



CITY MEMORANDUM

DATE: 1/29/19

TO: City Council and Planning Commission

FROM: David Mohlenbrok, Community Development Director
Laura Webster, Director of Long Range Planning

SUBJECT: 2/5/19 Circulation Element Update Workshop – Background Materials

On February 5, 2019 we will be conducting a Joint City Council and Planning Commission Workshop regarding the City's Circulation Element Update.

Citywide vehicular circulation is a complex topic. The following materials are attached and being provided in advance of the meeting as important background information.

- Transportation Element/ Traffic Circulation Background Materials for 2/5/19 City Council/Planning Commission Workshop
- Fehr & Peers Memorandum (dated 1/28/19) - Year 2040 Traffic Forecasts and Conclusions for Roadway Network Scenario Tests 1-18

The purpose of providing these materials in advance is to lay the ground work for expanded discussion of a Preferred Alternative and Level of Service results and recommendations that will be introduced in greater detail at the meeting.

Transportation Element/ Traffic Circulation

Background Materials Leading into

**Joint Rocklin City Council and Planning
Commission Workshop 2/5/19**



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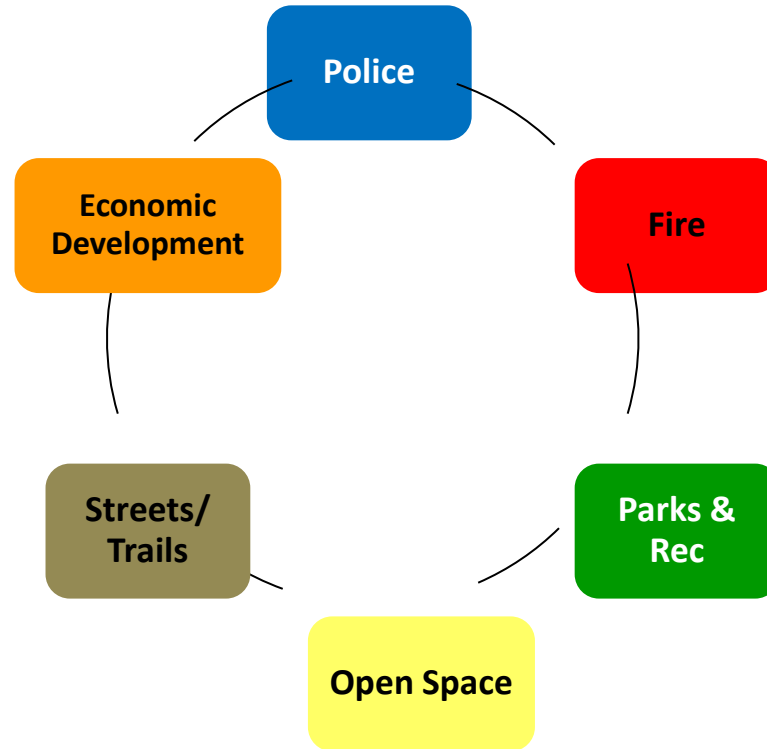
Citywide Circulation Update

- Background – What we are doing and why
- Overview of technical aspects of transportation analysis
- Key Takeaways



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Quality of Life Indicators



Background

- **General Plan Circulation Element** – Is a mandatory component of the General Plan.
- **Only One of Seven Mandatory Elements** – Need to balance competing objectives with limited resources.
- **Closely related to the Land Use Element** - Movement of people, goods and services. Also sets standards for traffic movement.
- **Circulation Isn't Just Roads** - Includes pedestrians, bicycles and transit.
- **The City's current Circulation Element** – Was adopted in 2012

Background

A number of changes have occurred since adoption of the 2012 Circulation Element

Focus on Sustainability –

- Are we investing wisely?
- Can we maintain what we build long term?
- Are there unintended consequences associated with our current plans?

Focus on Economic Development -

- Is what we require/build necessary?
- Are there alternatives?
- Are fees adequate to build what we need?
- Will the benefits achieved justify the cost?
- Are fees too high – Competitive Disadvantage?

Background

The concept of relooking at the City's Circulation Element has been discussed with Council on a number of occasions.

Rocklin's 2015-2020 Strategic Plan

- Objective 4.4 - Re-evaluate General Plan policies that require significant or ongoing investment.
- Supporting actions – Conduct technical studies to determine possible amendments to the Circulation Element.
- Objective 4.5 – Update the City's Capital Improvement Program (CIP) and fees to adequately address planned improvements.

Background

City retained Fehr & Peers in 2016 to:

- Update the City's traffic model.
- Employ cutting edge technology and analysis methods.
- Analyze land use and circulation system scenarios.
- Identify opportunities to reduce or eliminate planned improvements or apply new technologies as appropriate to decrease costs of initial infrastructure investment and long term maintenance.
- Establish an appropriate methodology to estimate Vehicle Miles Traveled (VMT) to comply with SB 743.
- Prepare environmental documentation (traffic section only) and necessary updates to the City's CIP and Traffic Impact Fees.

Items Completed

- Prepared updated 2016 Base Year Model
- Development of Microsimulation Models for key corridors
- Preparation of Land Use Forecasts and development of the 2040 Future Year Model
- Comparison with Regional Plans and Assumptions
- Completion of Analysis for Various Scenarios
- Development of a Preferred Circulation Scenario in Consultation with City Staff.

Items Completed

- Preliminary Level of Service Results Associated with the Recommended Alternative
- Preparation of Preliminary Cost Estimates for Recommended Improvements
- Preliminary Circulation Capital Improvement Program Framework

Level of Service

Existing (2012) General Plan Policy - Carried forward a Level of Service (LOS) C with limited exceptions.

Although LOS C sounds like an “average” metric, it is actually a very high and expensive standard to achieve and maintain, especially in cumulative buildout conditions.



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Level of Service

- Changes in traffic analysis methodology alone will lead to differing LOS results, but is important in terms of increasing accuracy and defensibility.
- Process will involve re-looking at the City's LOS Policy.
- Improvements and efforts needed to maintain LOS C in all locations may be counter to the City's overarching goal of achieving the growth, vitality and overall quality of life that is desired.

Results of applying a LOS C in all locations

- Not practical especially at intersections with Caltrans facilities.



Results of applying a LOS C in all locations

- Failure of Measure M in 2018 – Likely to result in more regional traffic on local roadways.



Results of applying a LOS C in all locations

- Requires over building of streets - Discourages development due to high fees and costs of improvement requirements.



Results of applying a LOS C in all locations

- Reduces the walkability of streets and at big intersections.



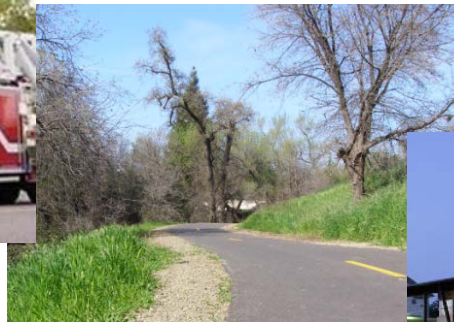
Results of applying a LOS C in all locations

- Creates higher long term maintenance costs – more to maintain.



Results of applying a LOS C in all locations

- Underdevelopment of properties:
 - Reduces long term revenues needed to maintain quality of life (parks, recreation, events, trail development, public safety, street maintenance, storm drainage, open space maintenance, etc.)



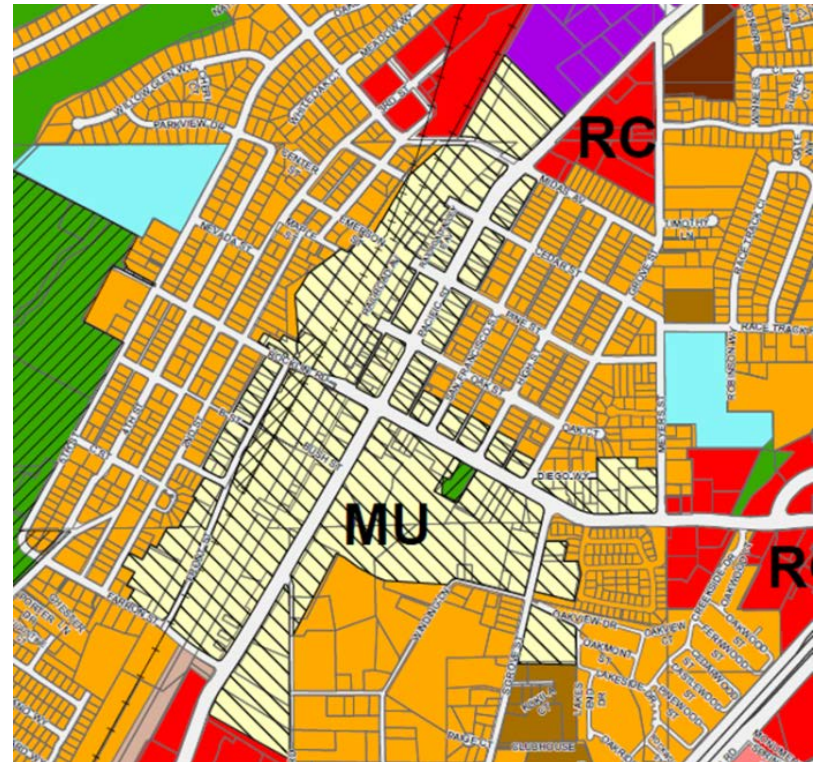
Alternative Mitigations

- Mitigations and new technologies will be evaluated and implemented to the fullest extent possible (i.e., roundabouts, synchronization of traffic signals, lengthened turn lanes, trails development)



Land Use Assumption Changes

- Land use assumptions were revisited. 2012 Model assumed very ambitious redevelopment in Downtown Rocklin by 2030.
 - 2,000 residential units (up to 40 units per acre)
 - 599,000 square feet of new retail
 - 840,000 square feet of new office



Land Use Assumptions

- 2012 assumptions anticipated long term leases would be possible within Railroad Rights of Way. This was a false assumption.
- The Retail square footage alone would be the equivalent of **6 Bass Pro's**. The Office square footage equals **4.5 Super Wal Marts**.
- Those development levels would be difficult to achieve in a very urbanized community. The rate of absorption if ever achievable would take numerous decades.
- Assumptions have been modified to be more achievable.



Technical Discussion

- Intersection Level of Service (LOS)
- Travel Demand Forecasting
- Vehicle Miles of Travel (VMT)



Technical Discussion

Signalized Intersection Level of Service (LOS)

- Measures capacity utilization and driver comfort.
- How do we calculate it?
- What should we design for?



Transportation

LOS A - Underutilized



LOS F – Considerable Delays at Peak Times



Transportation

Two Analysis Methods:

- “Circular 212” was used by City in the past.
- Highway Capacity Manual (HCM) is now considered ‘state of the practice’.

