3.14 TRANSPORTATION AND TRAFFIC

3.14.1 INTRODUCTION

This section presents an overview of the existing traffic and circulation system in the area surrounding the Proposed Action and alternatives. It also discusses the potential effects on traffic and circulation as a result of the implementation of the Proposed Action and alternatives. Where significant effects are identified, mitigation measures are recommended to reduce the severity of the effect to the extent possible.

Sources of information used in this analysis include:

- Westbrook EIS Transportation Analysis (DKS 2012); and
- Sierra Vista Specific Plan EIR prepared by the City of Roseville (City of Roseville 2010).

3.14.2 AFFECTED ENVIRONMENT

3.14.2.1 Study Area Roadways and Intersections

The project site is located at 2801 Pleasant Grove Boulevard, approximately 1.2 miles north of Baseline Road and 1 mile west of Fiddyment Road in the western portion of the City of Roseville. **Figure 3.14-1, Location of the Project Site and Alternatives**, identifies the location of the project site in relation to the City of Roseville and other jurisdictions. The existing state highway and arterial systems serving the project site are described below.

State Highway System

Roseville is served by an interstate highway (I-80) and a state highway, State Route 65 (SR 65). I-80 is a transcontinental highway that links Roseville not only to Sacramento and the Bay Area, but to the rest of the United States via its crossing of the Sierra Nevada. It carries commuter 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 links residential areas to both commercial and employment centers and links all of these uses to the regional highway system. The existing arterial network in the western portion of the City of Roseville is described below.

Baseline Road

This roadway is an east–west arterial that links Roseville with the Dry Creek Area and State Route 70/99 (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

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

Fiddyment Road

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

Foothills Boulevard

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

Junction Boulevard

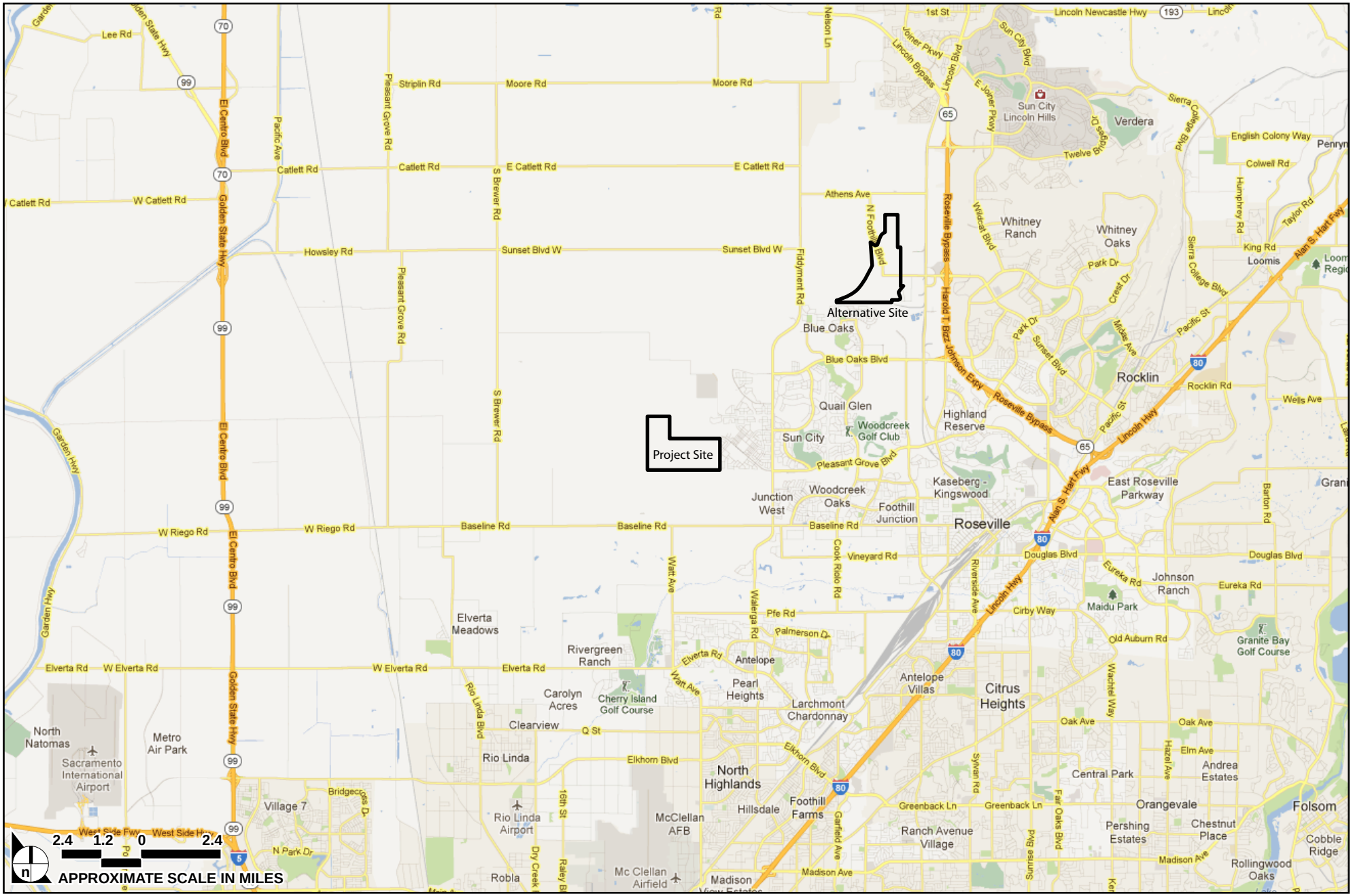
This roadway is an east–west arterial in west Roseville that has four lanes from Washington Boulevard to Baseline Road.

Pleasant Grove Boulevard

This roadway is an east-west arterial that extends from the WRSP area to the City of Rocklin where it becomes Park Drive and connects the WRSP, the Del Webb Specific Plan, the Northwest Roseville Specific Plan, the North Central Roseville Specific Plan, and the Highland Reserve Specific Plan to each other and to SR 65. It has four lanes from its current western terminus at Market Drive to west of Foothills Boulevard. It has six lanes from west of Foothills Boulevard to SR 65.

Riego Road

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



SOURCE: Google Maps, November 2012

FIGURE **3.14-1**

Location of Project Site and Alternatives

Walerga Road

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

Washington Boulevard

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

Watt Avenue

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

Woodcreek Oaks Boulevard

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

3.14.2.2 Existing Traffic Levels of Service

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

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

Table 3.14-1
Level of Service Definitions at Signalized Intersections

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

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

Table 3.14-2, Level of Service Definitions at Unsignalized Intersections, presents the level of service categories for unsignalized intersections considered in this analysis and provides a definition of each category with the corresponding average delay per vehicle.

Table 3.14-2
Level of Service Definitions at Unsignalized Intersections

Level of Service (LOS)	Average Delay per Vehicle (sec/vehicle)
A	0 to 5.0
B	5.1 to 10.0
C	10.1 to 20.0
D	20.1 to 30.0
E	30.1 to 45.0
F	> 45.0

Source: Transportation Research Board 1994
Notes:
[1] *The ratio of the traffic volume demand at an intersection to the capacity of the intersection.*
[2] *The City of Roseville has established a volume-to-capacity ratio of 0.81 as the LOS C threshold.*

Table 3.14-3, Level of Service Definitions on Roadway Segments, shows the volume thresholds used to determine segment-based level of service on roadways in other jurisdictions. These thresholds are based on the Placer County General Plan as the City of Roseville does not have level of service thresholds for roadway segments.

