative #6 Off-Site Alternative*	
ID	*Intersection Name*	*LOS*	*V/C*	*LOS*	*V/C*	*LOS*	*V/C*	*LOS*	*V/C*	*LOS*	*V/C*	*LOS*	*V/C*	*LOS*	*V/C*	*LOS*	*V/C*	*LOS*	*V/C*
96	Pleasant Grove & Washington	**D**	**0.84**	**D**	**0.85**	**D**	**0.85**	**D**	**0.85**	**D**	**0.85**	**D**	**0.84**	**D**	**0.85**	**D**	**0.85**	**D**	**0.83**
98	Pleasant Grove & Woodcreek Oaks	B	0.66	B	0.69	B	0.68	B	0.68	B	0.68	B	0.67	B	0.68	B	0.68	B	0.67
141	Woodcreek Oaks & Baseline	**D**	**0.89**	**D**	**0.90**	**D**	**0.90**	**D**	**0.89**	**D**	**0.90**	**D**	**0.90**	**D**	**0.90**	**D**	**0.90**	**D**	**0.88**
146	SR 65 N/B Off & Blue Oaks Bl	A	0.55	A	0.55	A	0.55	A	0.55	A	0.55	A	0.55	A	0.55	A	0.55	A	0.55
147	Washington Bl & Blue Oaks Bl	A	0.50	A	0.50	A	0.50	A	0.50	A	0.50	A	0.50	A	0.50	A	0.50	A	0.48
150	SR 65 N/B Off & Pleasant Grove Bl	A	0.55	A	0.55	A	0.55	A	0.55	A	0.55	A	0.55	A	0.55	A	0.55	A	0.54
151	SR 65 S/B Off & Pleasant Grove Bl	A	0.43	A	0.42	A	0.42	A	0.43	A	0.43	A	0.42	A	0.42	A	0.42	A	0.44
152	I-80 WB Off & Riverside Ave	C	0.72	C	0.72	C	0.72	C	0.72	C	0.72	C	0.72	C	0.72	C	0.72	C	0.72
157	I-80 EB Off/Orlando & Riverside	C	0.76	C	0.75	C	0.76	C	0.76	C	0.76	C	0.76	C	0.76	C	0.76	C	0.75
180	Watt Ave & Baseline Rd	B	0.63	B	0.66	B	0.66	B	0.66	B	0.65	B	0.64	B	0.65	B	0.66	B	0.64
Future Signals in CIP																			
163	Blue Oaks Bl & Westbrook Bl	A	0.44	A	0.46	A	0.46	A	0.46	A	0.46	A	0.46	A	0.46	A	0.46	A	0.44
166	Pleasant Grove Bl & Westbrook Bl	A	0.44	A	0.58	A	0.56	A	0.55	A	0.55	A	0.54	A	0.55	A	0.54	A	0.46
Signalized Intersections Added with Sierra Vista																			
177	Santucci Bl & Pleasant Grove	A	0.26	A	0.53	A	0.51	A	0.50	A	0.50	A	0.51	A	0.52	A	0.50	A	0.26
183	Westbrook Bl & Baseline Rd	C	0.76	C	0.77	C	0.78	C	0.78	C	0.79	C	0.77	C	0.77	C	0.78	C	0.76
185	Market St & Baseline Rd	B	0.64	B	0.63	B	0.63	B	0.63	B	0.63	B	0.63	B	0.63	B	0.63	B	0.63
188	Upland Dr & Baseline Rd	A	0.53	A	0.53	A	0.53	A	0.52	A	0.53	A	0.52	A	0.53	A	0.53	A	0.52

Table 15
Level of Service at Roseville Signalized Intersections
2025 CIP Plus Project Alternative Conditions – AM Peak Hour

Intersection		Scenario																	
				2025 CIP Plus Project															
		No Project		Proposed Action "The Project"		Alternative #1 Reduced Footprint Increased Density		Alternative #2 Reduced Footprint Same Density		Alternative #2X Central Preserve Alternative		Alternative #3 Half Acre Wetland Impact Plan		Alternative #4 One Acre Wetland Impact Plan		Alternative #5 No Federal Action		Alternative #6 Off-Site Alternative	
ID	Intersection Name	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C
Signalized Intersections Added with Westbrook																			
200	Santucci Bl & Road E	n/a		A	0.32	A	0.34	A	0.29	A	0.29	A	0.31	A	0.30	A	0.30	n/a	
201	Westbrook Bl & Road E	n/a		A	0.25	A	0.24	A	0.23	A	0.24	A	0.21	A	0.21	A	0.24	n/a	
202	Pleasant Grove Bl & Road 1	n/a		A	0.41	A	0.41	A	0.38	A	0.38	A	0.37	A	0.39	A	0.37	n/a	

Note: **BOLD** Locations do not meet LOS Policy, **Shaded** Locations indicate LOS Impacts

Source: DKS Associates 2012

Table 16
Level of Service at Roseville Signalized Intersections
2025 CIP Plus Project Alternative Conditions – PM Peak Hour

Intersection		Scenario																	
				2025 CIP Plus Project															
		No Project		Proposed Action "The Project"		Alternative #1 Reduced Footprint Increased Density		Alternative #2 Reduced Footprint Same Density		Alternative #2X Central Preserve Alternative		Alternative #3 Half Acre Wetland Impact Plan		Alternative #4 One Acre Wetland Impact Plan		Alternative #5 No Federal Action		Alternative #6 Off-Site Alternative	
ID	Intersection Name	LOS	V/C	LOS	V/C	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**	**E**	**0.99**	**E**	**0.99**	**E**	**0.99**	**E**	**0.99**	**E**	**0.99**	**E**	**0.99**	**E**	**1.00**	**E**	**1.00**
5	Blue Oaks & Crocker Ranch	C	0.77	C	0.78	C	0.77	C	0.77	C	0.77	C	0.77	C	0.77	C	0.77	C	0.76
7	Blue Oaks & Fiddyment	**C**	**0.77**	C	0.79	C	0.77	C	0.77	C	0.78	C	0.77	C	0.78	C	0.77	C	0.78
10	Blue Oaks Bl & Diamond Creek Bl	**E**	**1.00**	**F**	**1.01**	**F**	**1.01**	**E**	**1.00**	**F**	**1.01**	**F**	**1.01**	**F**	**1.01**	**F**	**1.01**	**F**	**1.09**
11	Blue Oaks Bl & Foothills Bl	**F**	**1.34**	**F**	**1.35**	**F**	**1.35**	**F**	**1.35**	**F**	**1.35**	**F**	**1.35**	**F**	**1.35**	**F**	**1.35**	**E**	**0.99**
12	Blue Oaks Bl & Woodcreek Oaks	B	0.69	B	0.69	B	0.70	B	0.69	B	0.69	B	0.70	B	0.69	B	0.70	B	0.70
14	Cirby Wy & Foothills Bl	**F**	**1.11**	**F**	**1.11**	**F**	**1.11**	**F**	**1.11**	**F**	**1.11**	**F**	**1.11**	**F**	**1.11**	**F**	**1.11**	**F**	**1.12**
16	Cirby Wy & Northridge Dr	**E**	**0.92**	**E**	**0.93**	**E**	**0.93**	**E**	**0.93**	**E**	**0.93**	**E**	**0.93**	**E**	**0.93**	**E**	**0.93**	**E**	**0.92**
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**	**D**	**0.89**	**D**	**0.89**
20	Cirby Wy & Riverside Av	**F**	**1.14**	**F**	**1.15**	**F**	**1.15**	**F**	**1.15**	**F**	**1.15**	**F**	**1.15**	**F**	**1.15**	**F**	**1.15**	**F**	**1.14**
23	Cirby Wy & Vernon St	**F**	**1.28**	**F**	**1.29**	**F**	**1.29**	**F**	**1.28**	**F**	**1.28**	**F**	**1.28**	**F**	**1.28**	**F**	**1.28**	**F**	**1.28**
50	Foothills & Baseline/Main	**D**	**0.86**	**D**	**0.86**	**D**	**0.86**	**D**	**0.85**	**D**	**0.86**	**D**	**0.86**	**D**	**0.86**	**D**	**0.86**	**D**	**0.86**
58	Foothills Bl & Pleasant Grove Bl	**E**	**0.99**	**E**	**1.00**	**E**	**1.00**	**E**	**0.99**	**E**	**1.00**	**E**	**1.00**	**E**	**1.00**	**E**	**0.99**	**E**	**0.98**
70	Junction Bl & Baseline Rd	D	0.86	**D**	**0.86**	D	0.87	D	0.86	D	0.87	D	0.87	D	0.86	D	0.86	D	0.86
86	Pleasant Grove & Fiddyment	**E**	**0.94**	**F**	**1.05**	**F**	**1.04**	**F**	**1.03**	**F**	**1.03**	**F**	**1.02**	**F**	**1.02**	**F**	**1.03**	**E**	**0.93**
93	Pleasant Grove & Roseville Pkwy	**F**	**1.20**	**F**	**1.20**	**F**	**1.20**	**F**	**1.20**	**F**	**1.20**	**F**	**1.20**	**F**	**1.20**	**F**	**1.20**	**F**	**1.22**
96	Pleasant Grove & Washington	**E**	**0.91**	**E**	**0.92**	**E**	**0.91**	**E**	**0.92**	**E**	**0.91**	**E**	**0.91**	**E**	**0.91**	**E**	**0.91**	**D**	**0.89**