LOS	Circular 212 (v/c ratio)	HCM (sec/veh)
A	≤ 0.60	≤ 10.0
B	0.61 – 0.70	> 10.0 to 20.0
C	0.71 – 0.80	> 20.0 to 35.0
D	0.81 – 0.90	> 35.0 to 55.0
E	0.91 – 1.00	> 55.0 to 80.0
F	> 1.00	> 80.0



Transportation

Circular 212 vs. HCM

Analysis Difference	Circular 212	HCM
Analysis period	Entire peak hour studied	Busiest 15 minutes studied
Consider effects of queuing?	No	Yes
Considers effects of signal coordination?	No	Yes
Allows signal timing change as mitigation?	No	Yes

So why was Circular 212 used?

Hint: Technology

Recommendation is to move to HCM.



Transportation

LOS Thresholds

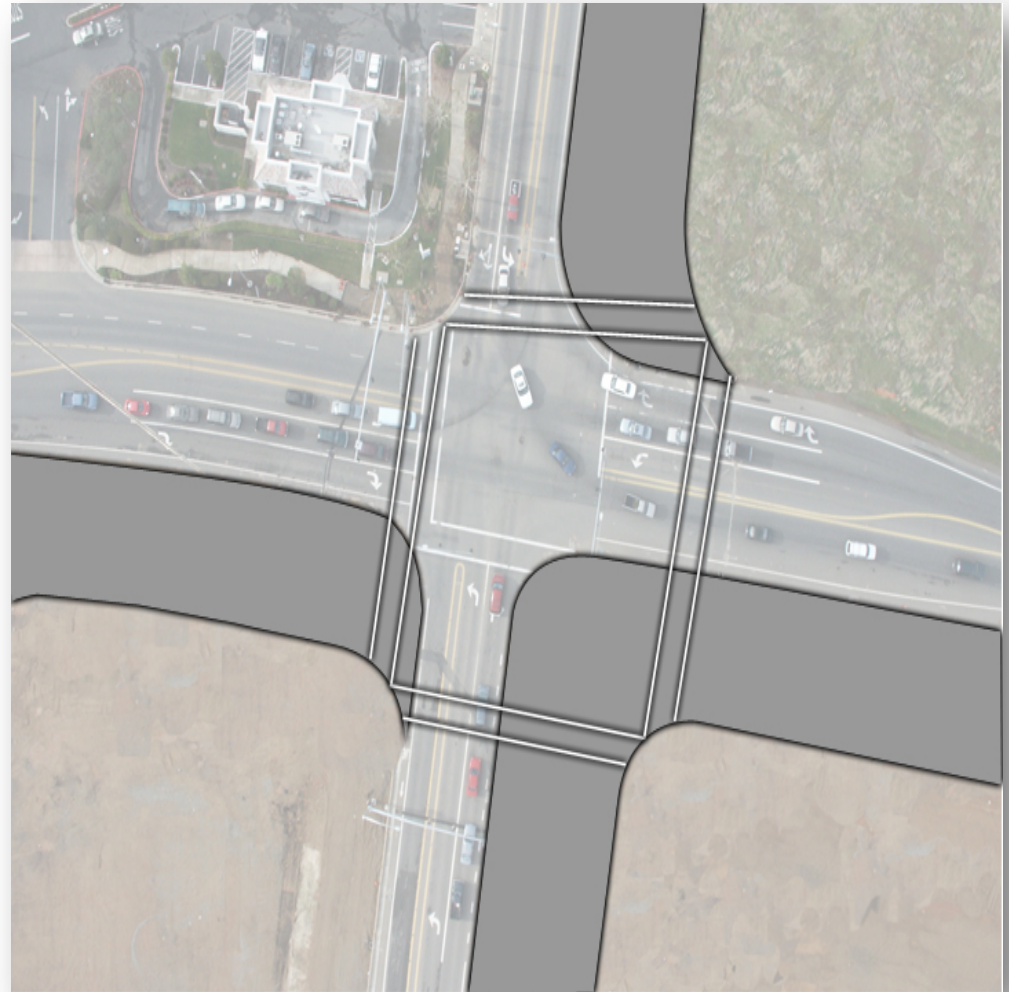
- City of Rocklin GP establishes LOS C.
- Many jurisdictions are opting for LOS D or E.
- Some have LOS exemptions (i.e., in downtown, near bridges, near transit stations, near freeways, etc.).



Transportation

Balancing Objectives

- Reduces vehicle travel times and queuing
- Increases pedestrian crossing exposure
- Increases operations & maintenance cost
- Increases stormwater runoff



Transportation

City of Rocklin Travel Demand Model

- New Base Year (2016) City-Wide Model replicates existing traffic conditions based on built roadway system and land uses.
- New Future Year (2040) City-Wide Model estimates traffic volumes based on planned roadway improvements and land use growth.



Transportation

Vehicle Miles of Travel (VMT)

- Senate Bill (SB) 743 will replace LOS with VMT as primary measure of transportation impacts in CEQA.
- Anticipated to be new CEQA Standard of evaluation by 2020.
- Does not affect General Plan LOS policies, traffic impact fee programs, etc.



Transportation

Key Takeaways

1. Intersections will be studied using the state of the practice “HCM” method. Change in methodology alone will affect LOS reported. HCM is more consistent with real world driver experience.
2. City will need to consider revisions to LOS policies that reflect community values and priorities.
3. Costs vs. benefits will be key to these discussions.
4. VMT will become an increasingly common and important transportation term.



Keys Going Forward

Consideration of:

- Quality of Life Trade Offs
- Potential Changes to LOS Policies
- Alternative investment strategies
 - Focus on infrastructure to improve signal synchronization where possible instead of widening streets, roundabouts, trails, etc.



Goals and Objectives

- Evaluate General Plan Policies to Maximize Fiscal Stability.
- Modify the City's Circulation Element (Planned Improvements) to incorporate achievable and balanced investment in infrastructure.
- Select a Preferred Project and proceed with environmental review/General Plan Amendment.
- Update the City's Capital Improvement Program (CIP) and fees to adequately address planned improvements.



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TECHNICAL MEMORANDUM

Date: January 28, 2019
To: Laura Webster – City of Rocklin
From: John Gard, P.E and Carly Panos – Fehr & Peers
Subject: Year 2040 Traffic Forecasts and Conclusions for Roadway Network Scenario Tests 1 – 18

RS16-3415

This memorandum presents the cumulative conditions modeling results for the City of Rocklin General Plan Circulation Element update. The majority of the technical analysis can be found in the attached figures and appendices. However, key assumptions and recommendations are provided in this memo.

YEAR 2040 TRAVEL DEMAND MODEL

In Fall 2017, we developed a cumulative (horizon year of 2040) version of the City of Rocklin travel demand model. Since that time, a series of meetings were held, which resulted in a number of modifications to the land use and roadway network assumptions in the model. In Fall 2018, agreement was reached on final land use assumptions to be made in the model as well as a default set of “base cumulative” roadway network improvements, much of which come from the General Plan Circulation Element and the City’s Capital Improvement Program (CIP) list.

Figure 1 displays the existing arterial and collector streets within the City of Rocklin including their current number of lanes.

Figure 2 displays the improvements assumed as part of the “base cumulative year (2040) model”. Many of these improvements are briefly described below.

- University Avenue:
 - Widen from two to four lanes between Sunset Boulevard and Whitney Ranch Parkway.
 - Extend (as four lanes) from Whitney Ranch Parkway to Ranch View Drive.
- Whitney Ranch Parkway:
 - Widen from two to six lanes between University Avenue and SR 65 NB on/off ramps.
 - Completion of Whitney Ranch Parkway (which will be four lanes from Wildcat Boulevard to Park Drive).
- West Oaks Boulevard: Extend from existing terminus to Whitney Ranch Parkway as four lanes.
- Sunset Boulevard:
 - Widen from four to six lanes between University Avenue and SR 65 NB on/off ramps.
 - Widen from four to six lanes between Stanford Ranch Road and Pacific Street.

Memo: Evaluation of Year 2040 Conditions for Scenarios 1 - 18

- Pacific Street:
 - Widen from four to six lanes between Farron Street and Woodside Drive.
 - Widen from two to four lanes between Sierra Meadows Drive and City Limits.
- Railroad Avenue/Bush Street: Create continuous two-lane road from Midas Avenue to Farron Street.
- Sierra College Boulevard: Widen from generally four lanes (in some locations five) to six lanes between Bass Pro Drive and Scarborough Drive.
- Rocklin Road: Widen from four to six lanes from I-80 EB Ramps to Sierra College Boulevard, from four to six lanes between I-80 WB Ramps and Granite Drive, and from two to four lanes from Sierra College Boulevard to City Limits.
- Monument Springs Drive: Completion of Monument Springs Drive (which will be two lanes from China Garden Road to Greenbrae Road)
- I-80/SR 65 Interchange and SR 65 Widening: Only the (currently under construction) Phase 1 improvements are assumed. Due to funding uncertainty, additional phases are not assumed.
- Valley View Parkway: Assumes this does not connect between Sierra College Boulevard and the Whitney Oaks development (at Park Drive).
- Dominguez Road Overcrossing of I-80: Although this is an important roadway improvement, it is not assumed in place for the base cumulative scenario but is tested as one of the scenarios.
- Placer Ranch / Sunset Industrial Area (SIA): This is assumed to be developed with land uses consistent with absorption estimates provided by SACOG. Together, these areas were assumed to be developed with approximately 3,000 dwelling units and 9,000 jobs by 2040.

This version of the model, henceforth known as Scenario 0, is then compared against 18 distinct roadway network modification scenarios to understand/isolate the effects of the particular network change.

EVALUATION OF SCENARIOS 1 – 18

Figures 3 and 4 graphically illustrate the 18 scenarios that were analyzed. Note that Scenario 16 (i.e., Rocklin Road is widened to six lanes east and west of I-80) did not require any specific modeling because it is already assumed in the base cumulative model.

Appendix A includes an abundance of data developed as part of this analysis. The first exhibit in the appendix is a model plot of Rocklin collector/arterial streets showing the growth in average daily traffic (ADT) between the base year (2016) and cumulative year (2040) base travel demand models. This plot shows substantial growth on most arterial roadways in the City as well as adjacent segments of SR 65 and I-80.

The next 18 pages of Appendix A compare the cumulative ADT for each of the 18 scenarios versus the base cumulative model (i.e., Scenario 0). Results are shown for the 24 roadway segments that were originally counted in 2016. Additional segments/roadways are added for situations in which a specific scenario

Memo: Evaluation of Year 2040 Conditions for Scenarios 1 - 18

materially affects a given street that was not one of the 24 selected for study. The cumulative traffic forecasts in the Appendix A tables are based on the 'difference method' forecasting procedure, in which the growth in traffic between the base and cumulative models is added to existing conditions. Thus, they represent our best estimate of the level of traffic expected on a given segment by 2040.¹

RECOMMENDATIONS

As described in Appendix A, the following 'stand-alone' roadway network scenarios are recommended for inclusion in the Preferred Circulation Plan (and warrant no further discussion/explanation):

- Scenario 3 – Whitney Ranch Parkway extension is constructed as two lanes, rather than the currently planned four lanes.
- Scenario 9 – West Oaks Boulevard extension is constructed as two lanes, rather than the currently planned four lanes.