Table 3.14-3
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

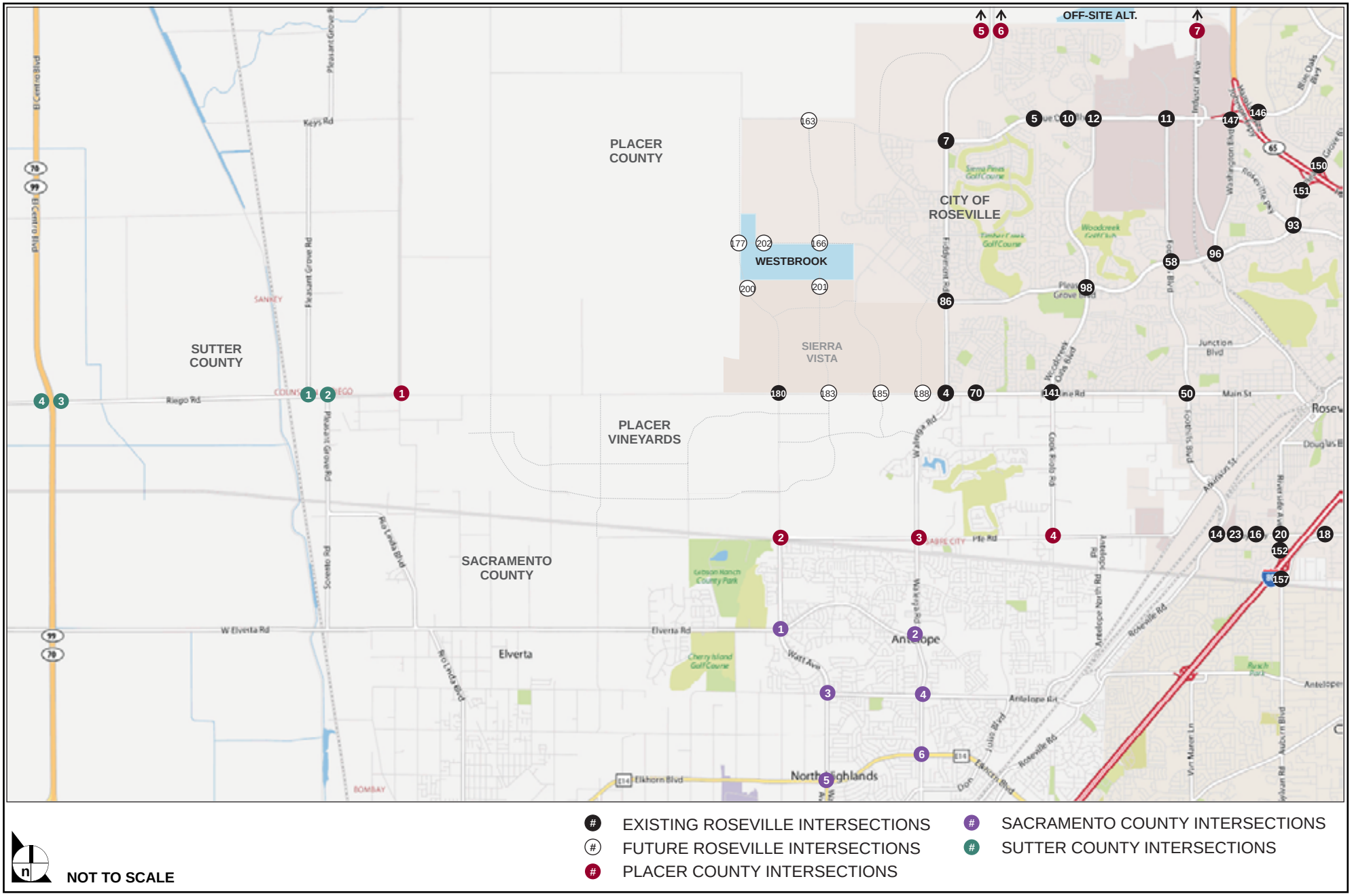
Source: DKS Associates 2010

3.14.2.3 Study Area Intersections

Figure 3.14-2, Locations of Study Intersections, shows the intersections analyzed for existing and future conditions within the study area. The figure shows study intersections in the City of Roseville, Placer County, Sacramento County, and Sutter County. **Table 3.14-4, Study Area Signalized Intersections – Existing Levels of Service**, shows the level of service at currently signalized intersections located in the western portion of the City of Roseville. As indicated in this table, all study intersections in the City of Roseville currently operate at LOS C or better during the AM peak hour and all but three intersections currently operate at LOS C or better during the PM peak hour. With respect to study intersections in Placer County, as indicated in **Table 3.14-4**, one intersection (Locust and Baseline) operates unacceptably during the PM peak hour only. As shown in **Table 3.14-4**, all six Sacramento County study intersections currently operate acceptably during the AM and PM peak hours, and one study intersection in Sutter County (SR 70/99 and Riego) operates unacceptably during the AM peak hour only and one intersection (Pleasant Grove South and Riego) operates unacceptably during the PM peak hour only.

3.14.2.4 Study Area Roadway Segments

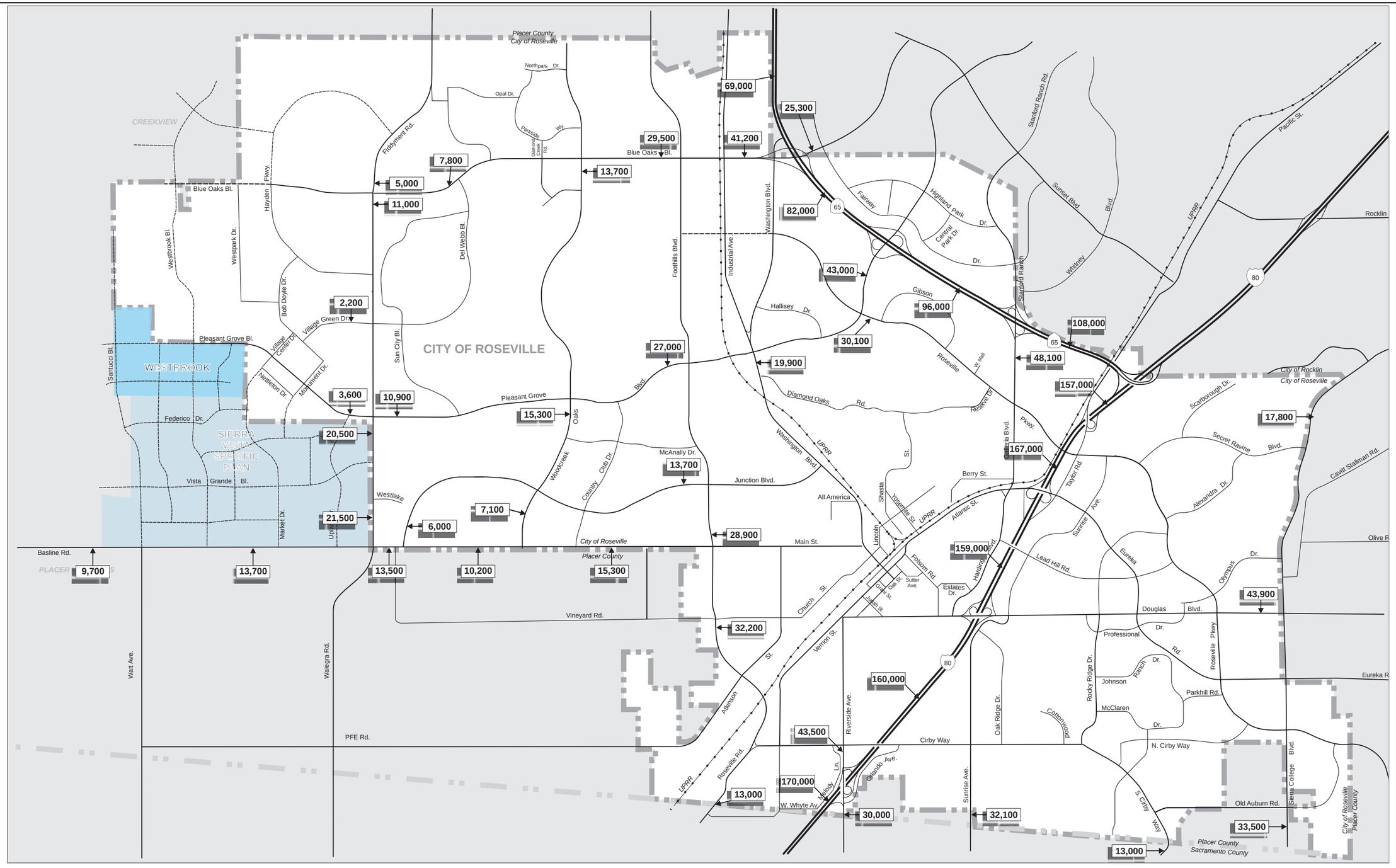
Figure 3.14-3, Existing Daily Traffic Volumes, shows existing daily two-way traffic volumes on major roadways throughout the City of Roseville. **Table 3.14-5, Study Area Roadway Segments – Existing Levels of Service**, shows existing daily volumes and LOS for Placer County roadway segments. As indicated in this table, one roadway segment in Placer County (Walerga Road south of Baseline Road) currently operates at LOS D, which is unacceptable based on County standards. With respect to Rocklin area roadway segments, as shown in **Table 3.14-5**, all four roadway segments currently operate acceptably. As indicated in **Table 3.14-5**, all eight Sacramento County roadway segments currently operate acceptably based on County standards. Riego Road in Sutter County currently operates acceptably based on daily traffic volume.