Table 16
Level of Service at Roseville Signalized Intersections
2025 CIP Plus Project Alternative Conditions – PM Peak Hour

		Scenario																	
				2025 CIP Plus Project															
Intersection		*No Project*		*Proposed Action "The Project"*		*Alternative #1 Reduced Footprint Increased Density*		*Alternative #2 Reduced Footprint Same Density*		*Alternative #2X Central Preserve Alternative*		*Alternative #3 Half Acre Wetland Impact Plan*		*Alternative #4 One Acre Wetland Impact Plan*		*Alternative #5 No Federal Action*		*Alternative #6 Off-Site Alternative*	
ID	*Intersection Name*	*LOS*	*V/C*	*LOS*	*V/C*	*LOS*	*V/C*	*LOS*	*V/C*	*LOS*	*V/C*	*LOS*	*V/C*	*LOS*	*V/C*	*LOS*	*V/C*	*LOS*	*V/C*
98	Pleasant Grove & Woodcreek Oaks	**D**	**0.85**	**D**	**0.86**	**D**	**0.87**	**D**	**0.87**	**D**	**0.86**	**D**	**0.86**	**D**	**0.87**	**D**	**0.86**	**D**	**0.87**
141	Woodcreek Oaks & Baseline	**D**	**0.88**	**D**	**0.88**	**D**	**0.87**	**D**	**0.87**	**D**	**0.87**	**D**	**0.88**	**D**	**0.87**	**D**	**0.88**	**D**	**0.88**
146	SR 65 N/B Off & Blue Oaks Bl	B	0.66	B	0.66	B	0.66	B	0.66	B	0.66	B	0.66	B	0.66	B	0.66	B	0.65
147	Washington Bl & Blue Oaks Bl	B	0.68	B	0.68	B	0.68	B	0.68	B	0.68	B	0.68	B	0.68	B	0.68	B	0.67
150	SR 65 N/B Off & Pleasant Grove Bl	C	0.76	C	0.76	C	0.76	C	0.76	C	0.76	C	0.76	C	0.76	C	0.76	C	0.76
151	SR 65 S/B Off & Pleasant Grove Bl	C	0.71	C	0.71	C	0.71	C	0.71	C	0.71	C	0.71	C	0.71	C	0.71	C	0.71
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	B	0.63	B	0.63
157	I-80 EB Off/Orlando & Riverside	**D**	**0.84**	**D**	**0.84**	**D**	**0.84**	**D**	**0.84**	**D**	**0.84**	**D**	**0.84**	**D**	**0.84**	**D**	**0.84**	**D**	**0.84**
180	Watt Ave & Baseline Rd	C	0.75	C	0.78	C	0.77	C	0.76	C	0.76	C	0.74	C	0.75	C	0.75	C	0.75
Future Signals in CIP																			
163	Blue Oaks Bl & Westbrook Bl	A	0.57	A	0.60	A	0.60	A	0.59	A	0.59	A	0.59	A	0.60	A	0.59	A	0.59
166	Pleasant Grove Bl & Westbrook Bl	A	0.57	B	0.69	B	0.67	B	0.66	B	0.66	B	0.66	B	0.67	B	0.64	A	0.57
Signalized Intersections Added with Sierra Vista																			
177	Santucci Bl & Pleasant Grove	A	0.50	A	0.58	A	0.56	A	0.56	A	0.56	A	0.55	A	0.75	A	0.56	A	0.50
183	Westbrook Bl & Baseline Rd	C	0.78	C	0.76	C	0.76	C	0.76	C	0.76	C	0.77	C	0.76	C	0.77	C	0.80
185	Market St & Baseline Rd	B	0.63	B	0.62	B	0.62	B	0.62	B	0.62	B	0.62	B	0.62	B	0.62	B	0.63
188	Upland Dr & Baseline Rd	A	0.59	A	0.57	A	0.58	A	0.57	A	0.58	A	0.58	A	0.58	A	0.58	A	0.58
Signalized Intersections Added with Westbrook																			

Table 16
Level of Service at Roseville Signalized Intersections
2025 CIP Plus Project Alternative Conditions – PM Peak Hour

Intersection		Scenario																	
				2025 CIP Plus Project															
		No Project		Proposed Action "The Project"		Alternative #1 Reduced Footprint Increased Density		Alternative #2 Reduced Footprint Same Density		Alternative #2X Central Preserve Alternative		Alternative #3 Half Acre Wetland Impact Plan		Alternative #4 One Acre Wetland Impact Plan		Alternative #5 No Federal Action		Alternative #6 Off-Site Alternative	
ID	Intersection Name	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C
200	Santucci Bl & Road E	n/a		A	0.41	A	0.39	A	0.37	A	0.37	A	0.35	A	0.36	A	0.34	n/a	
201	Westbrook Bl & Road E	n/a		A	0.25	A	0.24	A	0.24	A	0.24	A	0.23	A	0.24	A	0.28	n/a	
202	Pleasant Grove Bl & Road 1	n/a		A	0.39	A	0.37	A	0.36	A	0.36	A	0.38	A	0.40	A	0.35	n/a	

Note: **BOLD** Locations do not meet LOS Policy, **Shaded** Locations indicate LOS Impacts

Source: DKS Associates 2012

Table 17
Level of Service Impacts at Roseville Signalized Intersections
2025 CIP Plus Project Alternative Conditions

		Scenario																	
				2025 CIP Plus Project															
Intersection		*No Project*		*Proposed Action "The Project"*		*Alternative #1 Reduced Footprint Increased Density*		*Alternative #2 Reduced Footprint Same Density*		*Alternative #2X Central Preserve Alternative*		*Alternative #3 Half Acre Wetland Impact Plan*		*Alternative #4 One Acre Wetland Impact Plan*		*Alternative #5 No Federal Action*		*Alternative #6 Off-Site Alternative*	
ID	*Intersection Name*	*LOS*	*V/C*	*LOS*	*V/C*	*LOS*	*V/C*	*LOS*	*V/C*	*LOS*	*V/C*	*LOS*	*V/C*	*LOS*	*V/C*	*LOS*	*V/C*	*LOS*	*V/C*
AM Peak Hour																			
5	Blue Oaks & Crocker Ranch	C	0.80	C	0.79	C	0.80	C	0.80	C	0.80	C	0.80	C	0.80	C	0.80	**D**	**0.82**
86	Pleasant Grove & Fiddyment	C	0.77	**D**	**0.82**	C	0.81	C	0.81	C	0.81	C	0.80	C	0.81	C	0.81	C	0.76
PM Peak Hour																			
10	Blue Oaks Bl & Diamond Creek Bl	**E**	**1.00**	**F**	**1.01**	**F**	**1.01**	**E**	**1.00**	**F**	**1.01**	**F**	**1.01**	**F**	**1.01**	**F**	**1.01**	**F**	**1.09**
86	Pleasant Grove & Fiddyment	**E**	**0.94**	**F**	**1.05**	**F**	**1.04**	**F**	**1.03**	**F**	**1.03**	**F**	**1.02**	**F**	**1.02**	**F**	**1.03**	**E**	**0.93**

Note: **BOLD** Locations do not meet LOS Policy, **Shaded** Locations indicate LOS Impacts

Source: DKS Associates 2012

Table 17 identifies the two intersections that would be significantly impacted during the a.m. peak hour.