Note that Scenario 10 (i.e., Clover Valley development land use and roadway changes) has little/no effect on City streets, and should not be viewed in the context of a city-wide roadway improvement.

The remaining scenarios are evaluated below in groups based on their geographic proximity and effect of one on another.

Scenarios 1 and 2 (Pacific Street Downsizing to Two Lanes)

- They should be considered jointly given their proximity and purpose.
- Both would reduce traffic levels on Pacific Street, with modest increases on other City streets.
- Both scenarios are recommended for inclusion in the Preferred Circulation Plan.

Scenario 4 (Dominguez Road Overcrossing of I-80)

- This improvement would provide more direct access to existing and planned retail, residential, and institutional properties located in the southeast quadrant of the City. However, it would not eliminate the need for improvements at the Rocklin Road and Sierra College Boulevard interchanges along I-80. Its cost (\$14 million) is also an important consideration. As is discussed later, adequate funding from City traffic impact fees are expected to be available to fund this improvement. Thus, it is recommended for inclusion in the Preferred Circulation Plan.

¹ The City of Rocklin travel demand model (like nearly all models) does not consider the potential effects of disruptive trends that may influence future travel such as autonomous vehicles (AVs) and ecommerce. Preliminary studies have suggested that absent regulatory intervention, widespread implementation of AVs could result in increased overall travel.

Memo: Evaluation of Year 2040 Conditions for Scenarios 1 - 18

Scenarios 5, 6, 7, 8, and 11 (WAM Area)

The Whitney Boulevard / Argonaut Avenue / Midas Avenue (WAM Area) has been a frequent and longstanding topic of discussion and analysis. **Figure 5** shows the existing ADT on eight existing segments along these three streets as well as two segments of Sunset Boulevard near the WAM Area. The following key conclusion is drawn from Figure 5:

- Traffic growth on the existing segments of Whitney Boulevard, Argonaut Avenue, and Midas Avenue is expected to increase substantially between current and cumulative conditions. The total traffic volume on these eight segments would nearly double under cumulative conditions.

Figure 5 also shows the cumulative ADT on these segments for each of the five modeled scenarios. While it is acknowledged that traffic volumes in the WAM area may continue to increase (due largely to regional traffic growth and lack of freeway capacity), drastic modifications are not warranted at this time. The situation should continue to be monitored, with modifications such as those described in Scenarios 5, 6, 7, 8, and 11 being considered. It is apparent from the traffic forecasting results that the widening of Sunset Boulevard to six continuous lanes will benefit the WAM area by providing more capacity. Improvements within the WAM area (e.g., traffic calming, cul-de-sac, etc.) would likely have the effect of simply moving traffic volumes to other neighborhoods/streets in the area. For the above reasons, none of these five scenarios are recommended for inclusion in the Preferred Circulation Plan at this time.

Scenarios 12, 13, and 14 (South of Rocklin Road Area)

None of these scenarios would appreciably affect regional roadways in the City, though they would affect local circulation in this area. The Monument Springs Bridge (i.e., Scenario 12) would be used by 1,000 vehicles per day. Scenarios that result in increased traffic on Aguilar Road between China Garden Road and Greenbrae Road should be avoided given its narrow width and rural nature (i.e., lack of curb, gutter, sidewalks, street lights, etc.). At the same time, creating a cul-de-sac at the creek on Aguilar Road (i.e., Scenario 13) is also not conducive to local circulation and emergency response/evacuation. Scenario 12 (eliminate Monument Springs Bridge) should be rejected because this bridge helps alleviate traffic volume increases on Aguilar Road. Scenarios 13 (Aguilar Road is severed at the creek) and 14 (the gate at Green Road / Southside Ranch Road is removed) are also not recommended for inclusion.

Scenario 15 (Rocklin Road Remains Four Lanes east of I-80)

We recommend that this scenario be included in the Preferred Circulation Plan for several reasons. First, widening Rocklin Road to six lanes would have little value if not accompanied by the complete reconstruction of the I-80/Rocklin Road interchange, whose cost was recently estimated by Mark Thomas & Company to be \$58 million. Funding for such a substantial improvement would preclude the City from constructing numerous other City-wide infrastructure projects unless impact fees were substantially increased.

Memo: Evaluation of Year 2040 Conditions for Scenarios 1 - 18

In lieu of widening Rocklin Road and reconstructing the interchange, the Preferred Circulation Plan includes minor capacity expansion at the I-80/Sierra College Boulevard interchange and the Dominguez Road overcrossing of I-80, which are substantially less expensive and provide considerable benefit-to-cost. Lastly, it is noted that Sierra College, which is one of the largest traffic generators in the area, is planning to redirect vehicle trips associated with its planned growth (i.e., by virtue of placement of its new science instructional building and parking garage) along the Sierra College Boulevard corridor, in an attempt to better balance campus generated trips between Rocklin Road and Sierra College Boulevard.

Note that Scenario 16 is already included in the base cumulative scenario.

Scenario 17 (Sierra College Boulevard is Four Lanes south of Rocklin Road, rather than the planned six lanes)

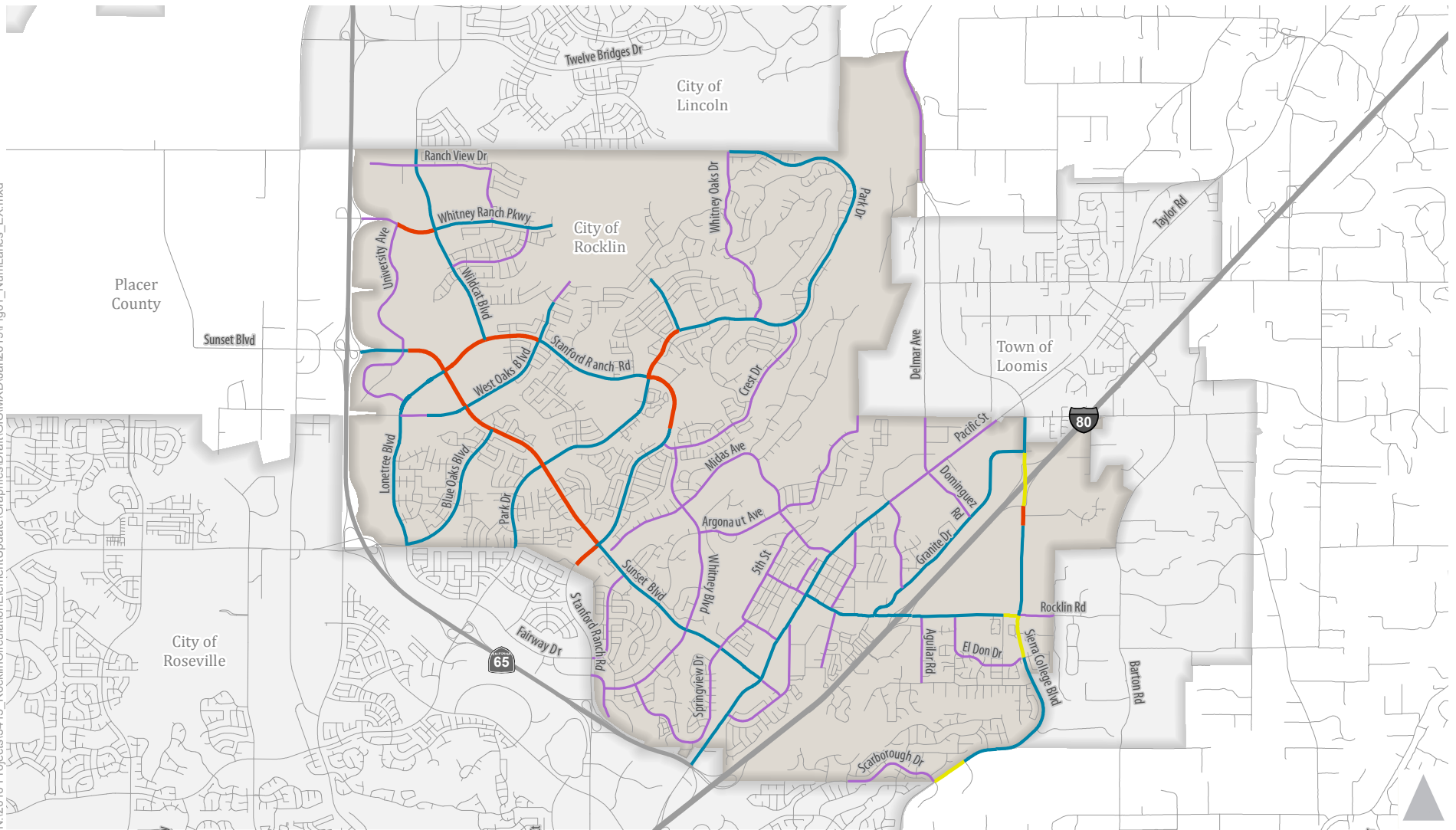
A variant of this scenario is recommended for inclusion in the Preferred Circulation Plan. Namely, Sierra College Boulevard would remain four lanes from south of El Don Drive through Loomis and into Roseville. From a transportation system capacity perspective, it does not make sense to widen this segment to six lanes when the segment to the south (within Roseville) will remain four lanes. Widening to six lanes directly south of Rocklin Road is needed from an intersection capacity perspective.

Scenario 18 (Whitney Ranch Parkway is Four Lanes east of SR 65)

On a typical weekday, this segment would carry 35,400 ADT as a four-lane arterial. On weekends, volumes would likely be greater given the amount of planned retail located directly east of SR 65. In general, roadways that connect to freeway interchanges and serve large amounts of retail operate best when designed with six lanes. This can be readily seen by observing conditions at interchanges along the SR 65 corridor to the south. Therefore, Scenario 18 is not recommended for inclusion and this segment should remain planned for six lanes.

This memorandum summarizes results of the travel demand model forecasting efforts conducted for 19 distinct scenarios (including scenario 0), but does not include the analysis of intersection operations (i.e. traffic signals, roundabouts, etc.) due to the substantial amount of time that would be required to analyze all scenarios. However, a detailed traffic operations analysis has been prepared for the Preferred Circulation Plan, and is being presented at the upcoming City Council / Planning Commission Joint Workshop. The final page of Appendix A compares the cumulative ADT for the Preferred Circulation Plan versus the base cumulative model.