SOURCE: DKS Associates, May 2012

FIGURE **3.14-2**

Locations of Study Intersections



NOT TO SCALE

SOURCE: DKS Associates, May 2012

FIGURE **3.14-3**

Existing Daily Traffic Volumes

Table 3.14-4
Study Area Signalized Intersections – Existing Levels of Service

ID	Intersection	Standard	AM Peak Hour		PM Peak Hour	
			LOS	V/C or Delay	LOS	V/C or Delay
Roseville Intersections						
4	Baseline Rd & Fiddyment Rd.	*	B	0.67	C	0.80
5	Blue Oaks Blvd & Crocker Ranch	*	A	0.22	A	0.23
7	Blue Oaks Blvd & Fiddyment	*	A	0.20	A	0.18
10	Blue Oaks Blvd & Diamond Creek Blvd.	*	A	0.36	A	0.30
11	Blue Oaks Blvd & Foothills Blvd.	*	B	0.64	A	0.58
12	Blue Oaks Blvd & Woodcreek Oaks Blvd.	*	A	0.55	A	0.41
14	Cirby Way & Foothills Blvd.	*	B	0.67	B	0.68
16	Cirby Way & Northridge Dr.	*	A	0.58	B	0.65
18	Cirby Way & Orlando Ave.	*	A	0.56	C	0.74
20	Cirby Way & Riverside Ave.	*	C	0.78	C	0.78
23	Cirby Way & Vernon St.	*	C	0.71	**D**	**0.85**
50	Foothills Blvd & Baseline/Main	*	B	0.61	C	0.70
58	Foothills Blvd & Pleasant Grove Blvd.	*	A	0.50	B	0.67
70	Junction Blvd & Baseline Rd.	*	A	0.31	A	0.46
86	Pleasant Grove Blvd & Fiddyment	*	A	0.34	A	0.27
93	Pleasant Grove Blvd & Roseville Pkwy.	*	A	0.43	C	0.72
96	Pleasant Grove Blvd & Washington	*	A	0.56	B	0.69
98	Pleasant Grove Blvd & Woodcreek Oaks Blvd.	*	A	0.45	A	0.54
141	Woodcreek Oaks Blvd & Baseline	*	B	0.60	B	0.65
146	SR 65 NB 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 NB Off & Pleasant Grove Blvd.	*	A	0.56	**D**	**0.85**
151	SR 65 SB Off & Pleasant Grove Blvd.	*	B	0.62	C	0.78
152	I-80 WB Off & Riverside Ave.	*	A	0.55	B	0.69
157	I-80 EB Off/Orlando & Riverside Ave.	*	A	0.54	B	0.69
180	Watt Ave & Baseline Rd.	*	A	0.51	**D**	**0.86**
Placer County Intersections						
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

ID	Intersection	Standard	AM Peak Hour		PM Peak Hour	
			LOS	V/C or Delay	LOS	V/C or Delay
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
Sacramento County Intersections						
1	Watt Ave & Elverta Rd.	E	A	0.47	B	0.62
2	Walerga Rd & Elverta Rd.	E	C	0.76	C	0.70
3	Watt Ave & Antelope Rd.	E	C	0.76	C	0.79
4	Walerga Rd & Antelope Rd.	E	B	0.63	D	0.87
5	Watt Ave & Elkhorn	E	B	0.69	B	0.69
6	Walerga Rd & Elkhorn	E	B	0.62	C	0.80
Sutter County Intersections						
1	Pleasant Grove N & Riego Rd.	D	C	21.4 sec	D	27.7 sec
2	Pleasant Grove S & Riego Rd.	D	C	21.2 sec	**E**	**35.0 sec**
3	SR 70/99 & Riego Rd.	D	**E**	**0.94**	D	0.85

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

Table 3.14-5
Study Area Roadway Segments – Existing Levels of Service

Segment	LOS Standard	Lanes	LOS	V/C
Placer County Roadway Segments				
Baseline Rd west of Sierra Vista Specific Plan	D	2	9,700	A
Watt Ave south of Baseline Rd	F	2	5,700	A
Walerga Rd south of Baseline Rd	D	2	**16,100**	**D**
PFE Rd east of Watt Ave	D	2	3,900	A
Fiddyment Rd south of Athens	C	2	6,100	A
Sunset Blvd West west of Fiddyment Rd	C	2	1,000	A
Athens Ave east of Fiddyment Rd	C	2	3,700	A
Rocklin Roadway Segments				
Blue Oaks Blvd west of Sunset Blvd	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

Segment	LOS Standard	Lanes	LOS	V/C
Sunset Blvd east of State Route 65	D*	4	13,800	A
Sacramento County Roadway Segments				
Watt Ave south of PFE Rd	E	2	16,300	E
Watt Ave south of Elverta Rd	E	4	25,700	C
Watt Ave south of Antelope Rd	E	4	28,400	C
Watt Ave south of Elkhorn Blvd	E	4	32,600	E
Walerga Rd south of PFE Rd	E	4	23,300	B
Walerga Rd south of Elverta Rd	E	4	35,800	E
Walerga Rd south of Antelope Rd	E	4	31,800	D
Walerga Rd south of Elkhorn Blvd	E	4	29,300	D
Sutter County Roadway Segment				
Riego Rd east of SR 70-99	D	2	8,100	C

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

3.14.2.5 Study Area State Highways

Table 3.14-6, Average Daily Traffic Volumes and LOS on State Highways – Existing Conditions, shows existing daily traffic volumes and levels of service on study area freeway mainlines. As indicated in **Table 3.14-6**, the majority of segments on I-80 and SR 65 currently operate at LOS F, based on daily volumes. These segments do not meet the California Department of Transportation's (Caltrans) level of service policies.

Table 3.14-6
Average Daily Traffic Volumes and LOS on State Highways – Existing Conditions

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

Source: DKS Associates 2010
Notes:
Roadway segment levels of service (LOS) are based on roadway capacities and LOS criteria in Table 2 in Appendix 3.14.
Highway segments operating at LOS F are bold.

3.14.2.6 Existing Transit Service

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

City of Roseville Transit Services

Roseville Commuter Service is a fixed-route scheduled transit system operated by the City of Roseville. It provides weekday commute period service between Roseville and downtown Sacramento. Roseville Transit is a fixed-route scheduled transit system operated by the City of Roseville within the City limits. There are currently nine scheduled routes. There are five transfer points: Sierra Gardens, Galleria Mall, City Hall, Auburn/Whyte, and Woodcreek Oaks/Junction. Many of the Roseville Transit riders are elderly and disabled. The Roseville Transit system connects to both Placer County Transit (at Galleria Mall and Auburn/Whyte) and Sacramento Regional Transit (at Auburn/Whyte).

There are currently no Roseville Transit routes directly serving the project site. The closest route is Route M. This route currently passes within 1.25 miles (2 kilometers) of the project site, with its closest access being at the intersection of Fiddyment Road and Pleasant Grove Boulevard. Route H currently passes within about 2 miles (3.2 kilometers) of the project site, with its closest access being at the intersection of Pleasant Grove Boulevard and Woodcreek Oaks Boulevard.

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

Placer County Transit Services

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

Other Transit Services

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

3.14.2.7 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.

3.14.2.8 Existing Bicycle Facilities

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

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

3.14.3.1 Federal and State Laws, Regulations, Plans, and Policies

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

3.14.3.2 Local Laws, Regulations, Plans, and Policies

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

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

City of Roseville Improvement Standards

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

Capital Improvement Program (CIP)

The CIP defines phasing of roadway improvements that are needed to meet the City's level of service standard. The existing CIP that was adopted in September 2002 is based on buildout of currently entitled

City land plus some potential redevelopment of properties within the City's Downtown area and 2020 market rate development outside of the City. The General Plan calls for the CIP to be updated a minimum of every five 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.

3.14.4 SIGNIFICANCE THRESHOLDS AND ANALYSIS METHODOLOGY

3.14.4.1 Significance Thresholds

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

City of Roseville

- Cause a signalized intersection previously identified in the CIP as functioning at LOS C or better to function at LOS D or worse during the AM[1] and/or PM peak hour;
- Cause a signalized intersection previously identified in the CIP as functioning at LOS D or E to degrade by one or more LOS category (i.e., from LOS D to LOS E) during the AM and/or PM peak hour;
- Not meet the policies and guidelines of Roseville's Bikeway Master Plan; or
- Have a negative impact on transit operations, travel times, and/or circulation.