- Pleasant Grove Boulevard and Fiddyment Road – (LOS C to LOS D)
    - 2025 CIP plus Proposed Action ("The Project")
- Blue Oaks Boulevard and Crocker Ranch Rd – (LOS C to LOS D)
    - 2025 CIP plus Off-Site Alternative

Pleasant Grove Boulevard and Fiddyment Road – Under the 2025 CIP plus project scenario only, this intersection would degrade from LOS C to LOS D. A potential mitigation would be to modify this intersection to include three east bound through lanes, two westbound to southbound left turn lanes, and two westbound through lanes, which would improve the operation of the intersection under the 2025 CIP plus project scenario to LOS C (V/C 0.81). However, the City of Roseville may not consider this improvement to be feasible. As such, this impact is considered **significant**.

Blue Oaks Boulevard and Crocker Ranch Road – Under the 2025 CIP plus Off-Site Alternative scenario only, this intersection would degrade from LOS C to LOS D. The intersection could be re-striped to include two southbound to eastbound left turn lanes and a separate right turn lane which would improve the intersection to LOS B. This improvement would be added to the City's capital improvement program and development within the Westbrook plan would be required to pay fair share costs for this improvement. As such, this impact is considered **significant**.

Roseville: PM Peak Hour Impacts

Table 16 identifies the p.m. peak hour levels of service at current and future signalized intersections under 2025 CIP conditions without and with buildout of the Westbrook development and each project alternative. The table shows that two signalized Roseville intersections would be impacted during the p.m. peak hour with the addition of the proposed

project or project alternatives. **Table 17** identifies those intersections that would be significantly impacted during the p.m. peak hour. Those intersections are:

- Blue Oaks Boulevard and Diamond Creek Boulevard – (LOS E to LOS F)
    - 2025 CIP plus Proposed Action ("The Project")
    - 2025 CIP plus Alternative #1 (Reduced Footprint, Increased Density)
    - 2025 CIP plus Alternative #2X (Central Preserve Alternative)
    - 2025 CIP plus Alternative #3 (Half Acre Wetland Impact Plan)
    - 2025 CIP plus Alternative #4 (One Acre Wetland Impact Plan)
    - 2025 CIP plus Alternative #5 (No Federal Action – No Corp of Engineers Permit)
    - 2025 CIP plus Alternative #6 (Off-Site – Placer Ranch Site)

- Pleasant Grove Boulevard and Fiddyment Road – (LOS E to LOS F)
    - 2025 CIP plus Proposed Action ("The Project")
    - 2025 CIP plus Alternative #1 (Reduced Footprint, Increased Density)
    - 2025 CIP plus Alternative #2 (Reduced Footprint, Same Density)
    - 2025 CIP plus Alternative #2X (Central Preserve Alternative)
    - 2025 CIP plus Alternative #3 (Half Acre Wetland Impact Plan)
    - 2025 CIP plus Alternative #4 (One Acre Wetland Impact Plan)
    - 2025 CIP plus Alternative #5 (No Federal Action – No Corp of Engineers Permit)

Blue Oaks Boulevard and Diamond Creek Boulevard – Under the 2025 CIP plus project scenario and five of the six alternatives, this intersection would degrade from LOS E (V/C 1.00) to LOS F (V/C 1.01). A potential mitigation would be to modify this intersection to include a separate southbound right turn lane, which would improve the operation of the intersection to LOS E (V/C 0.97) with the proposed project and all on-site alternatives. However, the City of Roseville may not consider this improvement to be feasible due to adjacent sidewalks and landscaping. As such, this impact is considered **significant**.

Pleasant Grove Boulevard and Fiddyment Road – Under the 2025 CIP plus project scenario and all on-site alternatives, this intersection would degrade from LOS E to LOS F. A potential mitigation would be to modify this intersection to include three east bound through lanes, two westbound to southbound left turn lanes, and two westbound through lanes, which would improve the operation of the intersection under the 2025 CIP plus project scenario to LOS E (V/C 0.97). However, the City of Roseville may not consider this improvement to be feasible. As such, this impact is considered **significant**.

2025 CIP Plus Project Conditions – Placer County

The Proposed Project would result in traffic volume increases on a number of roadways in Placer County under 2025 CIP conditions.

Placer County: AM Peak Hour Impacts

Table 18 identifies the a.m. peak hour levels of service at current and future signalized intersections under 2025 CIP conditions without and with buildout of the Westbrook development and each project alternative. The table shows that no Placer County intersections would be significantly impacted with the addition of the Westbrook development of any of the alternatives.

The intersection of Walerga Road and PFE Road would operate at LOS E under all cases; however Placer County has recently adopted their updated Dry Creek/ West Placer County Community plan, which identifies LOS F as the policy for this intersection. The intersection of West Sunset Boulevard and Fiddyment Road would exceed the LOS C policy under all cases; however none of the V/C increases would be 0.05 or greater. The intersection of Fiddyment Road and Athens Avenue would exceed the LOS C policy under all cases; however none of the V/C increases would be 0.05 or greater. The intersection of Athens Avenue and Industrial Avenue would exceed the LOS C policy under all cases; however none of the V/C increases would be 0.05 or greater. As such, this impact is considered **less than significant**.

Placer County: PM Peak Hour Impacts

Table 18 identifies the p.m. peak hour levels of service at current and future signalized intersections under 2025 CIP conditions without and with buildout of the Westbrook development and each project alternative. The table shows that no Placer County intersections would be significantly impacted with the addition of the Westbrook development of any of the alternatives.

The intersection of Walerga Road and PFE Road would operate at LOS E under all cases; however Placer County has recently adopted their updated Dry Creek/ West Placer County Community plan which identifies LOS F as the policy for this intersection. The intersection of West Sunset Boulevard and Fiddyment Road would exceed the LOS C policy under all cases, however none of the V/C increases would be 0.05 or greater. The intersection of Fiddyment Road and Athens Avenue would exceed the LOS C policy under all cases; however none of the V/C increases would be 0.05 or greater. The intersection of Athens Avenue and Industrial Avenue would exceed the LOS C policy under all cases; however none of the V/C increases would be 0.05 or greater. As such, this impact is considered **less than significant**.

Placer County: Daily Impacts

Table 19 shows the changes in daily traffic volume on Placer County roadways under 2025 CIP conditions without and with buildout of the Westbrook development and each on-site project alternative, as well as the off-site alternative. The table shows that no Placer County roadway segments would be significantly impacted with the addition of the Westbrook development of any of the on-site alternatives.

The segment of Walerga Road south of Baseline Road would exceed the LOS D policy under all cases; however none of the V/C increases would be 0.05 or greater. The segment of Athens

Avenue east of Fiddyment Road would exceed the LOS C policy under all cases; however none of the V/C increases would be 0.05 or greater.