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Number of Lanes



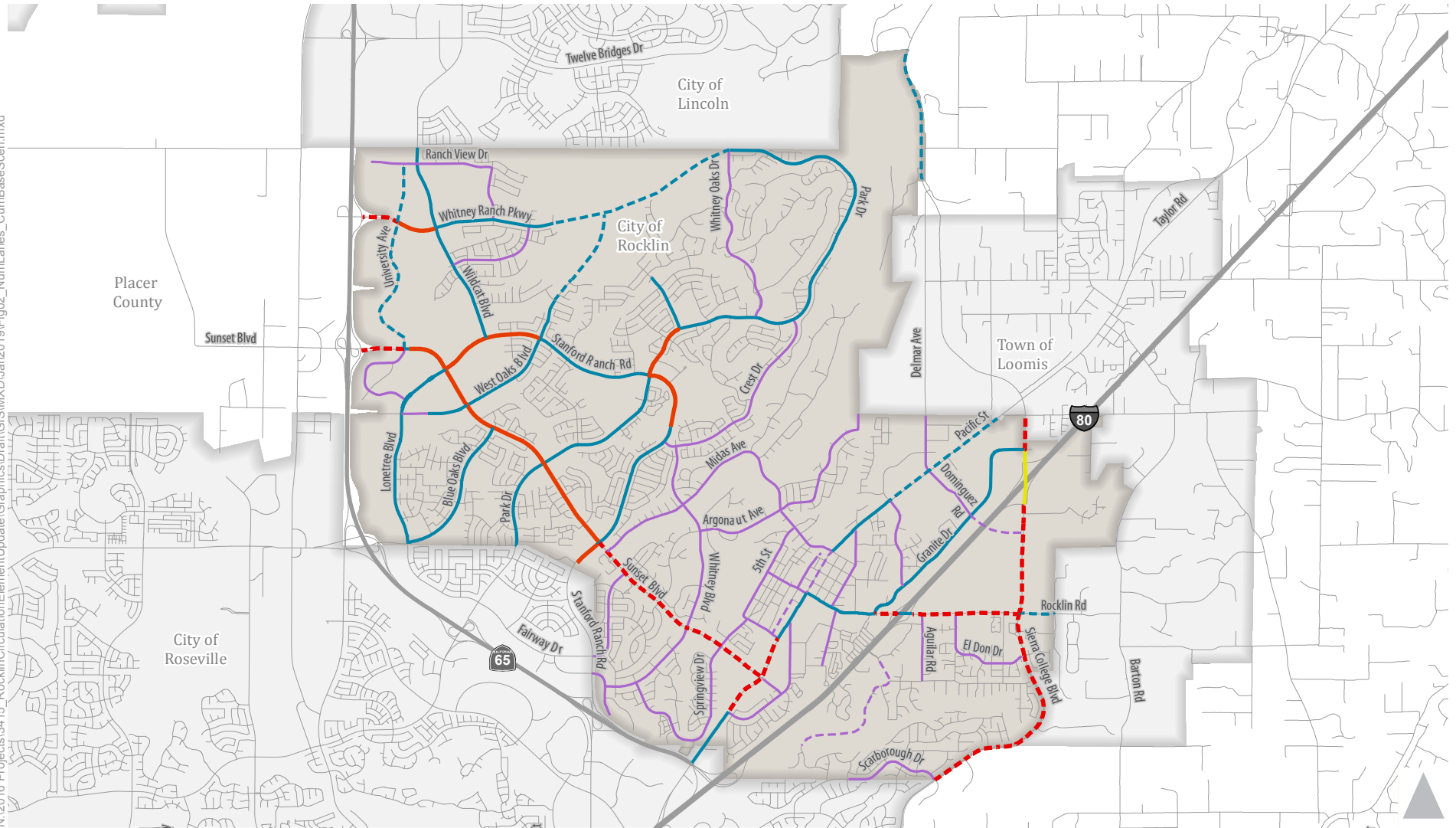
Notes:

- 1. Lanes only shown for collector and arterial streets in Rocklin.
- 2. Excludes any turn lanes or median lanes.

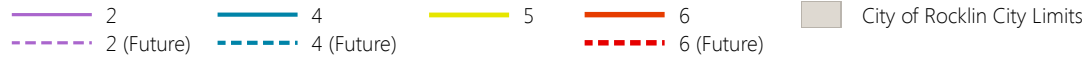


Figure 1

Number of Lanes - Existing Conditions



Number of Lanes



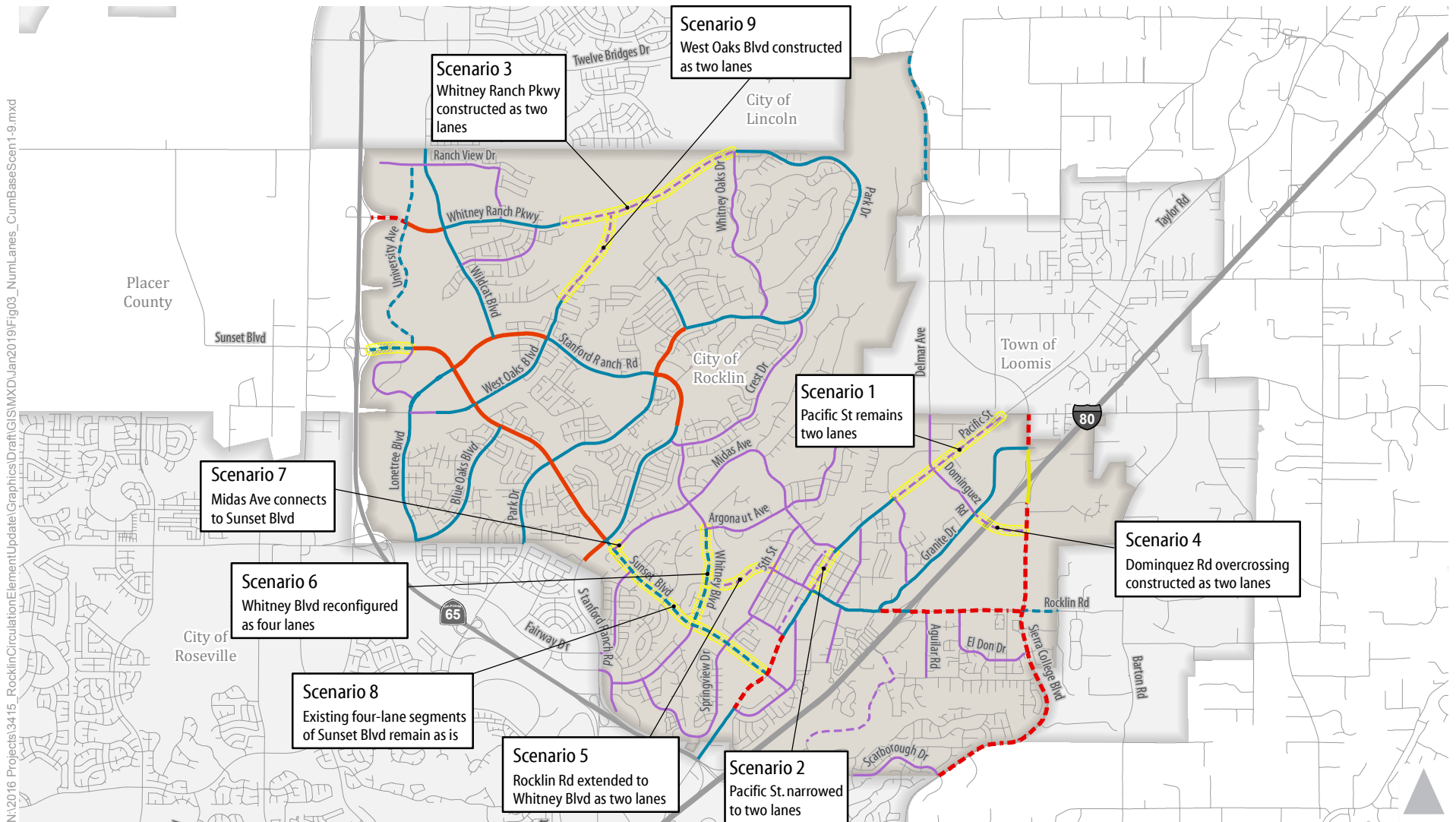
Notes:

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2. Excludes any turn lanes or median lanes.

Figure 2

**Number of Lanes -
Cumulative (2040)
Base Scenario Conditions**





Number of Lanes



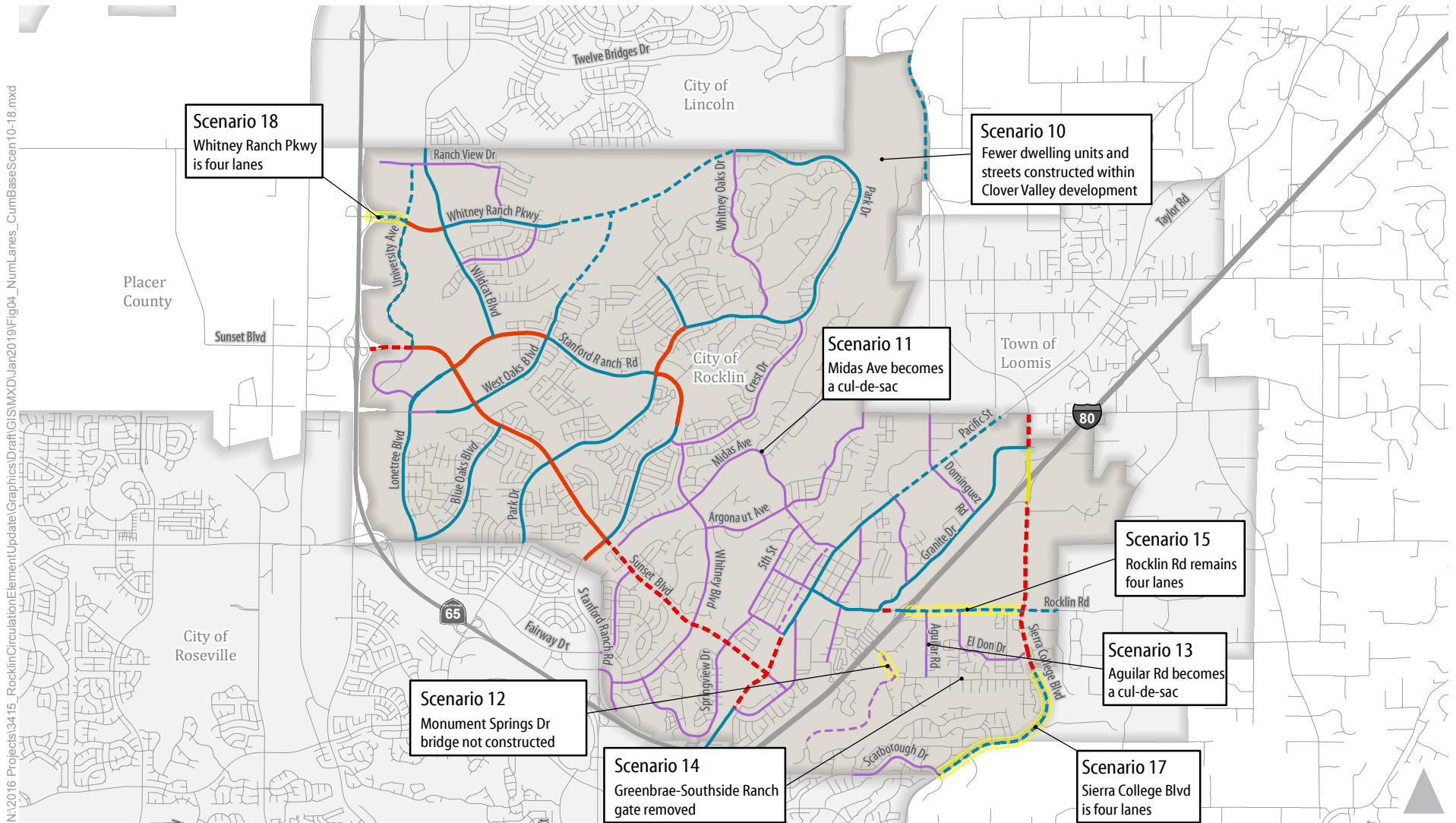
Notes:

1. Lanes only shown for collector and arterial streets in Rocklin.
2. Excludes any turn lanes or median lanes.

Figure 3

Number of Lanes - Cumulative (2040) Scenarios 1-9





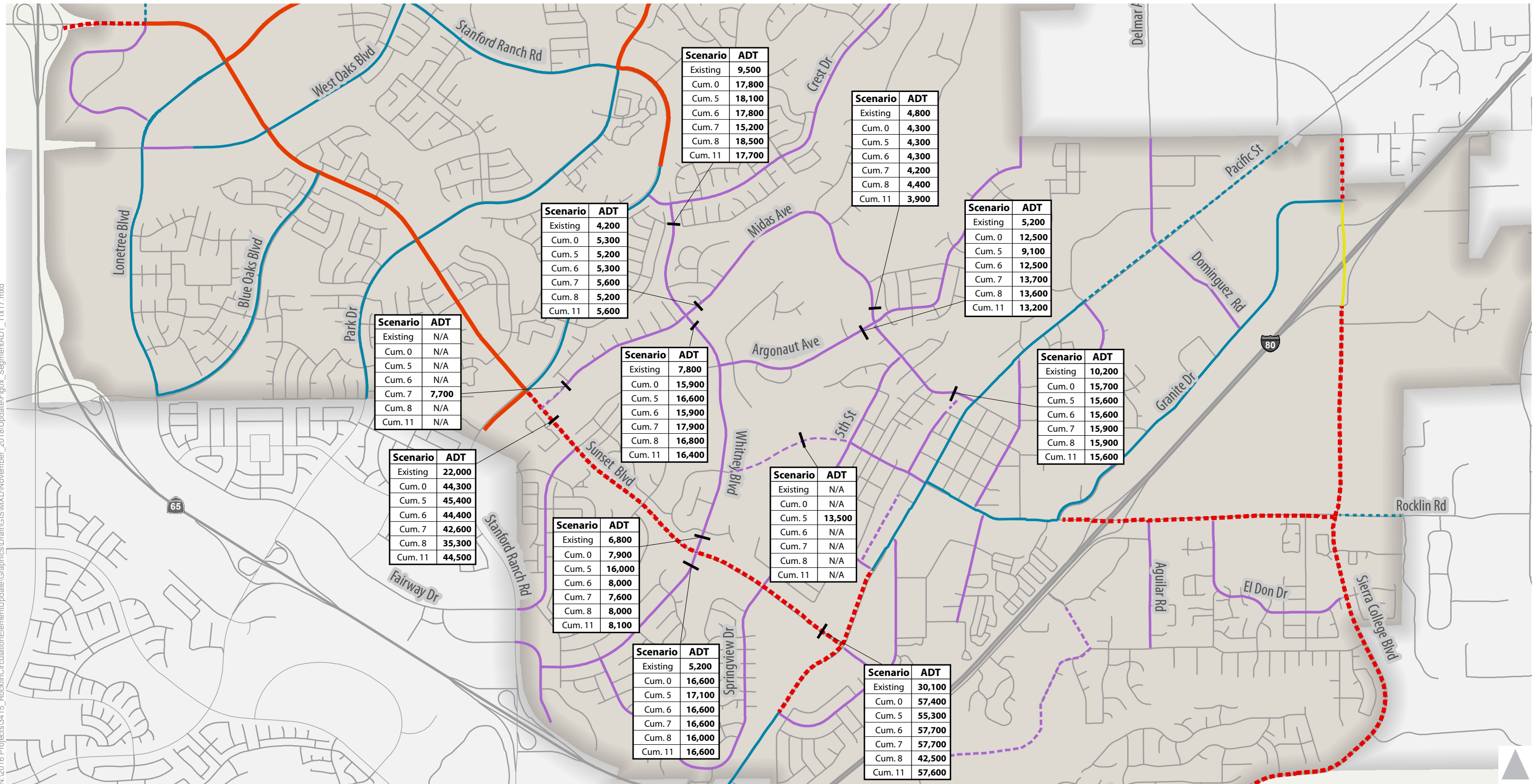
- Notes:**
1. Lanes only shown for collector and arterial streets in Rocklin.
 2. Excludes any turn lanes or median lanes.
 3. Scenario 16 (not shown here) already reflected in base cumulative model.

Figure 4

Number of Lanes -
Cumulative (2040) Scenarios 10-18



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Scenario	ADT
Existing	9,500
Cum. 0	17,800
Cum. 5	18,100
Cum. 6	17,800
Cum. 7	15,200
Cum. 8	18,500
Cum. 11	17,700

Scenario	ADT
Existing	4,800
Cum. 0	4,300
Cum. 5	4,300
Cum. 6	4,300
Cum. 7	4,200
Cum. 8	4,400
Cum. 11	3,900

Scenario	ADT
Existing	4,200
Cum. 0	5,300
Cum. 5	5,200
Cum. 6	5,300
Cum. 7	5,600
Cum. 8	5,200
Cum. 11	5,600

Scenario	ADT
Existing	5,200
Cum. 0	12,500
Cum. 5	9,100
Cum. 6	12,500
Cum. 7	13,700
Cum. 8	13,600
Cum. 11	13,200

Scenario	ADT
Existing	N/A
Cum. 0	N/A
Cum. 5	N/A
Cum. 6	N/A
Cum. 7	7,700
Cum. 8	N/A
Cum. 11	N/A

Scenario	ADT
Existing	7,800
Cum. 0	15,900
Cum. 5	16,600
Cum. 6	15,900
Cum. 7	17,900
Cum. 8	16,800
Cum. 11	16,400

Scenario	ADT
Existing	10,200
Cum. 0	15,700
Cum. 5	15,600
Cum. 6	15,600
Cum. 7	15,900
Cum. 8	15,900
Cum. 11	15,600

Scenario	ADT
Existing	22,000
Cum. 0	44,300
Cum. 5	45,400
Cum. 6	44,400
Cum. 7	42,600
Cum. 8	35,300
Cum. 11	44,500

Scenario	ADT
Existing	6,800
Cum. 0	7,900
Cum. 5	16,000
Cum. 6	8,000
Cum. 7	7,600
Cum. 8	8,000
Cum. 11	8,100

Scenario	ADT
Existing	N/A
Cum. 0	N/A
Cum. 5	13,500
Cum. 6	N/A
Cum. 7	N/A
Cum. 8	N/A
Cum. 11	N/A

Scenario	ADT
Existing	5,200
Cum. 0	16,600
Cum. 5	17,100
Cum. 6	16,600
Cum. 7	16,600
Cum. 8	16,000
Cum. 11	16,600

Scenario	ADT
Existing	30,100
Cum. 0	57,400
Cum. 5	55,300
Cum. 6	57,700
Cum. 7	57,700
Cum. 8	42,500
Cum. 11	57,600

Number of Lanes

- 2
- 4
- 5
- 6
- City of Rocklin City Limits
- 2 (Future)
- 4 (Future)
- 6 (Future)

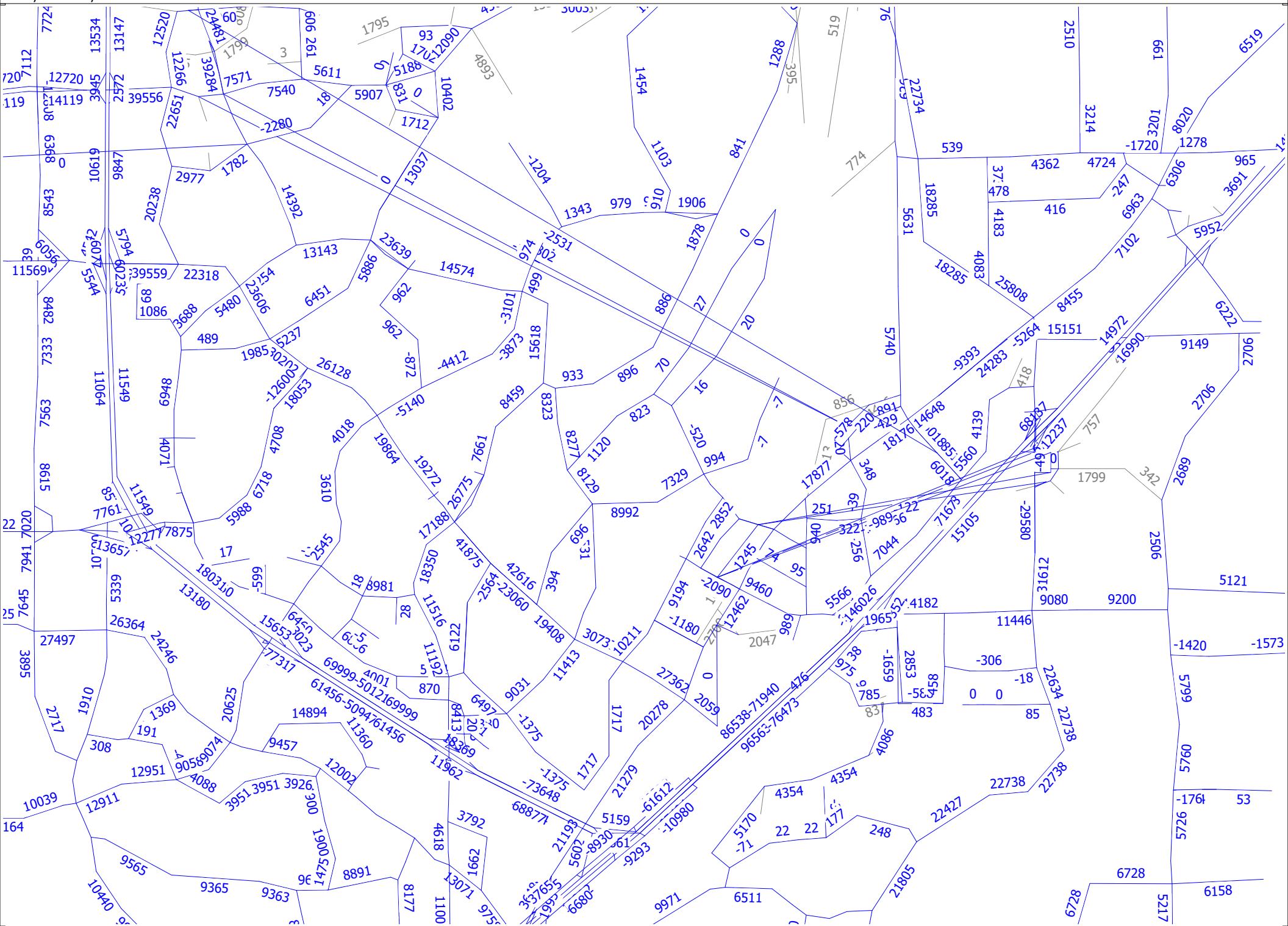
- Cum. 0 - Base Cumulative Scenario
- Cum. 5 - Rocklin Rd Extension
- Cum. 6 - Whitney Blvd Four Lanes
- Cum. 7 - Midas Ave Extension
- Cum. 8 - Sunset Blvd Not Widened
- Cum. 11 - Midas Ave Becomes a Cul-De-Sac

Notes:
 1. Lanes only shown for collector and arterial streets in Rocklin.
 2. Excludes any turn lanes or median lanes.