Placer County

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

Sacramento County

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

---

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

Sutter County

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

City of Rocklin

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

State Highway Facilities

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

3.14.4.2 Analysis Methodology

Buildout of the Proposed Action is anticipated to occur between 15 and 30 years of project authorization. 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. Assuming a fast growth scenario, the year 2025 was determined to be a reasonable horizon year for this traffic analysis. The National Environmental Policy Act (NEPA) requires an evaluation of the environmental effects of a Proposed Action relative to conditions that would exist in the area without the Proposed Action. Because Proposed Action buildout is assumed to occur by 2025, the transportation effects of the Proposed Action were evaluated in this EIS relative to background (2025) conditions that would exist in the study area without the Proposed Action. The Proposed Action was not evaluated relative to the No Action conditions because the No Action Alternative in this EIS is a reduced development scenario and not a "No Development" scenario. The impacts of all alternatives were evaluated relative to background conditions in 2025.

The travel demand model for the City of Roseville and Placer County was used to estimate 2025 traffic volumes without the Proposed Action. The model translates land uses into roadway volume projections. Its inputs are estimates of development (i.e., the number of single-family and multi-family dwelling units, and the amount of square footage of various categories of non-residential uses) and descriptions of the roadway and transit systems. The model covers not only the City of Roseville, but also the entire Sacramento region (including the portions of Placer County west of Colfax). The model maintains a

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

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

Analysis Scenarios

The following scenarios were evaluated in detail:

- 2025 Background Conditions
- 2025 plus No Action Alternative Conditions
- 2025 plus Proposed Action Conditions
- 2025 plus Alternative 1 (Reduced Footprint, Increased Density) Conditions
- 2025 plus Alternative 2 (Reduced Footprint, Same Density) Conditions
- 2025 plus Alternative 3 (Central Preserve) Conditions
- 2025 plus Alternative 4 (Half Acre Fill) Conditions
- 2025 plus Alternative 5 (One Acre Fill) Conditions
- 2025 plus Alternative 6 (Off-Site Alternative) Conditions

Development Assumptions for 2025 Background Conditions

The following land use and growth assumptions were used to develop 2025 Background Conditions[2]:

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

2 Although some of the projects included in the 2025 background conditions do not have permits/approvals from resource agencies including the USACE, they are considered reasonably foreseeable for this NEPA analysis as they have been proposed in the project area and some of these projects have also received land use approvals from the local jurisdictions in which they are proposed.

- Buildout of Phase 1 of the Sutter Pointe Specific Plan (Sutter County)

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

- All roadway and intersection improvements included in Roseville's Capital Improvement Program (CIP)
- I-80 improvements, including HOV lanes and auxiliary lanes in Placer County
- SR 65 improvements, including widening to six lanes between I-80 and Blue Oaks Boulevard
- Widening of Baseline Road to six lanes from Fiddyment Road to the Sutter County line (consistent with the Placer Vineyards Specific Plan and current City of Roseville and Placer County Fee programs for Baseline Road)
- Widening of Baseline Road to six lanes from Sutter County line to SR 70/99 (consistent with Metropolitan Transportation Plan [MTP] and South Sutter Specific Plan)
- Widening of Watt Avenue to six lanes between Baseline Road and the Sacramento County line (consistent with the Placer Vineyards Specific Plan)
- Widening of Walerga Road to four lanes between Baseline Road and the Sacramento County line (consistent with Placer County CIP)
- Construction of an interchange at SR 70/99 and Riego Road
- Construction of Watt Avenue from Baseline Road to south of Blue Oaks Boulevard (consistent with Regional University Specific Plan)

Placer Parkway is a proposed 15-mile (24 kilometer), six-lane thoroughfare that will link SR 65 in western Placer County to Highways 99 and 70 in southern Sutter County. Placer Parkway is not assumed in this analysis because the timeline for its construction is unknown. It is currently going through the environmental review process and construction has not been funded. Based on its current status, it is unlikely that any portion of Placer Parkway would be constructed by 2025. Therefore, it is not included in this analysis.

Trip Generation of Proposed Action and Alternatives

Table 3.14-7, Land Use Assumptions for Proposed Action and Alternatives, and **Table 3.16-8, Proposed Action and Alternatives Trip Generation**, provide a summary of the proposed land use and trip generation and summarize the additional trips associated with the Proposed Action and each of the alternatives. As indicated by **Table 3.14-8**, the Proposed Action would generate approximately 34,300 daily trips. Daily trips include both trips originating from and terminating at the project site. **Table 3.14-8** also shows the estimated trips associated with each of the alternatives. The trip generation of the alternatives range from 51 percent to 87 percent of the trips associated with the Proposed Action.

Table 3.14-7
Land Use Assumptions for Proposed Action and Alternatives

Land Use	Units	Land Use Assumptions							
				Alternatives					
		No Action	Proposed Action	Reduced Footprint Increased Density	Reduced Footprint Same Density	Central Preserve	Half Acre Fill	One Acre Fill	Off-Site
Single-Family	DUs	950	1,340	695	811	895	638	667	885
Multi-Family		555	689	1,195	594	600	616	672	465
Total Residential		*1,505*	*2,029*	*1,890*	*1,405*	*1,495*	*1,254*	*1,339*	*1,350*
Commercial	ksf	324.5	457.8	434.5	434.5	434.5	203.6	248.3	220.0
Office		0.0	54.9	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	550	750	700	520	460	460	500	500
Park	Acres	13.5	15.5	15.7	11.2	12.4	12.4	12.8	14.2

Source: DKS Associates 2012
Notes: DU = Dwelling Unit; ksf = Thousand Square Feet.

Table 3.14-8
Proposed Action and Alternatives Trip Generation

Land Use	Daily Trips Per Unit	Daily Trips							
				Alternatives					
		No Action	Proposed Action	Reduced Footprint Increased Density	Reduced Footprint Same Density	Central Preserve	Half Acre Fill	One Acre Fill	Off-Site
Single Family (DUs)	9.0	8,550	12,060	6,255	7,299	8,055	5,742	6,003	7,965
Multi-Family (DUs)	6.5	3,608	4,479	7,768	3,861	3,900	4,004	4,368	3,023
Commercial (ksf)	35.0	11,358	16,023	15,208	15,208	15,208	7,128	8,690	7,700
Office (ksf)	17.7	0	972	0	0	0	0	0	0
Industrial (ksf)	7.6	0	0	0	0	0	0	0	1,175
School (Students)	1.0	550	750	700	520	550	460	500	500
Park (Acres)	2.2	30	34.1	34.54	24.64	25.3	27	28	31
Total Trips		**24,095**	**34,318**	**29,965**	**26,913**	**27,738**	**17,361**	**19,589**	**20,394**

Source: DKS Associates 2012
Notes: DU = Dwelling Unit; ksf = Thousand Square Feet.

It should be noted that since the Proposed Action and all alternatives contain both residential and non-residential uses, some internalization of trips can be expected. For example, some residents living within the project site could do their shopping or work within the project site, and thus their shopping or work trips might remain within the project site. A "select zone" assignment was performed with the travel demand model to estimate the internalization of trips. The model predicted that approximately 18 percent of the daily trips generated by the Proposed Action (or an alternative) would remain on roadways within the project site and approximately 82 percent of the daily trips would exit the project site and use other local and regional roadways (DKS Associates 2012).

Trip Distribution

Figure 3.14-4, Project Trip Distribution, shows the trip distribution estimated using the travel demand model. The figure shows that a high percentage of project-related external trips are expected to use roadways in western Roseville. Approximately 23 percent of the vehicles would use Blue Oaks Boulevard east of the project site. Approximately 37 percent of the vehicles are estimated to travel south into the Sierra Vista Specific Plan area. Approximately 14 percent of the vehicles would travel north on Westbrook Boulevard. Approximately 8 percent of the vehicles are estimated to travel west on Blue Oaks Boulevard. A very small number of vehicles are estimated to travel on I-80 through Roseville, as this is not a convenient way to access the project site. It is reasonable to assume that the trip distribution and trip length data for the alternatives would be similar to the Proposed Action, with the exception of the Off-Site Alternative, for which a separate trip distribution was completed.

3.14.5 ENVIRONMENTAL CONSEQUENCES AND MITIGATION MEASURES

Impact TRA-1 Increased Traffic at City of Roseville Intersections

No Action Alt. The No Action Alternative would cause two intersections in the City of Roseville to operate at LOS F during the PM peak hour. Mitigation is identified in this EIS to reduce these effects. However, due to the infeasibility of improvements at these affected intersections, residual **significant indirect** effects would remain after mitigation. **No direct** effects would occur.

The No Action Alternative would result in the development of the project site with a variety of land uses, including residential and commercial uses. As indicated in **Tables 3.14-9** and **3.14-10** (at the end of this section), two intersections in the City of Roseville would operate at LOS F under 2025 plus No Action Alternative conditions during the PM peak hour. A description of each intersection affected along with a discussion of proposed improvements that would mitigate the impact is provided below:

- **Blue Oaks Boulevard and Diamond Creek Boulevard** – Under 2025 plus No Action Alternative conditions, this intersection would degrade from LOS E to LOS F during the PM peak hour. This would be a **significant** effect, prior to mitigation. Modifying this intersection to include a separate southbound right turn lane would restore the operation of the intersection to LOS E. However, the

City of Roseville may not consider this improvement to be feasible due to adjacent sidewalks and landscaping.