The segment of Sunset Boulevard west of Industrial Avenue would operate at LOS B under no project and all on-site alternatives; however it would degrade to LOS E with the addition of the off-site alternative on the Placer Ranch site. This increase of over 10,000 daily vehicles on this segment is based on the fact that the off-site alternative would provide a new connection between Sunset Boulevard and Woodcreek Oaks Boulevard. This new connection would also cause significant volume decreases on Blue Oaks Boulevard between Woodcreek Oaks and Foothills, and on Foothills Boulevard between Blue Oaks and Sunset. Large amounts of development on the Placer Ranch site would require Sunset Boulevard to be widened to six lanes between Industrial Avenue and Foothills Boulevard. Because the City of Roseville does not have jurisdiction over Placer County roadways, this represents a **significant and unavoidable** impact for the off-site alternative.

Table 18
Level of Service at Placer County Intersections
2025 CIP Plus Project Alternative Conditions

	Intersection	LOS Standard	Scenario																	
					2025 CIP Plus Project															
			No Project		Proposed Action "The Project"		Alternative #1 Reduced Footprint Increased Density		Alternative #2 Reduced Footprint Same Density		Alternative #2X Central Preserve Alternative		Alternative #3 Half Acre Wetland Impact Plan		Alternative #4 One Acre Wetland Impact Plan		Alternative #5 No Federal Action		Alternative #6 Off-Site Alternative	
			LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C
AM Peak Hour																				
1	Locust & Baseline	D	A	0.29	A	0.30	A	0.30	A	0.30	A	0.30	A	0.30	A	0.30	A	0.30	A	0.29
2	Watt & PFE	D	A	0.53	A	0.55	A	0.55	A	0.54	A	0.55	A	0.54	A	0.54	A	0.54	A	0.53
3	Walerga & PFE	F	E	0.93	E	0.91	E	0.91	E	0.91	E	0.91	E	0.92	E	0.92	E	0.92	E	0.93
4	Cook Riolo & PFE	F	F	1.12	F	1.14	F	1.13	F	1.13	F	1.14	F	1.14	F	1.14	F	1.13	F	1.11
5	W Sunset & Fiddyment	C	D	0.82	D	0.83	D	0.83	D	0.83	D	0.83	D	0.83	D	0.83	D	0.83	C	0.80
6	Fiddyment & Athens	C	F	1.01	F	1.01	F	1.01	F	1.01	F	1.01	F	1.01	F	1.01	F	1.01	E	0.98
7	Athens & Industrial	C	F	1.08	F	1.08	F	1.08	F	1.08	F	1.08	F	1.08	F	1.08	F	1.08	F	1.10
PM Peak Hour																				
1	Locust & Baseline	D	A	0.52	A	0.54	A	0.54	A	0.53	A	0.53	A	0.53	A	0.53	A	0.54	A	0.53
2	Watt & PFE	D	A	0.60	B	0.61	B	0.61	B	0.61	B	0.61	B	0.61	B	0.61	B	0.61	A	0.60
3	Walerga & PFE	F	E	0.92	E	0.94	E	0.94	E	0.93	E	0.94	E	0.93	E	0.94	E	0.94	E	0.91
4	Cook Riolo & PFE	F	F	1.21	F	1.21	F	1.20	F	1.20	F	1.20	F	1.21	F	1.20	F	1.21	F	1.21
5	W Sunset & Fiddyment	C	E	0.97	E	0.98	E	0.98	E	0.98	E	0.98	E	0.98	E	0.98	E	0.98	E	0.95
6	Fiddyment & Athens	C	F	1.14	F	1.15	F	1.15	F	1.15	F	1.15	F	1.15	F	1.15	F	1.15	F	1.17
7	Athens & Industrial	C	F	1.38	F	1.38	F	1.38	F	1.38	F	1.38	F	1.38	F	1.38	F	1.38	F	1.37

Note: **BOLD** Locations do not meet LOS Policy, **Shaded** Locations indicate LOS Impacts

Source: DKS Associates 2012

Table 19

Level of Service at Placer County Roadway Segments
2025 CIP Plus Project Alternative Conditions

Roadway Segment	*LOS Standard*	*Lanes*	*Scenario*																	
					2025 CIP Plus Project															
			No Action		*Proposed Action "The Project"*		*Alternative #1 Reduced Footprint Increased Density*		*Alternative #2 Reduced Footprint Same Density*		*Alternative #2X Central Preserve Alternative*		*Alternative #3 Half Acre Wetland Impact Plan*		*Alternative #4 One Acre Wetland Impact Plan*		*Alternative #5 No Federal Action*		*Alternative #6 Off-Site Alternative*	
			ADT	*LOS*	*ADT*	*LOS*	*ADT*	*LOS*	*ADT*	*LOS*	*ADT*	*LOS*	*ADT*	*LOS*	*ADT*	*LOS*	*ADT*	*LOS*	*ADT*	*LOS*
Baseline Rd w/o Watt Ave	D	6	43,500	D	44,360	D	44,250	D	44,180	D	44,160	D	43,920	D	43,920	D	44,030	D	44,480	D
Watt Ave s/o Baseline Rd	F	5	22,620	A	26,300	A	25,960	A	25,550	A	25,540	A	24,160	A	24,480	A	24,720	A	26,410	A
Walerga Rd s/o Baseline	D	4	**36,520**	**F**	**35,960**	**E**	**35,950**	**E**	**35,970**	**E**	**36,020**	**F**	**36,060**	**F**	**36,050**	**F**	**36,080**	**F**	**36,140**	**F**
PFE Rd e/o Watt Ave	C	4	6,280	A	7,070	A	7,040	A	6,820	A	6,850	A	6,670	A	6,770	A	6,810	A	7,080	A
Fiddyment s/o Athens	C	4	25,870	C	26,150	C	26,130	C	26,100	C	26,090	C	26,080	C	26,060	C	26,100	C	25,680	C
Sunset w/o Fiddyment	C	2	1,330	A	1,350	A	1,350	A	1,360	A	1,350	A	1,340	A	1,350	A	1,350	A	1,420	A
Athens e/o Fiddyment	C	2	**20,670**	**F**	**20,610**	**F**	**20,620**	**F**	**20,630**	**F**	**20,620**	**F**	**20,650**	**F**	**20,630**	**F**	**20,630**	**F**	**20,390**	**F**
Sunset w/o Industrial	C	4	22,600	B	22,860	B	22,850	B	22,730	B	22,740	B	22,730	B	22,800	B	22,810	B	**32,400**	**E**
Foothills s/o Athens	C	4	20,840	A	20,950	A	20,920	A	20,920	A	20,940	A	20,920	A	20,900	A	20,930	A	22,110	B

Note: **BOLD** Locations do not meet LOS Policy, **Shaded** Locations indicate LOS Impacts

Source: DKS Associates 2012

2025 CIP Plus Project Conditions – Sacramento County

The Proposed Project would result in traffic volume increases on a number of roadways in Sacramento County under 2025 CIP conditions.

Sacramento County: AM Peak Hour Impacts

Table 20 identifies the a.m. peak hour levels of service at current and future signalized intersections under 2025 CIP conditions without and with buildout of the Westbrook development and each project alternative. The table shows that no Sacramento County intersections would be significantly impacted with the addition of the Westbrook development of any of the alternatives.

The intersection of Walerga Road and Elverta Road would operate at LOS F under all cases; however none of the V/C increases would be 0.05 or greater. The intersection of Watt Avenue and Antelope Road would exceed the LOS E policy under all cases; however none of the V/C increases would be 0.05 or greater. As such, this impact is considered **less than significant**.

Placer County: PM Peak Hour Impacts

Table 20 identifies the p.m. peak hour levels of service at current and future signalized intersections under 2025 CIP conditions without and with buildout of the Westbrook development and each project alternative. The table shows that no Sacramento County intersections would be significantly impacted with the addition of the Westbrook development of any of the alternatives.