Figure 5
 W.A.M Circulation Alternative Conditions

Appendix A



**Table 1:
Cumulative Two-Way Roadway ADT (Scenario 0 vs. Scenario 1)**

ID	Roadway Segment	Existing ADT	ADT Forecasts		
			Scenario 0 ¹	Scenario 1 ²	Difference
1	Wildcat Blvd North of Whitney Ranch Pkwy	12,600	37,600	37,700	100
2	Sunset Blvd east of SR 65	27,500	49,800	49,700	-100
3	Sunset Blvd west of West Stanford Ranch Rd	17,500	43,800	43,800	0
4	Sunset Blvd Between Blue Oaks/Park	25,900	52,000	51,900	-100
5	Sunset Blvd Between Park/Stanford Ranch	28,900	48,100	48,000	-100
6	Sunset Blvd Between Stanford Ranch/Fairway Dr	22,200	44,300	43,900	-400
7	Sunset Blvd West of Pacific Street	30,100	57,400	56,400	-1,000
8	Lonetree Blvd North of Blue Oaks Blvd	27,000	27,800	27,800	0
9	West Stanford Ranch Rd Between Wildcat/Sunset	19,000	29,300	29,200	-100
10	Park Dr North of Stanford Ranch Rd	13,400	13,600	13,600	0
11	Park Drive North of Roseville City Limits	19,300	22,000	22,000	0
12	Stanford Ranch Rd South of Sunset Blvd	22,100	39,300	39,100	-200
13	Stanford Ranch Rd South of Crest Drive	13,200	21,700	21,500	-200
14	Whitney Blvd South of Sunset Blvd	5,200	16,600	16,500	-100
15	Pacific Street South of Sunset Blvd	25,400	45,600	44,500	-1,100
16	Pacific Street North of Midas Ave	14,900	34,900	33,000	-1,900
17	Pacific Street South of Brace Road	11,800	26,700	21,400	-5,300
18	Midas Ave West of Pacific Street	10,200	15,700	15,800	100
19	Rocklin Road West of I-80	28,000	37,900	38,300	400
20	Rocklin Road East of I-80	26,900	43,500	43,700	200
21	Sierra College Blvd North of Sierra College	24,300	53,400	53,700	300
22	Sierra College Blvd Rocklin Road to Brookfield	23,900	46,800	47,000	200
23	Pacific Street East of Farron Street	23,600	43,900	42,800	-1,100
24	Granite Dr North of Rocklin Rd	16,100	21,600	21,900	300
		SUM	873,300	863,200	

¹ Scenario 0 represents the 2018 version of the Year 2040 Travel Demand Model.

² In Scenario 1, Pacific Street remains 2 lanes east of Dominguez Road, instead of planned 4 lanes.

Conclusions

1. Roadway narrowing reduces traffic by 1,000 to 5,000 ADT along segments of Pacific St.
2. No major increases on other City streets.

Recommendations

1. Should be considered in combination with Scenario 2

**Table 2:
Cumulative Two-Way Roadway ADT (Scenario 0 vs. Scenario 2)**

ID	Roadway Segment	ADT Forecasts			
		Existing	Scenario 0 ¹	Scenario 2 ²	Difference
1	Wildcat Blvd North of Whitney Ranch Pkwy	12,600	37,600	37,700	100
2	Sunset Blvd east of SR 65	27,500	49,800	50,000	200
3	Sunset Blvd west of West Stanford Ranch Rd	17,500	43,800	44,100	300
4	Sunset Blvd Between Blue Oaks/Park	25,900	52,000	52,000	0
5	Sunset Blvd Between Park/Stanford Ranch	28,900	48,100	48,200	100
6	Sunset Blvd Between Stanford Ranch/Fairway Dr	22,200	44,300	44,700	400
7	Sunset Blvd West of Pacific Street	30,100	57,400	54,300	-3,100
8	Lonetree Blvd North of Blue Oaks Blvd	27,000	27,800	27,800	0
9	West Stanford Ranch Rd Between Wildcat/Sunset	19,000	29,300	29,600	300
10	Park Dr North of Stanford Ranch Rd	13,400	13,600	13,600	0
11	Park Drive North of Roseville City Limits	19,300	22,000	21,900	-100
12	Stanford Ranch Rd South of Sunset Blvd	22,100	39,300	39,000	-300
13	Stanford Ranch Rd South of Crest Drive	13,200	21,700	21,700	0
14	Whitney Blvd South of Sunset Blvd	5,200	16,600	16,600	0
15	Pacific Street South of Sunset Blvd	25,400	45,600	44,400	-1,200
16	Pacific Street North of Midas Ave	14,900	34,900	30,500	-4,400
17	Pacific Street South of Brace Road	11,800	26,700	20,800	-5,900
18	Midas Ave West of Pacific Street	10,200	15,700	15,400	-300
19	Rocklin Road West of I-80	28,000	37,900	38,700	800
20	Rocklin Road East of I-80	26,900	43,500	43,700	200
21	Sierra College Blvd North of Sierra College	24,300	53,400	53,800	400
22	Sierra College Blvd Rocklin Road to Brookfield	23,900	46,800	47,100	300
23	Pacific Street East of Farron Street	23,600	43,900	42,600	-1,300
24	Granite Dr North of Rocklin Rd	16,100	21,600	23,200	1,600
1 Scenario 0 represents the 2018 version of the Year 2040 Travel Demand Model.					
2 In Scenario 2, Pacific Street is narrowed to 2 lanes downtown between Rocklin Road and Midas Avenue.					
SUM			873,300	861,400	

Conclusions:

1. Roadway narrowing reduces traffic by 1,000 to 6,000 ADT along segments of Pacific St.
2. Two-lane narrowed segment of Pacific St would carry approx. 10,000 ADT.

Recommendation

1. Should be considered in combination with Scenario 1

**Table 3:
Cumulative Two-Way Roadway ADT (Scenario 0 vs. Scenario 3)**

ID	Roadway Segment	ADT Forecasts			
		Existing	Scenario 0 ¹	Scenario 3 ²	Difference
1	Wildcat Blvd North of Whitney Ranch Pkwy	12,600	37,600	37,700	100
2	Sunset Blvd east of SR 65	27,500	49,800	49,800	0
3	Sunset Blvd west of West Stanford Ranch Rd	17,500	43,800	43,800	0
4	Sunset Blvd Between Blue Oaks/Park	25,900	52,000	52,100	100
5	Sunset Blvd Between Park/Stanford Ranch	28,900	48,100	48,300	200
6	Sunset Blvd Between Stanford Ranch/Fairway Dr	22,200	44,300	44,300	0
7	Sunset Blvd West of Pacific Street	30,100	57,400	57,600	200
8	Lonetree Blvd North of Blue Oaks Blvd	27,000	27,800	27,800	0
9	West Stanford Ranch Rd Between Wildcat/Sunset	19,000	29,300	29,300	0
10	Park Dr North of Stanford Ranch Rd	13,400	13,600	13,600	0
11	Park Drive North of Roseville City Limits	19,300	22,000	22,000	0
12	Stanford Ranch Rd South of Sunset Blvd	22,100	39,300	39,200	-100
13	Stanford Ranch Rd South of Crest Drive	13,200	21,700	21,600	-100
14	Whitney Blvd South of Sunset Blvd	5,200	16,600	16,600	0
15	Pacific Street South of Sunset Blvd	25,400	45,600	45,700	100
16	Pacific Street North of Midas Ave	14,900	34,900	34,900	0
17	Pacific Street South of Brace Road	11,800	26,700	26,600	-100
18	Midas Ave West of Pacific Street	10,200	15,700	15,600	-100
19	Rocklin Road West of I-80	28,000	37,900	37,900	0
20	Rocklin Road East of I-80	26,900	43,500	43,500	0
21	Sierra College Blvd North of Sierra College	24,300	53,400	53,400	0
22	Sierra College Blvd Rocklin Road to Brookfield	23,900	46,800	46,800	0
23	Pacific Street East of Farron Street	23,600	43,900	43,900	0
24	Granite Dr North of Rocklin Rd	16,100	21,600	21,600	0
SUM			873,300	873,600	

¹ Scenario 0 represents the 2018 version of the Year 2040 Travel Demand Model.

² In Scenario 3, the Whitney Ranch Parkway extension is constructed as 2 lanes, instead of planned 4 lanes.

Conclusions:

1. No material effect on City streets.
2. Two-lane narrowed segment of Whitney Ranch Pkwy would carry 12,000 ADT or less, which is acceptable for two lanes.

Recommendation

1. Include this scenario as part of preferred circulation network

**Table 4:
Cumulative Two-Way Roadway ADT (Scenario 0 vs. Scenario 4)**

ID	Roadway Segment	ADT Forecasts			
		Existing	Scenario 0 ¹	Scenario 4 ²	Difference
1	Wildcat Blvd North of Whitney Ranch Pkwy	12,600	37,600	37,600	0
2	Sunset Blvd east of SR 65	27,500	49,800	50,100	300
3	Sunset Blvd west of West Stanford Ranch Rd	17,500	43,800	44,100	300
4	Sunset Blvd Between Blue Oaks/Park	25,900	52,000	52,000	0
5	Sunset Blvd Between Park/Stanford Ranch	28,900	48,100	48,300	200
6	Sunset Blvd Between Stanford Ranch/Fairway Dr	22,200	44,300	44,700	400
7	Sunset Blvd West of Pacific Street	30,100	57,400	57,900	500
8	Lonetree Blvd North of Blue Oaks Blvd	27,000	27,800	27,800	0
9	West Stanford Ranch Rd Between Wildcat/Sunset	19,000	29,300	29,000	-300
10	Park Dr North of Stanford Ranch Rd	13,400	13,600	13,600	0
11	Park Drive North of Roseville City Limits	19,300	22,000	21,800	-200
12	Stanford Ranch Rd South of Sunset Blvd	22,100	39,300	39,000	-300
13	Stanford Ranch Rd South of Crest Drive	13,200	21,700	21,700	0
14	Whitney Blvd South of Sunset Blvd	5,200	16,600	16,500	-100
15	Pacific Street South of Sunset Blvd	25,400	45,600	45,400	-200
16	Pacific Street North of Midas Ave	14,900	34,900	33,700	-1,200
17	Pacific Street South of Brace Road	11,800	26,700	23,700	-3,000
18	Midas Ave West of Pacific Street	10,200	15,700	15,700	0
19	Rocklin Road West of I-80	28,000	37,900	35,000	-2,900
20	Rocklin Road East of I-80	26,900	43,500	40,100	-3,400
21	Sierra College Blvd North of Sierra College	24,300	53,400	56,700	3,300
22	Sierra College Blvd Rocklin Road to Brookfield	23,900	46,800	47,000	200
23	Pacific Street East of Farron Street	23,600	43,900	43,600	-300
24	Granite Dr North of Rocklin Rd	16,100	21,600	20,400	-1,200
		SUM	873,300	865,400	

1 Scenario 0 represents the 2018 version of the Year 2040 Travel Demand Model.
2 In Scenario 4, the Dominguez Road overcrossing of I-80 is constructed (all other scenarios assume no overcrossing).