- **Pleasant Grove Boulevard and Fiddyment Road** – Under 2025 plus No Action Alternative conditions, this intersection would degrade from LOS E to LOS F during the PM peak hour. This would be a **significant** effect, prior to mitigation. Modifying this intersection to include three east bound through lanes, two westbound to southbound left turn lanes, and two westbound through lanes would improve the operation of the intersection to LOS C. However, the City of Roseville may not consider this improvement to be feasible.

Mitigation Measure TRA-1, which would require payment of the fair share of the cost of the improvements, would address this effect.

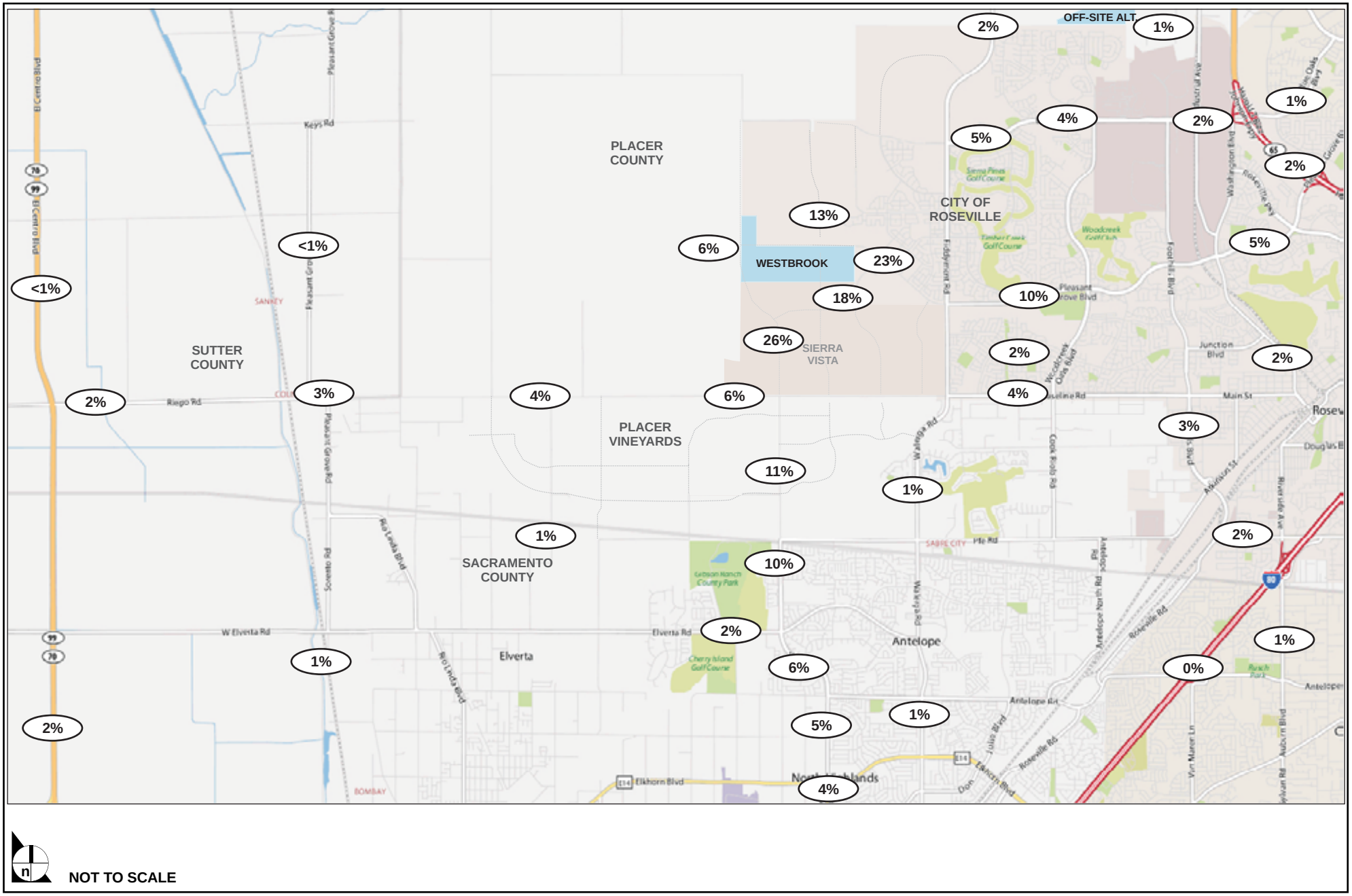
Mitigation Measure TRA-1 is the same as Mitigation Measure 4.3-1 in the Sierra Vista Specific Plan EIR. The USACE assumes that the City would impose this mitigation measure on the No Action Alternative. However, as noted above, the City of Roseville may not consider the proposed improvements feasible. Therefore, the **indirect** effect would be **significant** (City of Roseville 2010). The USACE agrees with the conclusion in the Sierra Vista Specific Plan EIR and finds that with this mitigation, this **indirect** effect would remain **significant. No direct** effects would occur.

Proposed Action

The Proposed Action would cause two intersections in the City of Roseville to operate at LOS F during the PM peak hour. Mitigation is identified to address these effects. However, due to the potential infeasibility of the mitigation, the **indirect** effects would remain **significant**. **No direct** effects would occur.

The Proposed Project would construct a larger mixed-use development on the project site, compared to the No Action Alternative. As indicated in **Tables 3.14-9** and **3.14-10**, the same two intersections that would degrade from LOS E to LOS F under the No Action Alternative would degrade from LOS E to LOS F under the Proposed Action. Based on the significance criteria listed above and for the same reasons presented above for the No Action Alternative, these **indirect** effects would be **significant**.

Mitigation Measure TRA-1 is the same as Mitigation Measure 4.3-1 in the Sierra Vista Specific Plan EIR. However, as noted above, the City of Roseville may not consider the proposed improvements feasible. Therefore, the **indirect** effect would be **significant** (City of Roseville 2010). The USACE agrees with the conclusion in the Sierra Vista Specific Plan EIR and finds that with this mitigation, this **indirect** effect would remain **significant. No direct** effects would occur.



NOT TO SCALE

SOURCE: DKS Associates, May 2012

FIGURE **3.14-4**

Project Trip Distribution

1122.001•11/12

Alts. 1 through 5

All of the on-site alternatives would construct a smaller mixed-use development on the project site compared to the Proposed Action. As indicated in **Tables 3.14-9** and **3.14-10**, with the exception of Alternative 2, the on-site alternatives would cause the intersection of Blue Oaks Boulevard and Diamond Creek Boulevard to degrade from LOS E to LOS F during the PM peak hour. In addition, the intersection of Pleasant Grove Boulevard and Fiddyment Road would degrade from LOS E to LOS F during the PM peak hour under all of the on-site alternatives. Based on the significance criteria listed above and for the same reasons presented above for the No Action Alternative, these **indirect** effects would be **significant**. **No direct** effects would occur.

Mitigation Measure TRA-1 is the same as Mitigation Measure 4.3-1 in the Sierra Vista Specific Plan EIR. The USACE assumes that the City would impose this mitigation measure on Alternatives 1 through 5. However, as noted above, the City of Roseville may not consider the proposed improvements feasible. Therefore, the **indirect** effect would be **significant** (City of Roseville 2010). The USACE agrees with the conclusion in the Sierra Vista Specific Plan EIR and finds that with this mitigation, this **indirect** effect would remain **significant. No direct** effects would occur.

Off-Site Alt.

The Off-Site Alternative would cause one intersection in the City of Roseville to operate at LOS D during the AM peak hour and one intersection in the City of Roseville to operate at LOS F during the PM peak hour. Mitigation is identified to address these effects. However, due to the infeasibility of mitigation, the **indirect** effects would remain **significant**. **No direct** effects would occur.

The Off-Site Alternative would construct a project broadly similar to the Proposed Action on the alternative site. Based on the significance criteria listed above and as indicated in **Table 3.14-10**, the intersection of Blue Oaks Boulevard & Diamond Creek Boulevard would degrade from LOS E to LOS F during the PM peak hour under this alternative (The same intersection would degrade from LOS E to LOS F under the No Action Alternative). This represents a **significant indirect** effect. As shown above under the No Action Alternative, feasible improvements are potentially unavailable for this intersection.