The intersection of Walerga Road and Elverta Road would operate at LOS F under all cases; however none of the V/C increases would be 0.05 or greater. The intersection of Watt Avenue and Antelope Road would exceed the LOS E policy under all cases; however none of the V/C increases would be 0.05 or greater. The intersection of Watt Avenue and Elkhorn Boulevard

would exceed the LOS E policy under all cases; however none of the V/C increases would be 0.05 or greater. As such, this impact is considered **less than significant**.

Sacramento County: Daily Impacts

Table 21 shows the changes in daily traffic volume on Sacramento County roadways under 2025 CIP conditions without and with buildout of the Westbrook development and each project alternative. The table shows that no Sacramento County roadway segments would be significantly impacted with the addition of the Westbrook development of any of the alternatives.

The segment of Walerga Road south of PFE Road would exceed the LOS E policy under all cases; however none of the V/C increases would be 0.05 or greater. As such, this impact is considered **less than significant**.

Table 20
Level of Service at Sacramento County Intersections
2025 CIP Plus Project Alternative Conditions

	Intersection	LOS Standard	Scenario																	
					2025 CIP Plus Project															
			No Project		Proposed Action "The Project"		Alternative #1 Reduced Footprint Increased Density		Alternative #2 Reduced Footprint Same Density		Alternative #2X Central Preserve Alternative		Alternative #3 Half Acre Wetland Impact Plan		Alternative #4 One Acre Wetland Impact Plan		Alternative #5 No Federal Action		Alternative #6 Off-Site Alternative	
			LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C
AM Peak Hour																				
1	Watt Ave & Elverta Rd	E	D	0.88	D	0.88	D	0.88	D	0.88	D	0.88	D	0.88	D	0.88	D	0.88	D	0.88
2	Walerga Rd & Elverta Rd	E	**F**	**1.22**	**F**	**1.22**	**F**	**1.22**	**F**	**1.22**	**F**	**1.22**	**F**	**1.22**	**F**	**1.22**	**F**	**1.22**	**F**	**1.22**
3	Watt Ave & Antelope Rd	E	**F**	**1.19**	**F**	**1.20**	**F**	**1.19**	**F**	**1.19**	**F**	**1.19**	**F**	**1.20**	**F**	**1.19**	**F**	**1.20**	**F**	**1.19**
4	Walerga Rd & Antelope Rd	E	B	0.62	B	0.62	B	0.62	B	0.62	B	0.62	B	0.62	B	0.62	B	0.62	B	0.62
5	Watt Ave & Elkhorn Bl	E	D	0.87	D	0.87	D	0.87	D	0.87	D	0.87	D	0.87	D	0.87	D	0.87	D	0.87
6	Walerga Rd & Elkhorn Bl	E	B	0.65	B	0.64	B	0.64	B	0.65	B	0.65	B	0.64	B	0.65	B	0.65	B	0.64
PM Peak Hour																				
1	Watt Ave & Elverta Rd	E	E	0.98	E	1.00	E	1.00	E	0.99	E	0.99	E	0.99	E	0.99	E	0.99	E	0.98
2	Walerga Rd & Elverta Rd	E	**F**	**1.29**	**F**	**1.30**	**F**	**1.29**	**F**	**1.29**	**F**	**1.29**	**F**	**1.29**	**F**	**1.29**	**F**	**1.29**	**F**	**1.29**
3	Watt Ave & Antelope Rd	E	**F**	**1.17**	**F**	**1.19**	**F**	**1.19**	**F**	**1.18**	**F**	**1.18**	**F**	**1.17**	**F**	**1.17**	**F**	**1.17**	**F**	**1.16**
4	Walerga Rd & Antelope Rd	E	D	0.85	D	0.86	D	0.85	D	0.86	D	0.86	D	0.85	D	0.86	D	0.86	D	0.85
5	Watt Ave & Elkhorn Bl	E	**F**	**1.04**	**F**	**1.04**	**F**	**1.04**	**F**	**1.03**	**F**	**1.04**	**F**	**1.03**	**F**	**1.04**	**F**	**1.03**	**F**	**1.04**
6	Walerga Rd & Elkhorn Bl	E	D	0.87	D	0.89	D	0.90	D	0.88	D	0.88	D	0.89	D	0.88	D	0.88	D	0.86

Note: **BOLD** Locations do not meet LOS Policy, **Shaded** Locations indicate LOS Impacts

Source: DKS Associates 2012

Table 21

Level of Service at Sacramento County Roadway Segments
2025 CIP Plus Project Alternative Conditions

Roadway Segment	*LOS Standard*	*Lanes*	*Scenario*																	
					2025 CIP Plus Project															
			No Action		*Proposed Action "The Project"*		*Alternative #1 Reduced Footprint Increased Density*		*Alternative #2 Reduced Footprint Same Density*		*Alternative #2X Central Preserve Alt*		*Alternative #3 Half Acre Wetland Impact Plan*		*Alternative #4 One Acre Wetland Impact Plan*		*Alternative #5 No Federal Action*		*Alternative #6 Off-Site Alternative*	
			ADT	*LOS*	*ADT*	*LOS*	*ADT*	*LOS*	*ADT*	*LOS*	*ADT*	*LOS*	*ADT*	*LOS*	*ADT*	*LOS*	*ADT*	*LOS*	*ADT*	*LOS*
Watt Ave s/o PFE	E	6	50,480	E	50,920	E	50,880	E	50,830	E	50,860	E	50,700	E	50,750	E	50,740	E	51,040	E
Watt Ave s/o Elverta	E	6	37,820	C	38,000	C	37,920	C	37,990	C	38,010	C	37,940	C	37,930	C	37,880	C	38,050	C
Watt Ave s/o Antelope	E	6	37,420	B	37,580	B	37,600	B	37,460	B	37,570	B	37,390	B	37,440	B	37,490	B	37,360	B
Watt Ave s/o Elkhorn	E	6	44,890	D	45,160	D	45,100	D	45,010	D	45,070	D	45,040	D	45,010	D	45,030	D	45,190	D
Walerga Rd s/o PFE	E	4	**48,550**	**F**	**48,910**	**F**	**48,860**	**F**	**48,840**	**F**	**48,860**	**F**	**48,670**	**F**	**48,670**	**F**	**48,770**	**F**	**49,060**	**F**
Walerga Rd s/o Elverta	E	4	35,800	E	35,800	E	35,780	E	35,740	E	35,770	E	35,730	E	35,780	E	35,790	E	35,880	E
Walerga Rd s/o Antelope	E	4	31,800	D	31,800	D	31,590	D	31,670	D	31,550	D	31,770	D	31,720	D	31,680	D	31,970	D
Walerga Rd s/o Elkhorn	E	4	30,540	D	30,490	D	30,480	D	30,460	D	30,450	D	30,520	D	30,520	D	30,490	D	30,640	D

Note: **BOLD** Locations do not meet LOS Policy, **Shaded** Locations indicate LOS Impacts

Source: DKS Associates 2012

2025 CIP Plus Project Conditions – Sutter County

The Proposed Project would result in traffic volume increases on some Sutter County roadways. **Table 22** shows the projected a.m. and p.m. peak hour levels of service at Sutter County intersections in the vicinity of the Proposed Project under 2025 CIP Plus Project conditions, as well as the project alternatives.

Sutter County: AM Peak Hour Impacts

Table 22 shows that all study area intersections in Sutter County are projected to operate at acceptable levels with or without the proposed project or any of the project alternatives. As such, this impact is considered **less than significant**.

Sutter County: PM Peak Hour Impacts

Table 23 shows that all study area intersections in Sutter County are projected to operate at acceptable levels with or without the proposed project or any of the project alternatives. As such, this impact is considered **less than significant**.