Conclusions:

1. Causes LOS F at Sierra College Blvd/Dominguez/Bass Pro intersection
2. Reduced traffic at I-80/Rocklin Rd interchange, but improvements still warranted.
3. Dominguez Road overcrossing would carry 14,000 ADT.
4. Volume on Sierra College Blvd. overcrossing reduced from 52,300 to 46,400 ADT.
5. Less overall travel on City streets due to more direct circulation.

Recommendations

1. Important potential street connection that should be studied further as described below.
 - a. After a preferred circulation network is created, test the incremental benefits of this scenario.
 - b. Review not only I-80/Rocklin Rd and I-80/SCB interchange ops, but also VMT effects.

**Table 5:
Cumulative Two-Way Roadway ADT (Scenario 0 vs. Scenario 5)**

ID	Roadway Segment	ADT Forecasts			
		Existing	Scenario 0 ¹	Scenario 5 ²	Difference
1	Wildcat Blvd North of Whitney Ranch Pkwy	12,600	37,600	37,600	0
2	Sunset Blvd east of SR 65	27,500	49,800	50,000	200
3	Sunset Blvd west of West Stanford Ranch Rd	17,500	43,800	44,100	300
4	Sunset Blvd Between Blue Oaks/Park	25,900	52,000	52,200	200
5	Sunset Blvd Between Park/Stanford Ranch	28,900	48,100	48,500	400
6	Sunset Blvd Between Stanford Ranch/Fairway Dr	22,200	44,300	45,400	1,100
7	Sunset Blvd West of Pacific Street	30,100	57,400	55,300	-2,100
8	Lonetree Blvd North of Blue Oaks Blvd	27,000	27,800	27,800	0
9	West Stanford Ranch Rd Between Wildcat/Sunset	19,000	29,300	27,600	-1,700
10	Park Dr North of Stanford Ranch Rd	13,400	13,600	13,600	0
11	Park Drive North of Roseville City Limits	19,300	22,000	21,700	-300
12	Stanford Ranch Rd South of Sunset Blvd	22,100	39,300	39,400	100
13	Stanford Ranch Rd South of Crest Drive	13,200	21,700	22,000	300
14	Whitney Blvd South of Sunset Blvd	5,200	16,600	17,100	500
15	Pacific Street South of Sunset Blvd	25,400	45,600	45,800	200
16	Pacific Street North of Midas Ave	14,900	34,900	35,700	800
17	Pacific Street South of Brace Road	11,800	26,700	27,100	400
18	Midas Ave West of Pacific Street	10,200	15,700	15,600	-100
19	Rocklin Road West of I-80	28,000	37,900	38,000	100
20	Rocklin Road East of I-80	26,900	43,500	43,800	300
21	Sierra College Blvd North of Sierra College	24,300	53,400	53,200	-200
22	Sierra College Blvd Rocklin Road to Brookfield	23,900	46,800	46,600	-200
23	Pacific Street East of Farron Street	23,600	43,900	44,100	200
24	Granite Dr North of Rocklin Rd	16,100	21,600	21,500	-100
	Whitney Blvd North of Sunset Blvd (est.)	6,800	7,900	16,000	8,100
	Sunset Blvd East of Whitney Blvd (est.)	30,100	60,800	53,200	-7,600
	Rocklin Road west of Pacific St. (est.)	4,200	5,700	10,100	4,400
	Argonaut Ave southwest of Midas Ave (est.)	5,900	12,500	9,100	-3,400
		SUM	873,300	873,700	

1 Scenario 0 represents the 2018 version of the Year 2040 Travel Demand Model.
2 In Scenario 5, Rocklin Road is extended to Whitney Boulevard through Johnson Springview Park.

Conclusions:

1. Two-lane extended segment of Rocklin Rd would carry 13,500 ADT.
2. Causes larger changes in trips on other WAM streets

Recommendation

1. See tech memo

**Table 6:
Cumulative Two-Way Roadway ADT (Scenario 0 vs. Scenario 6)**

ID	Roadway Segment	ADT Forecasts			
		Existing	Scenario 0 ¹	Scenario 6 ²	Difference
1	Wildcat Blvd North of Whitney Ranch Pkwy	12,600	37,600	37,600	0
2	Sunset Blvd east of SR 65	27,500	49,800	49,800	0
3	Sunset Blvd west of West Stanford Ranch Rd	17,500	43,800	43,800	0
4	Sunset Blvd Between Blue Oaks/Park	25,900	52,000	52,100	100
5	Sunset Blvd Between Park/Stanford Ranch	28,900	48,100	48,200	100
6	Sunset Blvd Between Stanford Ranch/Fairway Dr	22,200	44,300	44,400	100
7	Sunset Blvd West of Pacific Street	30,100	57,400	57,700	300
8	Lonetree Blvd North of Blue Oaks Blvd	27,000	27,800	27,700	-100
9	West Stanford Ranch Rd Between Wildcat/Sunset	19,000	29,300	29,300	0
10	Park Dr North of Stanford Ranch Rd	13,400	13,600	13,600	0
11	Park Drive North of Roseville City Limits	19,300	22,000	22,000	0
12	Stanford Ranch Rd South of Sunset Blvd	22,100	39,300	39,000	-300
13	Stanford Ranch Rd South of Crest Drive	13,200	21,700	21,600	-100
14	Whitney Blvd South of Sunset Blvd	5,200	16,600	16,600	0
15	Pacific Street South of Sunset Blvd	25,400	45,600	45,700	100
16	Pacific Street North of Midas Ave	14,900	34,900	34,900	0
17	Pacific Street South of Brace Road	11,800	26,700	26,600	-100
18	Midas Ave West of Pacific Street	10,200	15,700	15,600	-100
19	Rocklin Road West of I-80	28,000	37,900	37,900	0
20	Rocklin Road East of I-80	26,900	43,500	43,500	0
21	Sierra College Blvd North of Sierra College	24,300	53,400	53,300	-100
22	Sierra College Blvd Rocklin Road to Brookfield	23,900	46,800	46,800	0
23	Pacific Street East of Farron Street	23,600	43,900	43,900	0
24	Granite Dr North of Rocklin Rd	16,100	21,600	21,600	0
	Whitney Blvd North of Sunset Blvd (est.)	6,800	7,900	8,000	100
		SUM	873,300	873,200	

1 Scenario 0 represents the 2018 version of the Year 2040 Travel Demand Model.

2 In Scenario 6, Whitney Boulevard is 4 lanes north of Sunset Boulevard, instead of existing 2 lanes.

Conclusions:

1. Modest changes in traffic on other City streets.
2. Traffic on Whitney Blvd increases by 100 ADT.

Recommendation

1. See tech memo

**Table 7:
Cumulative Two-Way Roadway ADT (Scenario 0 vs. Scenario 7)**

ID	Roadway Segment	ADT Forecasts			
		Existing	Scenario 0 ¹	Scenario 7 ²	Difference
1	Wildcat Blvd North of Whitney Ranch Pkwy	12,600	37,600	37,600	0
2	Sunset Blvd east of SR 65	27,500	49,800	49,600	-200
3	Sunset Blvd west of West Stanford Ranch Rd	17,500	43,800	43,700	-100
4	Sunset Blvd Between Blue Oaks/Park	25,900	52,000	52,400	400
5	Sunset Blvd Between Park/Stanford Ranch	28,900	48,100	49,000	900
6	Sunset Blvd Between Stanford Ranch/Fairway Dr	22,200	44,300	42,600	-1,700
7	Sunset Blvd West of Pacific Street	30,100	57,400	57,700	300
8	Lonetree Blvd North of Blue Oaks Blvd	27,000	27,800	28,000	200
9	West Stanford Ranch Rd Between Wildcat/Sunset	19,000	29,300	27,600	-1,700
10	Park Dr North of Stanford Ranch Rd	13,400	13,600	13,600	0
11	Park Drive North of Roseville City Limits	19,300	22,000	21,900	-100
12	Stanford Ranch Rd South of Sunset Blvd	22,100	39,300	39,500	200
13	Stanford Ranch Rd South of Crest Drive	13,200	21,700	22,300	600
14	Whitney Blvd South of Sunset Blvd	5,200	16,600	16,600	0
15	Pacific Street South of Sunset Blvd	25,400	45,600	45,800	200
16	Pacific Street North of Midas Ave	14,900	34,900	34,900	0
17	Pacific Street South of Brace Road	11,800	26,700	26,700	0
18	Midas Ave West of Pacific Street	10,200	15,700	15,900	200
19	Rocklin Road West of I-80	28,000	37,900	37,800	-100
20	Rocklin Road East of I-80	26,900	43,500	43,500	0
21	Sierra College Blvd North of Sierra College	24,300	53,400	53,400	0
22	Sierra College Blvd Rocklin Road to Brookfield	23,900	46,800	46,800	0
23	Pacific Street East of Farron Street	23,600	43,900	44,000	100
24	Granite Dr North of Rocklin Rd	16,100	21,600	21,600	0
		SUM	873,300	872,500	

¹ Scenario 0 represents the 2018 version of the Year 2040 Travel Demand Model.
² In Scenario 7, Midas Avenue is extended to Sunset Boulevard.

Conclusions:

1. Primarily causes a redistribution of traffic.
2. Two-lane extended segment of Midas Ave would carry 7,700 ADT.
3. Increases traffic on most WAM streets, but decrease on Whitney Blvd. north of Midas (see Fig 5).