In addition, as shown in **Table 3.14-9**, one other intersection (Blue Oaks and Crocker Ranch) would degrade from LOS C to LOS D during the AM peak hour under this alternative based on the significance criteria listed above. A description of this effect along with a discussion of potential improvements is provided below:

- **Blue Oaks Boulevard and Crocker Ranch Road** – Under 2025 plus Off-Site Alternative conditions, this intersection would degrade from LOS C to LOS D. This would be a **significant** effect, prior to mitigation. Re-striping to include two southbound to eastbound left turn lanes and a separate right turn lane would improve the intersection to LOS B. This improvement would need to be added to the City's CIP and development within the Westbrook project would

be required to pay fair share costs for this improvement.

Mitigation Measure TRA-1 would address this effect. It is the same as Mitigation Measure 4.3-1 in the Sierra Vista Specific Plan EIR. The USACE assumes that the City would impose this mitigation measure on the No Action Alternative. However, as noted above, the City of Roseville may not consider the proposed improvements feasible. Therefore, the **indirect** effect would be **significant**. The USACE agrees with the conclusion in the Sierra Vista Specific Plan EIR and finds that even with this mitigation, this **indirect** effect would remain **significant. No direct** effects would occur.

Mitigation Measure TRA-1: **Pay fair share of the improvements to City of Roseville intersections (*Applicability – No Action, Proposed Action, and All Alternatives*)**

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

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

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

1. *Foothills Boulevard and Baseline Road: No feasible mitigation*
2. *Industrial Avenue and Alantown Drive: No feasible mitigation*
3. *Cirby Way and Northridge Drive: No feasible mitigation*
4. *Foothills Boulevard and Junction Boulevard: No feasible mitigation*
5. *Junction Boulevard and Baseline Road: No feasible mitigation*
6. *Roseville Parkway and Sierra College Boulevard: No feasible mitigation*
7. *Blue Oaks Boulevard and Crocker Ranch Road: Re-stripe to include two south bound to east bound left turn lanes and a separate right turn. This improvement will be added to the City of Roseville's Capital Improvement program. Development within the Sierra Vista Specific Plan Area will be required to pay fair share costs for this improvement*
8. *Blue Oaks Boulevard and New Meadow Drive: Re-stripe the southbound through lane to a shared through and left-turn lane. This improvement will be added to the City of Roseville's Capital Improvement program. Development within the Sierra Vista Specific Plan Area will be required to pay fair share costs for this improvement. As such, this impact would be reduced to less than significant.*
9. *Foothills Boulevard and Baseline/Main: No feasible mitigation*
10. *Sunrise Boulevard and Sandringham/Kensington: add a dedicated southbound right-turn lane*
11. *Woodcreek Oaks and Baseline Road: construction of a second eastbound through lane. This improvement is currently in the City's CIP program. SVSP would be required to pay fair share costs for this improvement.*

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

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

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

No Action Alt. None of the study intersections or roadway segments under the jurisdiction of Placer County would be significantly affected under 2025 plus No Action conditions (see Tables 18 and 19 in **Appendix 3.14**). Based on the significance criteria listed above, this **indirect** effect would be **less than significant**. No mitigation is required. **No direct** effects would occur.

Proposed Action, Alts. 1 through 5 None of the study intersections or roadway segments under the jurisdiction of Placer County would be significantly affected under the Proposed Action or Alternatives 1 through 5 (see Tables 18 and 19 in **Appendix 3.14**). Based on the significance criteria listed above, the **indirect** effect on study intersections or roadway segments in Placer County would be **less than significant** under the Proposed Action and all of the on-site alternatives. No mitigation is required. **No direct** effects would occur.

Off-Site Alt. No intersections under the jurisdiction of Placer County would be significantly affected under the Off-Site Alternative based on the significance criteria listed above (Table 18 in **Appendix 3.14)**. However, this alternative would cause one roadway segment in the County to degrade from LOS B to LOS E.

Under 2025 plus Off-Site Alternative conditions, the segment of Sunset Boulevard west of Industrial Avenue would degrade from LOS B to LOS E due to the addition of 9,800 vehicles to this roadway (Table 18 in **Appendix 3.14)**. This would be a **significant indirect** effect, prior to mitigation. The large increase in traffic on this segment is due not so much from traffic generated under the Off-Site Alternative but from a new connection between Sunset Boulevard and Woodcreek Oaks Boulevard that is a part of the alternative. This new connection would also cause significant volume decreases on Blue Oaks Boulevard between Woodcreek Oaks Boulevard and Foothills Boulevard, and on Foothills Boulevard between Blue Oaks Boulevard and Sunset Boulevard but the traffic on Sunset Boulevard west of Industrial Avenue would increase. To address this increase, Sunset Boulevard would need to be widened to six lanes between Industrial

Avenue and Foothills Boulevard.

Mitigation Measure TRA-2, which would require payment of the fair share of the cost to widen the segment of Sunset Boulevard west of Industrial Avenue, would address the effect of the Off-Site Alternative. However, The USACE acknowledges that it has no authority to require **Mitigation Measure TRA-2** and cannot guarantee that the City will impose this measure on this alternative because the City of Roseville does not have jurisdiction over Placer County roadways. Therefore, the **indirect** effect would remain **significant. No direct** effects would occur.

Mitigation Measure TRA-2: **Pay fair share of the cost of Improvements to the Segment of Sunset Boulevard west of Industrial Avenue (*Applicability – Off-Site Alternative*)**

The proposed development will pay its fair share of the cost of necessary improvements to the segment of Sunset Boulevard west of Industrial Avenue by participating in the City/County Joint Fee Program to fund this improvement.

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

No Action Alt. No study intersections and roadway segments in Sacramento County would be significantly affected under 2025 plus No Action Alternative conditions (see Tables 20 and 21 in **Appendix 3.14**). Based on the significance criteria listed above, this **indirect** effect would be **less than significant**. No mitigation is required. **No direct** effects would occur.

Proposed Action, Alts. 1 through 5 None of the study intersections or roadway segments in Sacramento County would be significantly affected under the Proposed Action or Alternatives 1 through 5 (see Tables 20 and 21 in **Appendix 3.14**). Based on the significance criteria listed above, the **indirect** effects on study intersections and roadway segments in Sacramento County would be **less than significant** under the Proposed Action and all of the on-site alternatives. No mitigation is required. **No direct** effects would occur.

Off-Site Alt. None of the study intersections and roadway segments in Sacramento County would be significantly affected under this alternative (see Tables 20 and 21 in **Appendix 3.14**). Based on the significance criteria listed above, the **indirect** effect on study intersections or roadway segments in Sacramento County would be **less than significant** under this alternative. No mitigation is required. **No direct** effects would occur.

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

No Action Alt. None of the study intersections and roadway segments in Sutter County would be significantly affected under 2025 plus No Action Alternative conditions (see Tables 22 and 23 in **Appendix 3.14**). Based on the significance criteria listed above, this **indirect** effect would be **less than significant**. No mitigation is required. **No direct** effects would occur.

Proposed Action, Alts. 1 through 5 None of the study intersections or roadway segments in Sutter County would be significantly affected under the Proposed Action or Alternatives 1 through 5 (see Tables 22 and 23 in **Appendix 3.14**). Based on the significance criteria listed above, the **indirect** effects on study intersections or roadway segments in Sutter County would be **less than significant** under the Proposed Action and all of the on-site alternatives. No mitigation is required. **No direct** effects would occur.

Off-Site Alt. None of the study intersections and roadway segments in Sutter County would be significantly affected under this alternative (see Tables 22 and 23 in **Appendix 3.14**). Based on the significance criteria listed above, the **indirect** effect on study intersections or roadway segments in Sutter County would be **less than significant** under this alternative. No mitigation is required. **No direct** effects would occur.

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

No Action Alt. All study roadway segments in the City of Rocklin are projected to operate at acceptable levels under the 2025 plus No Action Alternative conditions (see Table 24 in **Appendix 3.14**). Based on the significance criteria listed above, this **indirect** effect would be **less than significant**. No mitigation is required. **No direct** effects would occur.

Proposed Action, Alts. 1 through 5 All study roadway segments in the City of Rocklin are projected to operate at acceptable levels under 2025 plus Proposed Action and 2025 plus on-site alternatives conditions (see Table 24 in **Appendix 3.14**). Based on the significance criteria listed above, the **indirect** effects on study roadway segments in the City of Rocklin would be **less than significant** under the Proposed Action and all of the on-site alternatives. No mitigation is required. **No direct** effects would occur.

Off-Site Alt. All study roadway segments in the City of Rocklin are projected to operate at acceptable levels under 2025 plus Off-Site Alternative conditions (see Table 24 in **Appendix 3.14**). Based on the significance criteria listed above, the **indirect** effect on study roadway segments in the City of Rocklin would be **less than significant** under the Off-Site Alternative. No mitigation is required. **No direct** effects would occur.