Sutter County: Daily Impacts

Table 23 shows the changes in daily traffic volume on Sutter County roadways under 2025 CIP conditions without and with buildout of the Westbrook development and each project alternative. The segment of Riego Road east of SR 70/99 would exceed the LOS D policy under all cases; however none of the V/C increases would be 0.05 or greater. As such, this impact is considered **less than significant**.

Table 22
Level of Service at Sutter County Intersections
2025 CIP Plus Project Alternative Conditions

	Intersection	LOS Standard	Scenario																	
					2025 CIP Plus Project															
			No Project		Proposed Action "The Project"		Alternative #1 Reduced Footprint Increased Density		Alternative #2 Reduced Footprint Same Density		Alternative #2X Central Preserve Alternative		Alternative #3 Half Acre Wetland Impact Plan		Alternative #4 One Acre Wetland Impact Plan		Alternative #5 No Federal Action		Alternative #6 Off-Site Alternative	
			LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C
AM Peak Hour																				
1	Pleasant Grove N & Riego	D	B	0.63	B	0.65	B	0.65	B	0.65	B	0.65	B	0.64	B	0.65	B	0.65	B	0.64
2	Pleasant Grove S & Riego	D	A	0.53	A	0.54	A	0.54	A	0.53	A	0.53	A	0.53	A	0.53	A	0.54	A	0.53
3	SR 99 NB Off & Riego	D	A	0.53	A	0.55	A	0.54	A	0.54	A	0.54	A	0.54	A	0.54	A	0.54	A	0.54
4	SR 99 SB Off & Riego	D	B	0.63	B	0.66	B	0.66	B	0.65	B	0.65	B	0.65	B	0.65	B	0.66	B	0.63
PM Peak Hour																				
1	Pleasant Grove N & Riego	D	B	0.65	B	0.67	B	0.67	B	0.66	B	0.66	B	0.66	B	0.66	B	0.66	B	0.65
2	Pleasant Grove S & Riego	D	D	0.82	D	0.82	D	0.83	D	0.83	D	0.82	D	0.83	D	0.82	D	0.82	D	0.82
3	SR 99 NB Off & Riego	D	B	0.67	B	0.68	B	0.68	B	0.68	B	0.68	B	0.67	B	0.68	B	0.68	B	0.68
4	SR 99 SB Off & Riego	D	A	0.51	A	0.51	A	0.51	A	0.51	A	0.51	A	0.51	A	0.51	A	0.51	A	0.51

Note: **BOLD** Locations do not meet LOS Policy, **Shaded** Locations indicate LOS Impacts

Source: DKS Associates 2012

Table 23

Level of Service at Sutter County Roadway Segments
2025 CIP Plus Project Alternative Conditions

Roadway Segment	*LOS Standard*	*Lanes*	*Scenario*																	
					2025 CIP Plus Project															
			No Action		*Proposed Action "The Project"*		*Alternative #1 Reduced Footprint Increased Density*		*Alternative #2 Reduced Footprint Same Density*		*Alternative #2X Central Preserve Alt*		*Alternative #3 Half Acre Wetland Impact Plan*		*Alternative #4 One Acre Wetland Impact Plan*		*Alternative #5 No Federal Action*		*Alternative #6 Off-Site Alternative*	
			ADT	*LOS*	*ADT*	*LOS*	*ADT*	*LOS*	*ADT*	*LOS*	*ADT*	*LOS*	*ADT*	*LOS*	*ADT*	*LOS*	*ADT*	*LOS*	*ADT*	*LOS*
Riego Rd e/o SR 70-99	D	4	**33,900**	**F**	**34,320**	**F**	**34,280**	**F**	**34,220**	**F**	**34,220**	**F**	**34,120**	**F**	**34,140**	**F**	**34,180**	**F**	**34,010**	**F**

Note: **BOLD** Locations do not meet LOS Policy, **Shaded** Locations indicate LOS Impacts

Source: DKS Associates 2012

Table 24
Level of Service at Rocklin Roadway Segments
2025 CIP Plus Project Alternative Conditions

Roadway Segment	*LOS Standard*	*Lanes*	*Scenario*																	
					2025 CIP Plus Project															
			No Action		*Proposed Action "The Project"*		*Alternative #1 Reduced Footprint Increased Density*		*Alternative #2 Reduced Footprint Same Density*		*Alternative #2X Central Preserve Alt*		*Alternative #3 Half Acre Wetland Impact Plan*		*Alternative #4 One Acre Wetland Impact Plan*		*Alternative #5 No Federal Action*		*Alternative #6 Off-Site Alternative*	
			ADT	*LOS*	*ADT*	*LOS*	*ADT*	*LOS*	*ADT*	*LOS*	*ADT*	*LOS*	*ADT*	*LOS*	*ADT*	*LOS*	*ADT*	*LOS*	*ADT*	*LOS*
Blue Oaks w/o Sunset	C	4	14,300	A	14,400	A	14,400	A	14,400	A	14,400	A	14,500	A	14,500	A	14,400	A	14,070	A
Sunset s/o Blue Oaks	C	6	40,100	C	40,000	C	40,100	C	40,100	C	40,100	C	40,000	C	40,000	C	40,100	C	40,100	C
Blue Oaks e/o Lonetree	C	4	14,700	A	14,800	A	14,800	A	14,800	A	14,900	A	14,900	A	14,900	A	14,800	A	14,450	A
Lonetree n/o Blue Oaks	C	4	**34,100**	**E**	**34,200**	**E**	**34,200**	**E**	**34,200**	**E**	**34,200**	**E**	**34,200**	**E**	**34,200**	**E**	**34,100**	**E**	**33,530**	**E**
Lonetree s/o West Oaks	C	4	25,900	C	26,100	C	26,100	C	26,100	C	26,100	C	26,000	C	26,000	C	25,900	C	25,330	C
West Oaks e/o Lonetree	C	2	3,900	A	3,900	A	3,900	A	3,900	A	3,900	A	3,900	A	3,900	A	3,900	A	3,860	A
Sunset e/o SR 65	C	6	38,600	C	38,600	C	38,600	C	35,500	C	35,500	C	38,500	C	38,600	C	38,600	A	42,200	C
Blue Oaks w/o Sunset	C	4	14,300	A	14,400	A	14,400	A	14,400	A	14,400	A	14,500	A	14,500	A	14,400	A	14,070	A

Note: **BOLD** Locations do not meet LOS Policy, **Shaded** Locations indicate LOS Impacts

Source: DKS Associates 2012

2025 CIP Plus Project Conditions – Rocklin

The Proposed Project would result in traffic volume increases on some Rocklin roadways. **Table 25** shows that the addition of the Proposed Project is projected to increase daily traffic on three of the four study segments; however these increases would not result in a significant change in level of service. No level of service changes are projected at these Rocklin locations with the addition of the Proposed Project under 2025 CIP conditions. As such, this impact is considered to be **less than significant**.

2025 CIP Plus Project Conditions – State Facilities

State Facilities: Peak Hour Intersection Impacts

The addition of the Proposed Project to 2025 CIP conditions would cause minor changes in traffic volumes at State highway interchanges providing access to the site. It should be noted that the project site is a number of miles from any State highway, so impacts to State highway facilities are minimal. **Table 25** shows the levels of service at area State highway interchange intersections with and without the proposed project and each alternative. The table shows that none of the intersections are projected to operate at worse than LOS E.

State Facilities: Daily Mainline Segment Impacts

Portions of I-80, SR 65, and SR 70/99 are projected to operate at LOS F and the addition of the Proposed Project and on-site alternatives would add some volume (less than one percent) to these already deficient facilities. **Table 26** shows the segments on the state highway system that would be significantly impacted with the addition of the Proposed Project and its alternatives. The table shows that the impacts of the on-site alternatives are all similar to or less than the impacts of the Proposed Project.

Because Caltrans considers any increase in volume on an already deficient facility an in impact, this represents a **significant** impact.

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

The City recognizes the magnitude of the projected growth in Placer County, its resulting increase in travel demand, and the need for a cooperative approach to plan, fund and implement transportation improvements to accommodate that growth, including improvements to the State Highway System in Placer County.

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

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

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

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

- Secure as much Federal and State funding for improvements to the State Highway System as possible, including funds for the transportation bond measure approved by the voters in 2006.

- Establish impact fees so that development throughout South Placer County pays their fair share of the unfunded cost of regional improvements, including improvements to SR 65

Funding currently exists for the construction of interchanges on SR 70/99 at Riego Road and Elverta Road. Caltrans has identified funding for the entire Elverta Road interchange and for the first phase of the Riego Road interchange. Funding also has been identified for the reconstruction of the Feather River crossing, well to the north of the proposed project on State Route 99. Funding has not been identified for any mainline improvements or additional auxiliary lanes on State Route 99 in the vicinity of the Proposed Project north and south of Riego Road. As with Interstate 80 and State Route 99, the Proposed Project would be required to participate in any fee program developed to provide mainline improvements in the State Route 99 corridor in the vicinity of Riego Road.

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

Table 25

Level of Service at State Highway Ramp Intersections
2025 CIP Plus Project Alternative Conditions

Intersection	*LOS Standard*	*Scenario*																	
		No Project		*2025 CIP Plus Project*															
				Proposed Action "The Project"		*Alternative #1 Reduced Footprint Increased Density*		*Alternative #2 Reduced Footprint Same Density*		*Alternative #2X Central Preserve Alternative*		*Alternative #3 Half Acre Wetland Impact Plan*		*Alternative #4 One Acre Wetland Impact Plan*		*Alternative #5 No Federal Action*		*Alternative #6 Off-Site Alternative*	
		LOS	*V/C*	*LOS*	*V/C*	*LOS*	*V/C*	*LOS*	*V/C*	*LOS*	*V/C*	*LOS*	*V/C*	*LOS*	*V/C*	*LOS*	*V/C*	*LOS*	*V/C*
AM Peak Hour																			
SR 65 N/B Off & Blue Oaks	E	A	0.55	A	0.55	A	0.55	A	0.55	A	0.55	A	0.55	A	0.55	A	0.55	A	0.55
Washington Blvd & Blue Oaks	E	A	0.50	A	0.50	A	0.50	A	0.50	A	0.50	A	0.50	A	0.50	A	0.50	A	0.48
I-80 WB Off & Douglas Blvd	E	B	0.69	B	0.69	B	0.69	B	0.69	B	0.69	B	0.69	B	0.69	B	0.69	B	0.69
I-80 WB On & Atlantic St	E	A	0.42	A	0.42	A	0.42	A	0.42	A	0.42	A	0.42	A	0.42	A	0.42	A	0.43
SR 65 N/B Off & Pleasant Grove	E	A	0.55	A	0.55	A	0.55	A	0.55	A	0.55	A	0.55	A	0.55	A	0.55	A	0.54
SR 65 S/B Off & Pleasant Grove	E	A	0.43	A	0.42	A	0.42	A	0.43	A	0.43	A	0.42	A	0.42	A	0.42	A	0.44
I-80 WB Off & Riverside Ave	E	C	0.72	C	0.72	C	0.72	C	0.72	C	0.72	C	0.72	C	0.72	C	0.72	C	0.72
Stanford Ranch & Sr-65 N/B On	E	A	0.52	A	0.52	A	0.52	A	0.53	A	0.52	A	0.53	A	0.52	A	0.53	A	0.51
Stanford Ranch/Galleria & Sr-65 S/B On	E	A	0.43	A	0.43	A	0.43	A	0.44	A	0.44	A	0.44	A	0.43	A	0.44	A	0.42

Table 25

Level of Service at State Highway Ramp Intersections
2025 CIP Plus Project Alternative Conditions

Intersection	*LOS Standard*	*Scenario*																	
				2025 CIP Plus Project															
		No Project		*Proposed Action "The Project"*		*Alternative #1 Reduced Footprint Increased Density*		*Alternative #2 Reduced Footprint Same Density*		*Alternative #2X Central Preserve Alternative*		*Alternative #3 Half Acre Wetland Impact Plan*		*Alternative #4 One Acre Wetland Impact Plan*		*Alternative #5 No Federal Action*		*Alternative #6 Off-Site Alternative*	
		LOS	*V/C*	*LOS*	*V/C*	*LOS*	*V/C*	*LOS*	*V/C*	*LOS*	*V/C*	*LOS*	*V/C*	*LOS*	*V/C*	*LOS*	*V/C*	*LOS*	*V/C*
Taylor & Eureka I-80 EB Off	E	D	0.83	D	0.83	D	0.83	D	0.83	D	0.83	D	0.83	D	0.82	D	0.83	D	0.84
I-80 EB Off/Orlando & Riverside Ave	E	C	0.76	C	0.75	C	0.76	C	0.76	C	0.76	C	0.76	C	0.76	C	0.76	C	0.75
SR 99 NB Off Ramp & Riego Rd	E	A	0.53	A	0.55	A	0.54	A	0.54	A	0.54	A	0.54	A	0.54	A	0.54	A	0.54
SR 99 SB Off Ramp & Riego Rd	E	B	0.63	B	0.66	B	0.66	B	0.65	B	0.65	B	0.65	B	0.65	B	0.66	B	0.63
PM Peak Hour																			
SR 65 N/B Off & Blue Oaks Blvd	E	B	0.66	B	0.66	B	0.66	B	0.66	B	0.66	B	0.66	B	0.66	B	0.66	B	0.65
Washington Blvd & Blue Oaks Blvd	E	B	0.68	B	0.68	B	0.68	B	0.68	B	0.68	B	0.68	B	0.68	B	0.68	B	0.67
I-80 WB Off & Douglas Blvd	E	C	0.79	C	0.79	C	0.79	C	0.79	C	0.79	C	0.79	C	0.79	C	0.79	C	0.79
I-80 WB On & Atlantic St	E	A	0.56	A	0.55	A	0.56	A	0.56	A	0.56	A	0.56	A	0.56	A	0.56	A	0.56
SR 65 N/B Off & Pleasant Grove Blvd	E	C	0.76	C	0.76	C	0.76	C	0.76	C	0.76	C	0.76	C	0.76	C	0.76	C	0.76
SR 65 S/B Off & Pleasant Grove Blvd	E	C	0.71	C	0.71	C	0.71	C	0.71	C	0.71	C	0.71	C	0.71	C	0.71	C	0.71
I-80 WB Off & Riverside Ave	E	B	0.63	B	0.63	B	0.63	B	0.63	B	0.63	B	0.63	B	0.63	B	0.63	B	0.63
Stanford Ranch & Sr-65 N/B On	E	D	0.86	D	0.86	D	0.86	D	0.86	D	0.86	D	0.86	D	0.86	D	0.86	D	0.85
Stanford Ranch/Galleria & Sr-65 S/B On	E	D	0.82	D	0.83	D	0.82	D	0.82	D	0.82	D	0.82	D	0.82	D	0.82	D	0.82
Taylor & Eureka I-80 EB Off	E	E	0.97	E	0.96	E	0.96	E	0.96	E	0.96	E	0.95	E	0.96	E	0.95	E	0.96
I-80 EB Off/Orlando & Riverside Ave	E	D	0.84	D	0.84	D	0.84	D	0.84	D	0.84	D	0.84	D	0.84	D	0.84	D	0.84

Table 25

Level of Service at State Highway Ramp Intersections
2025 CIP Plus Project Alternative Conditions