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

No Action Alt. The No Action Alternative would add traffic to one state highway segment (SR 65) that would operate at LOS F under 2025 background conditions. This **indirect** effect is considered **significant**. As no specific improvements have been identified to mitigate these effects and the USACE and the City of Roseville have no control over improvements to state highway segments, mitigation is infeasible and the **indirect** effect on the state highways would remain **significant.**

The No Action Alternative would decrease or not add traffic to a majority of state highway intersections in the study area (see Table 25 in **Appendix 3.14**). However, traffic generated by the No Action Alternative would increase traffic along the segment of SR 65 from Blue Oaks Boulevard to Sunset Boulevard which would operate at LOS F under 2025 background conditions (see Table 26 in **Appendix 3.14**). Because Caltrans considers any increase in volume on an already deficient facility an impact, this represents a **significant indirect** effect. No specific improvements have been identified to improve SR 65 under 2025 background conditions.

Mitigation Measure TRA-6, which would require the Applicant to pay its fair share of the cost of improvements for this freeway segment, would address this effect. This measure is the same as Mitigation Measure 4.3-6 in the Sierra Vista Specific Plan EIR. The USACE assumes that the City of Roseville would impose the same mitigation measure on the No Action Alternative to address this effect. As no specific improvements have been identified to mitigate this effect and the USACE and City of Roseville have no control over improvements to state highway segments, this mitigation measure would not reduce this effect to less than significant. The USACE finds that the **indirect** effect would remain **significant**. **No direct** effects would occur.

Proposed Action All state highway intersections in the study area are projected to operate at acceptable levels under 2025 plus Proposed Action conditions (see Table 25 in **Appendix 3.14**). However, the Proposed Action would add traffic to three highway segments that would operate at LOS F under 2025 background conditions: I-80 from the Sacramento County line to SR 65; SR 65 from I-80 to Pleasant Grove Boulevard; and SR 70/99 from Riego Road to Elkhorn Boulevard (see Table 26 in **Appendix 3.14**). Based on the significance criteria above, this represents a **significant indirect** effect. No specific improvements have been identified to improve the segments under 2025 background conditions.

Mitigation Measure TRA-6 would address these effects. As noted above, this measure is the same as Mitigation Measure 4.3-6 in the Sierra Vista Specific Plan EIR and was adopted by the City of Roseville at the time of project approval of the Westbrook project and will be enforced by the City. As no specific improvements have been identified to mitigate these effects and both the USACE and the City of Roseville have no control over improvements to state highway segments, this mitigation measure would not

reduce this effect to less than significant. The USACE finds that the **indirect** effect would remain **significant**. **No direct** effects would occur.

Alts. 1 through 5

All state highway intersections in the study area are projected to operate at acceptable levels under 2025 plus on-site alternatives conditions (see Table 25 in **Appendix 3.14**). However, the on-site alternatives would add traffic to two highway segments that would operate at LOS F under 2025 background conditions: I-80 from Eureka Road to Taylor Road and SR 65 from Blue Oaks Boulevard to Sunset Boulevard (see Table 26 in **Appendix 3.14**). Based on the significance criteria above, this represents a **significant indirect** effect. No specific improvements have been identified to improve the segments under 2025 background conditions.

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

Off-Site Alt.

All state highway intersections in the study area are projected to operate at acceptable levels under 2025 plus Off-Site Alternative conditions (see Table 25 in **Appendix 3.14**). However, the Off-Site Alternative would add traffic to three highway segments that would operate at LOS F under 2025 background conditions: SR 65 from Galleria Boulevard to Pleasant Grove Boulevard; SR 65 from Blue Oaks Boulevard to Sunset Boulevard; and SR 70/99 from Riego Road to Elkhorn Boulevard (see Table 26 in **Appendix 3.14**). Based on the significance criteria listed above, these **indirect** effects are considered **significant**. No specific improvements have been identified to improve the affected segments.

Mitigation Measure TRA-6 would address these effects. The USACE assumes that the City would impose a mitigation measures similar to **Mitigation Measure TRA-6** on the Off-Site Alternative. However, as the USACE and the City of Roseville have no control over improvements to state highway segments, the mitigation measure would not reduce these effects to less than significant. Accordingly, the USACE finds that the **indirect** effects would remain **significant**. **No direct** effects would occur.

Mitigation Measure TRA-6: **Pay fair share of the cost of improvements to State Highway Segments**
(*Applicability – No Action, Proposed Action, and All Alternatives*)

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

The City shall determine the means of providing the project's fair share of the funds for these improvements to Caltrans through the inter-agency agreement or other arrangement required by Mitigation Measure 4.3-5 in the Sierra Vista Specific Plan EIR prepared by the City of Roseville.

Impact TRA-7 Increased Demand for Local Transit Service

No Action Alt. The **indirect** effect of increased demand on local transit service would be **less than significant** under the No Action Alternative. Mitigation is not required. **No direct** effects would occur.

The No Action Alternative would result in the development of the project site with a variety of land uses, including residential and commercial uses. The addition of these uses would increase the demand for transit within the City of Roseville. There are currently no Roseville Transit routes directly serving the project site. Any development of the project site, including the development under the No Action Alternative 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 would provide transit services in accordance with the Short Range Transportation Plan (SRTP) and Long Range Transportation Plan (LRTP) as funding allows. Although the Roseville Transit is currently facing funding problems, the requirement that the development include transit stops at key arterial intersections and other locations determined by the Public Works Director will be sufficient to allow service to be extended to the project site. Notably, nothing about the inclusion of such transit stops will worsen the current funding problems of the Roseville Transit system, which should improve as the national and regional economies recover from the recent recession. Because development on the project site is not expected to occur to any significant degree until economic conditions improve, the City expects system revenues to increase as demand for transit service in the project area increases (DKS Associates

2012). For these reasons, the **indirect** effect would be **less than significant**. Mitigation is not required. **No direct** effects would occur.

Proposed Action, Alts. 1 through 5, and Off-Site Alt. As noted above, there are currently no Roseville Transit routes directly serving the project site. Nor are there any Roseville Transit routes that directly serve the Off-Site Alternative at this time. The effect would be the same as described above for the No Action Alternative. Based on the significance criteria listed above and for the same reasons presented above for the No Action Alternative, the **indirect** effect of increased demand on local transit service would be **less than significant** under the Proposed Action and all of the alternatives. No mitigation is required. **No direct** effects would occur.

Impact TRA-8 Increased Demand for Local Bicycle Facilities

No Action Alt. The No Action Alternative would result in the development of the project site with a wide variety of land uses. These uses would increase the demand for bicycle facilities within the City of Roseville and neighboring jurisdictions. The No Action Alternative would include Class I trails, Class II bike lanes and the Class IA facilities. These would be connected within the project site and to the existing City bikeway system. The Class II bike lanes for collectors would be modified to accommodate slower vehicular speeds and narrower street sections (DKS Associates 2012). Although this is a deviation from current City of Roseville Design/Construction Standards, the bike lanes would comply with the minimum requirements of the Highway Design Manual. The demand for bicycle facilities would be adequately served by the proposed bicycle facilities, and this **indirect** effect would be **less than significant**. **No direct** effects would occur.

Proposed Action, Alts. 1 through 5, and Off-Site Alt. As the Proposed Action and Alternatives 1 through 6 would include an adequate range of bicycle facilities, the effect would be the same as described above for the No Action Alternative. Based on the significance criteria listed above and for the same reasons presented above for the No Action Alternative, the **indirect** effect on local bicycle facilities would be **less than significant** under the Proposed Action and all of the on-site alternatives. No mitigation is required. **No direct** effects would occur.

3.14.6 RESIDUAL SIGNIFICANT IMPACTS

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

3.14.7 CUMULATIVE IMPACTS

The analysis above evaluates the effects from traffic that would result from growth in regional traffic through 2025 combined with the growth in traffic due to the Proposed Action (or an alternative) at buildout. The analysis, therefore, presents the cumulative traffic impacts that were determined to be significant and the contribution of the Proposed Action or an alternative to the cumulative impacts was found to be substantial. Mitigation measures are proposed to address the contribution of the Proposed Action or an alternative to the cumulative traffic impacts. However, residual significant effects are identified because of the infeasibility of some of the mitigation measures.

3.14.8 REFERENCES

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

DKS Associates. 2012. *Westbrook EIS Transportation Analysis. July*.

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

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

Intersection		Scenario																	
						2025 CIP Plus Project													
		No Project		No Action		Proposed Action		Reduced Footprint Increased Density		Reduced Footprint Same Density		Central Preserve Alternative		Half Acre Wetland Impact Plan		One Acre Wetland Impact Plan		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**	**0.89**	**D**	**0.88**	**D**	**0.89**	**D**	**0.89**	**D**	**0.88**	**D**	**0.90**	**D**	**0.90**	**D**	**0.86**
5	Blue Oaks & Crocker Ranch	C	0.80	C	0.80	C	0.79	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	0.80	C	0.79	C	0.80	C	0.80	C	0.80	C	0.75
10	Blue Oaks Bl. & Diamond Creek Bl.	C	0.77	C	0.77	C	0.78	C	0.78	C	0.78	C	0.78	C	0.77	C	0.78	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**	**1.00**	**E**	**0.99**	**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**	**1.02**	**F**	**1.03**	**F**	**1.03**	**F**	**1.03**	**F**	**1.03**	**F**	**1.03**	**F**	**1.03**	**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**	**0.97**	**E**	**0.96**	**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	0.69	B	0.68	B	0.68	B	0.69	B	0.68	B	0.68	B	0.68	B	0.70
86	Pleasant Grove & Fiddyment	C	0.77	C	0.81	**D**	**0.82**	C	0.81	C	0.81	C	0.81	C	0.80	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**
96	Pleasant Grove & Washington	**D**	**0.84**	**D**	**0.85**	**D**	**0.85**	**D**	**0.85**	**D**	**0.85**	**D**	**0.85**	**D**	**0.84**	**D**	**0.85**	**D**	**0.83**
98	Pleasant Grove & Woodcreek Oaks	B	0.66	B	0.68	B	0.69	B	0.68	B	0.68	B	0.68	B	0.67	B	0.68	B	0.67
141	Woodcreek Oaks & Baseline	**D**	**0.89**	**D**	**0.90**	**D**	**0.90**	**D**	**0.90**	**D**	**0.89**	**D**	**0.90**	**D**	**0.90**	**D**	**0.90**	**D**	**0.88**
146	SR 65 NB 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

Intersection		No Project		Scenario															
						2025 CIP Plus Project													
				No Action		Proposed Action		Reduced Footprint Increased Density		Reduced Footprint Same Density		Central Preserve Alternative		Half Acre Wetland Impact Plan		One Acre Wetland Impact Plan		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**
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 NB 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 SB Off & Pleasant Grove Bl.	A	0.43	A	0.42	A	0.42	A	0.42	A	0.43	A	0.43	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	0.76	C	0.75	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	0.66	B	0.65	B	0.64	B	0.65	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	0.54	A	0.58	A	0.56	A	0.55	A	0.55	A	0.54	A	0.55	A	0.46
Signalized Intersections Added with Sierra Vista																			
177	Santucci Bl. & Pleasant Grove	A	0.26	A	0.50	A	0.53	A	0.51	A	0.50	A	0.50	A	0.51	A	0.52	A	0.26
183	Westbrook Bl. & Baseline Rd.	C	0.76	C	0.78	C	0.77	C	0.78	C	0.78	C	0.79	C	0.77	C	0.77	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	0.53	A	0.52	A	0.53	A	0.52	A	0.53	A	0.52
Signalized Intersections Added with Westbrook																			
200	Santucci Bl. & Road E	n/a		A	0.30	A	0.32	A	0.34	A	0.29	A	0.29	A	0.31	A	0.30	n/a	
201	Westbrook Bl. & Road E	n/a		A	0.24	A	0.25	A	0.24	A	0.23	A	0.24	A	0.21	A	0.21	n/a	
202	Pleasant Grove Bl. & Road 1	n/a		A	0.37	A	0.41	A	0.41	A	0.38	A	0.38	A	0.37	A	0.39	n/a	

Source: DKS Associates 2010

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

NB = northbound; SB = southbound; EB = eastbound; WB = westbound

Table 3.14-10
Level of Service at Roseville Signalized Intersections– 2025 CIP Plus Project Alternative Conditions – PM Peak Hour

Intersection		Scenario																	
						2025 CIP Plus Project													
		No Project		No Action		Proposed Action		Reduced Footprint Increased Density		Reduced Footprint Same Density		Central Preserve Alternative		Half Acre Wetland Impact Plan		One Acre Wetland Impact Plan		Off-Site	
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**	**1.00**	**E**	**0.99**	**E**	**0.99**	**E**	**0.99**	**E**	**0.99**	**E**	**0.99**	**E**	**0.99**	**E**	**1.00**
5	Blue Oaks & Crocker Ranch	C	0.77	C	0.77	C	0.78	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	0.77	C	0.79	C	0.77	C	0.77	C	0.78	C	0.77	C	0.78	C	0.78
10	Blue Oaks Bl. & Diamond Creek Bl.	**E**	**1.00**	**F**	**1.01**	**F**	**1.01**	**F**	**1.01**	**E**	**1.00**	**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	0.70	B	0.69	B	0.70	B	0.69	B	0.69	B	0.70	B	0.69	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**	**1.28**	**F**	**1.29**	**F**	**1.29**	**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**	**0.86**	**D**	**0.85**	**D**	**0.86**	**D**	**0.86**	**D**	**0.86**	**D**	**0.86**
58	Foothills Bl. & Pleasant Grove Bl.	**E**	**0.99**	**E**	**0.99**	**E**	**1.00**	**E**	**1.00**	**E**	**0.99**	**E**	**1.00**	**E**	**1.00**	**E**	**1.00**	**E**	**0.98**
70	Junction Bl. & Baseline Rd.	D	0.86	D	0.86	**D**	**0.86**	D	0.87	D	0.86	D	0.87	D	0.87	D	0.86	D	0.86
86	Pleasant Grove & Fiddyment	**E**	**0.94**	**F**	**1.03**	**F**	**1.05**	**F**	**1.04**	**F**	**1.03**	**F**	**1.03**	**F**	**1.02**	**F**	**1.02**	**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**	**0.91**	**E**	**0.92**	**E**	**0.91**	**E**	**0.92**	**E**	**0.91**	**E**	**0.91**	**E**	**0.91**	**D**	**0.89**
98	Pleasant Grove & Woodcreek Oaks	**D**	**0.85**	**D**	**0.86**	**D**	**0.86**	**D**	**0.87**	**D**	**0.87**	**D**	**0.86**	**D**	**0.86**	**D**	**0.87**	**D**	**0.87**
141	Woodcreek Oaks & Baseline	**D**	**0.88**	**D**	**0.88**	**D**	**0.88**	**D**	**0.87**	**D**	**0.87**	**D**	**0.87**	**D**	**0.88**	**D**	**0.87**	**D**	**0.88**
146	SR 65 NB 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

Intersection		Scenario																	
						2025 CIP Plus Project													
		No Project		No Action		Proposed Action		Reduced Footprint Increased Density		Reduced Footprint Same Density		Central Preserve Alternative		Half Acre Wetland Impact Plan		One Acre Wetland Impact Plan		Off-Site	
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
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 NB 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 SB 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	0.75	C	0.78	C	0.77	C	0.76	C	0.76	C	0.74	C	0.75	C	0.75
Future Signals in CIP																			
163	Blue Oaks Bl. & Westbrook Bl.	A	0.57	A	0.59	A	0.60	A	0.60	A	0.59	A	0.59	A	0.59	A	0.60	A	0.59
166	Pleasant Grove Bl. & Westbrook Bl.	A	0.57	B	0.64	B	0.69	B	0.67	B	0.66	B	0.66	B	0.66	B	0.67	A	0.57
Signalized Intersections Added with Sierra Vista																			
177	Santucci Bl. & Pleasant Grove	A	0.50	A	0.56	A	0.58	A	0.56	A	0.56	A	0.56	A	0.55	A	0.75	A	0.50
183	Westbrook Bl. & Baseline Rd.	C	0.78	C	0.77	C	0.76	C	0.76	C	0.76	C	0.76	C	0.77	C	0.76	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	0.58	A	0.57	A	0.58	A	0.57	A	0.58	A	0.58	A	0.58	A	0.58
Signalized Intersections Added with Westbrook																			
200	Santucci Bl. & Road E	n/a		A	0.34	A	0.41	A	0.39	A	0.37	A	0.37	A	0.35	A	0.36	n/a	
201	Westbrook Bl. & Road E	n/a		A	0.28	A	0.25	A	0.24	A	0.24	A	0.24	A	0.23	A	0.24	n/a	
202	Pleasant Grove Bl. & Road 1	n/a		A	0.35	A	0.39	A	0.37	A	0.36	A	0.36	A	0.38	A	0.40	n/a	

Source: DKS Associates 2010

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

NB = northbound; SB = southbound; EB = eastbound; WB = westbound