Intersection	*LOS Standard*	*Scenario*																	
				2025 CIP Plus Project															
		No Project		*Proposed Action "The Project"*		*Alternative #1 Reduced Footprint Increased Density*		*Alternative #2 Reduced Footprint Same Density*		*Alternative #2X Central Preserve Alternative*		*Alternative #3 Half Acre Wetland Impact Plan*		*Alternative #4 One Acre Wetland Impact Plan*		*Alternative #5 No Federal Action*		*Alternative #6 Off-Site Alternative*	
		LOS	*V/C*	*LOS*	*V/C*	*LOS*	*V/C*	*LOS*	*V/C*	*LOS*	*V/C*	*LOS*	*V/C*	*LOS*	*V/C*	*LOS*	*V/C*	*LOS*	*V/C*
SR 99 NB Off Ramp & Riego Rd	E	B	0.67	B	0.68	B	0.68	B	0.68	B	0.68	B	0.67	B	0.68	B	0.68	B	0.68
SR 99 SB Off Ramp & Riego Rd	E	A	0.51	A	0.51	A	0.51	A	0.51	A	0.51	A	0.51	A	0.51	A	0.51	A	0.51

Note: **BOLD** Locations do not meet LOS Policy, **Shaded** Locations indicate LOS Impacts

Source: DKS Associates, 2012

Table 26
Average Daily Traffic Volumes and LOS on State Highways
2025 CIP Plus Project Alternatives

Facility	Segment	Lanes	No Build		2025 CIP Plus Project															
					Proposed Action "The Project"		Alternative #1 Reduced Footprint Increased Density		Alternative #2 Reduced Footprint Same Density		Alternative #2X Central Preserve Alternative		Alternative #3 Half Acre Wetland Impact Plan		Alternative #4 One Acre Wetland Impact Plan		Alternative #5 No Federal Action		Alternative #6 Off-Site Alternative	
			ADT	LOS	ADT	LOS	ADT	LOS	ADT	LOS	ADT	LOS	ADT	LOS	ADT	LOS	ADT	LOS	ADT	LOS
I-80	Sacramento Co. to Riverside Ave	8	**230,300**	**F**	**230,400** +0.04%	**F**	**230,300** 0%	**F**	**230,300** 0%	**F**	**230,300** 0%	**F**	**230,200** -0.04%	**F**	**230,200** -0.04%	**F**	**230,300** 0%	**F**	**230,000** -0.13%	**F**
	Riverside Avenue to Douglas Blvd	6	**227,100**	**F**	**227,200** +0.04%	**F**	**227,100** 0%	**F**	**227,100** 0%	**F**	**227,100** 0%	**F**	**227,100** 0%	**F**	**227,000** -0.04%	**F**	**227,100** 0%	**F**	**226,400** -0.32%	**F**
	Douglas Blvd to Eureka Rd	6	**221,100**	**F**	**221,200** +0.05%	**F**	**221,100** 0%	**F**	**221,000** -0.05%	**F**	**221,100** 0%	**F**	**220,900** -0.09%	**F**	**221,000** -0.05%	**F**	**221,100** 0%	**F**	**220,300** -0.36%	**F**
	Eureka Rd to Taylor Rd	8	**238,500**	**F**	**238,600** +0.04%	**F**	**238,600** +0.04%	**F**	**238,600** +0.04%	**F**	**238,500** 0%	**F**	**238,400** -0.04%	**F**	**238,600** +0.04%	**F**	**238,500** 0%	**F**	**237,600** -0.37%	**F**
	Taylor Rd to SR 65	8	**223,100**	**F**	**223,300** +0.09%	**F**	**223,100** 0%	**F**	**223,100** 0%	**F**	**223,100** 0%	**F**	**223,100** 0%	**F**	**223,100** 0%	**F**	**223,100** 0%	**F**	**222,300** -0.36%	**F**
SR 65	I-80 to Galleria Blvd	6	**136,400**	**F**	**136,400** +0.00%	**F**	**136,300** -0.07%	**F**	**136,300** -0.07%	**F**	**136,300** -0.07%	**F**	**136,300** -0.07%	**F**	**136,300** -0.07%	**F**	**136,300** -0.07%	**F**	**136,300** -0.04%	**F**
	Galleria Bl. to Pleasant Grove Bl	6	**138,900**	**F**	**138,900** +0.00%	**F**	**138,800** -0.07%	**F**	**138,700** -0.14%	**F**	**138,700** -0.14%	**F**	**138,800** -0.07%	**F**	**138,800** -0.07%	**F**	**138,800** -0.07%	**F**	**138,900** **+0.04%**	**F**
	Pleasant Grove Bl to Blue Oaks Bl	6	**128,300**	**F**	**128,300** 0%	**F**	**128,300** 0%	**F**	**128,200** -0.08%	**F**	**128,200** -0.08%	**F**	**128,300** 0%	**F**	**128,300** 0%	**F**	**128,300** 0%	**F**	**127,900** -0.31%	**F**
	Blue Oaks Blvd to Sunset Blvd	4	**123,000**	**F**	**123,000** 0%	**F**	**123,100** +0.08%	**F**	**123,100** +0.08%	**F**	**123,000** 0%	**F**	**123,000** +0.00%	**F**	**123,100** +0.08%	**F**	**123,100** +0.08%	**F**	**121,900** -0.91%	**F**

Table 26
Average Daily Traffic Volumes and LOS on State Highways
2025 CIP Plus Project Alternatives

Facility	Segment	Lanes	No Build		2025 CIP Plus Project															
					Proposed Action "The Project"		Alternative #1 Reduced Footprint Increased Density		Alternative #2 Reduced Footprint Same Density		Alternative #2X Central Preserve Alternative		Alternative #3 Half Acre Wetland Impact Plan		Alternative #4 One Acre Wetland Impact Plan		Alternative #5 No Federal Action		Alternative #6 Off-Site Alternative	
			ADT	LOS	ADT	LOS	ADT	LOS	ADT	LOS	ADT	LOS	ADT	LOS	ADT	LOS	ADT	LOS	ADT	LOS
SR 70/99	Sankey Rd to Riego Rd	4	57,300	C	57,300 0%	C	57,300 0%	C	57,300 0%	C	57,300 0%	C	57,300 0%	C	57,300 0%	C	57,300 0%	C	57,300 +0.03%	C
	Riego Rd to Elverta Rd	4	**77,200**	**E**	**77,600** +0.52%	**E**	**77,100** -0.13%	**E**	**77,000** -0.26%	**E**	**77,100** -0.13%	**E**	**77,000** -0.26%	**E**	**77,000** -0.26%	**E**	**77,100** -0.13%	**E**	**77,300** **+0.16%**	**E**
	Elverta Rd to Elkhorn Blvd	4	**79,700**	**E**	**80,100** +0.50%	**F**	**79,700** 0%	**E**	**79,600** -0.13%	**E**	**79,500** **-0.3%**	**E**	**79,600** -0.13%	**E**	**79,600** -0.13%	**E**	**79,600** -0.13%	**E**	**79,900** **+0.20%**	**E**

Notes:

Roadway segment levels of service (LOS) are based on roadway capacities and LOS criteria in Table x

Highway segments operating at LOS F are **BOLD**.

Impacts are **Shaded**

Source: DKS Associates, 2012

Transit Impacts

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

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

As mitigation, 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 SRTP and LRTP as funding allows. Although the Roseville Transit System is currently facing funding problems, the requirement that the Project develop transit stops at key arterial

intersections and other locations determined by Public Works will be sufficient to allow service to be extended to the Project area. Notably, nothing about the inclusion of such transit stops will worsen the current funding problems of the Roseville Transit system, which should improve as the national and regional economies recover from the recent recession. Because development in the Project area is not expected to occur to any significant degree until economic conditions improve, the City expects system revenues to increase as demand for transit service in the Project area arises. For these reasons, the proposed mitigation would reduce impacts to a **less than significant** level.

Bicycle System Impacts

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