Recommendation

1. See tech memo

**Table 8:
Cumulative Two-Way Roadway ADT (Scenario 0 vs. Scenario 8)**

ID	Roadway Segment	ADT Forecasts			
		Existing	Scenario 0 ¹	Scenario 8 ²	Difference
1	Wildcat Blvd North of Whitney Ranch Pkwy	12,600	37,600	37,600	0
2	Sunset Blvd east of SR 65	27,500	49,800	49,200	-600
3	Sunset Blvd West of Stanford Ranch Rd	17,500	43,800	43,400	-400
4	Sunset Blvd Between Blue Oaks/Pleasant Grove	25,900	52,000	51,300	-700
5	Sunset Blvd Between Pleasant Grove/Stanford Ranch	28,900	48,100	46,400	-1,700
6	Sunset Blvd Between Stanford Ranch/Fairway Dr	22,200	44,300	35,300	-9,000
7	Sunset Blvd West of Pacific Street	30,100	57,400	42,500	-14,900
8	Lonetree Blvd North of Blue Oaks Blvd	27,000	27,800	28,100	300
9	Stanford Ranch Rd Between Wildcat/Sunset	19,000	29,300	29,200	-100
10	Park Dr North of Stanford Ranch Rd	13,400	13,600	13,600	0
11	Park Drive North of Roseville City Limits	19,300	22,000	22,700	700
12	Stanford Ranch Rd South of Sunset Blvd	22,100	39,300	40,300	1,000
13	Stanford Ranch Rd South of Crest Drive	13,200	21,700	20,000	-1,700
14	Whitney Blvd South of Sunset Blvd	5,200	16,600	16,000	-600
15	Pacific Street South of Sunset Blvd	25,400	45,600	44,800	-800
16	Pacific Street North of Midas Ave	14,900	34,900	35,300	400
17	Pacific Street South of Brace Road	11,800	26,700	26,100	-600
18	Midas Ave West of Pacific Street	10,200	15,700	15,900	200
19	Rocklin Road West of I-80	28,000	37,900	36,400	-1,500
20	Rocklin Road East of I-80	26,900	43,500	43,300	-200
21	Sierra College Blvd North of Sierra College	24,300	53,400	53,400	0
22	Sierra College Blvd Rocklin Road to Brookfield	23,900	46,800	46,600	-200
23	Pacific Street East of Farron Street	23,600	43,900	43,100	-800
24	Granite Dr North of Rocklin Rd	16,100	21,600	21,000	-600
		SUM	873,300	841,500	

1 Scenario 0 represents the 2018 version of the Year 2040 Travel Demand Model.
2 In Scenario 8, Sunset Boulevard is not widened (remains 4 lanes instead of planned 6 lanes).

Conclusions:

1. Causes a net increase in trips on WAM streets (see Fig 5).
2. Resulting volumes on four-lane segments of Sunset Blvd. (35 to 42k ADT) are 40% to 60% greater than existing roadway carries. Hence, worsened intersection operations can be expected (even with signal coordination).
3. Strong probability that some of the eliminated trips associated with this scenario were non-local trips bypassing congestion at the I-80/SR 65 interchange.

Recommendations

1. See tech memo

**Table 9:
Cumulative Two-Way Roadway ADT (Scenario 0 vs. Scenario 9)**

ID	Roadway Segment	ADT Forecasts			
		Existing	Scenario 0 ¹	Scenario 9 ²	Difference
1	Wildcat Blvd North of Whitney Ranch Pkwy	12,600	37,600	37,600	0
2	Sunset Blvd east of SR 65	27,500	49,800	49,800	0
3	Sunset Blvd west of West Stanford Ranch Rd	17,500	43,800	43,900	100
4	Sunset Blvd Between Blue Oaks/Park	25,900	52,000	52,000	0
5	Sunset Blvd Between Park/Stanford Ranch	28,900	48,100	48,200	100
6	Sunset Blvd Between Stanford Ranch/Fairway Dr	22,200	44,300	44,500	200
7	Sunset Blvd West of Pacific Street	30,100	57,400	57,800	400
8	Lonetree Blvd North of Blue Oaks Blvd	27,000	27,800	27,800	0
9	West Stanford Ranch Rd Between Wildcat/Sunset	19,000	29,300	29,200	-100
10	Park Dr North of Stanford Ranch Rd	13,400	13,600	13,600	0
11	Park Drive North of Roseville City Limits	19,300	22,000	22,000	0
12	Stanford Ranch Rd South of Sunset Blvd	22,100	39,300	39,100	-200
13	Stanford Ranch Rd South of Crest Drive	13,200	21,700	21,600	-100
14	Whitney Blvd South of Sunset Blvd	5,200	16,600	16,600	0
15	Pacific Street South of Sunset Blvd	25,400	45,600	45,800	200
16	Pacific Street North of Midas Ave	14,900	34,900	34,900	0
17	Pacific Street South of Brace Road	11,800	26,700	26,600	-100
18	Midas Ave West of Pacific Street	10,200	15,700	15,700	0
19	Rocklin Road West of I-80	28,000	37,900	37,900	0
20	Rocklin Road East of I-80	26,900	43,500	43,500	0
21	Sierra College Blvd North of Sierra College	24,300	53,400	53,400	0
22	Sierra College Blvd Rocklin Road to Brookfield	23,900	46,800	46,800	0
23	Pacific Street East of Farron Street	23,600	43,900	44,000	100
24	Granite Dr North of Rocklin Rd	16,100	21,600	21,600	0
SUM			873,300	873,900	

1 Scenario 0 represents the 2018 version of the Year 2040 Travel Demand Model.
2 In Scenario 9, West Oaks Boulevard remains 2 lanes to Whitney Ranch Parkway, instead of planned 4 lanes.

Conclusions:

1. No material effect on City streets.
2. Two-lane narrowed segment of West Oaks Blvd. would carry 12,800 ADT, which is acceptable for two lanes.

Recommendation

1. Include this scenario as part of preferred circulation network

**Table 10:
Cumulative Two-Way Roadway ADT (Scenario 0 vs. Scenario 10)**

ID	Roadway Segment	ADT Forecasts			
		Existing	Scenario 0 ¹	Scenario 10 ²	Difference
1	Wildcat Blvd North of Whitney Ranch Pkwy	12,600	37,600	37,600	0
2	Sunset Blvd east of SR 65	27,500	49,800	49,800	0
3	Sunset Blvd west of West Stanford Ranch Rd	17,500	43,800	43,800	0
4	Sunset Blvd Between Blue Oaks/Park	25,900	52,000	51,900	-100
5	Sunset Blvd Between Park/Stanford Ranch	28,900	48,100	48,200	100
6	Sunset Blvd Between Stanford Ranch/Fairway Dr	22,200	44,300	44,100	-200
7	Sunset Blvd West of Pacific Street	30,100	57,400	57,400	0
8	Lonetree Blvd North of Blue Oaks Blvd	27,000	27,800	27,800	0
9	West Stanford Ranch Rd Between Wildcat/Sunset	19,000	29,300	29,200	-100
10	Park Dr North of Stanford Ranch Rd	13,400	13,600	13,600	0
11	Park Drive North of Roseville City Limits	19,300	22,000	21,700	-300
12	Stanford Ranch Rd South of Sunset Blvd	22,100	39,300	39,000	-300
13	Stanford Ranch Rd South of Crest Drive	13,200	21,700	21,200	-500
14	Whitney Blvd South of Sunset Blvd	5,200	16,600	16,400	-200
15	Pacific Street South of Sunset Blvd	25,400	45,600	45,500	-100
16	Pacific Street North of Midas Ave	14,900	34,900	34,500	-400
17	Pacific Street South of Brace Road	11,800	26,700	26,800	100
18	Midas Ave West of Pacific Street	10,200	15,700	15,800	100
19	Rocklin Road West of I-80	28,000	37,900	37,800	-100
20	Rocklin Road East of I-80	26,900	43,500	43,500	0
21	Sierra College Blvd North of Sierra College	24,300	53,400	53,200	-200
22	Sierra College Blvd Rocklin Road to Brookfield	23,900	46,800	46,700	-100
23	Pacific Street East of Farron Street	23,600	43,900	43,800	-100
24	Granite Dr North of Rocklin Rd	16,100	21,600	21,600	0

¹ Scenario 0 represents the 2018 version of the Year 2040 Travel Demand Model.

² In Scenario 10, Valley View Parkway is eliminated and Clover Valley is reduced to 221 units.

SUM 873,300 870,900

Conclusions:

1. Causes no change or very modest decrease in traffic on most City streets.
2. Rawhide Road would experience a net increase of 450 ADT.

Recommendations

1. This scenario has less to do with a citywide circulation plan, and more to do with a local development.

**Table 11:
Cumulative Two-Way Roadway ADT (Scenario 0 vs. Scenario 11)**

ID	Roadway Segment	ADT Forecasts			
		Existing	Scenario 0 ¹	Scenario 11 ²	Difference
1	Wildcat Blvd North of Whitney Ranch Pkwy	12,600	37,600	37,600	0
2	Sunset Blvd east of SR 65	27,500	49,800	49,800	0
3	Sunset Blvd west of West Stanford Ranch Rd	17,500	43,800	43,800	0
4	Sunset Blvd Between Blue Oaks/Park	25,900	52,000	52,000	0
5	Sunset Blvd Between Park/Stanford Ranch	28,900	48,100	48,200	100
6	Sunset Blvd Between Stanford Ranch/Fairway Dr	22,200	44,300	44,500	200
7	Sunset Blvd West of Pacific Street	30,100	57,400	57,600	200
8	Lonetree Blvd North of Blue Oaks Blvd	27,000	27,800	27,800	0
9	West Stanford Ranch Rd Between Wildcat/Sunset	19,000	29,300	29,100	-200
10	Park Dr North of Stanford Ranch Rd	13,400	13,600	13,600	0
11	Park Drive North of Roseville City Limits	19,300	22,000	21,900	-100
12	Stanford Ranch Rd South of Sunset Blvd	22,100	39,300	39,300	0
13	Stanford Ranch Rd South of Crest Drive	13,200	21,700	21,600	-100
14	Whitney Blvd South of Sunset Blvd	5,200	16,600	16,600	0
15	Pacific Street South of Sunset Blvd	25,400	45,600	45,700	100
16	Pacific Street North of Midas Ave	14,900	34,900	34,700	-200
17	Pacific Street South of Brace Road	11,800	26,700	26,600	-100
18	Midas Ave West of Pacific Street	10,200	15,700	15,600	-100
19	Rocklin Road West of I-80	28,000	37,900	37,900	0
20	Rocklin Road East of I-80	26,900	43,500	43,400	-100
21	Sierra College Blvd North of Sierra College	24,300	53,400	53,400	0
22	Sierra College Blvd Rocklin Road to Brookfield	23,900	46,800	46,800	0
23	Pacific Street East of Farron Street	23,600	43,900	44,000	100
24	Granite Dr North of Rocklin Rd	16,100	21,600	21,600	0
	Whitney Blvd North of Sunset Blvd (est.)	6,800	7,900	8,100	200
	Sunset Blvd East of Whitney Blvd (est.)	30,100	60,800	61,000	200
	Rocklin Road west of Pacific St. '(est.)	4,200	5,700	5,700	0
	Argonaut Ave southwest of Midas Ave (est.)	5,900	12,500	13,200	700
1 Scenario 0 represents the 2018 version of the Year 2040 Travel Demand Model.					
2 In Scenario 11, Midas Avenue becomes a cul-de-sac.					
		SUM	873,300	873,100	

Conclusions:

1. No material effect on City streets beyond WAM area.
2. Modest increase in traffic on certain WAM streets (see Fig 5).

Recommendations

1. See tech memo

**Table 12:
Cumulative Two-Way Roadway ADT (Scenario 0 vs. Scenario 12)**

ID	Roadway Segment	ADT Forecasts			
		Existing	Scenario 0 ¹	Scenario 12 ²	Difference
1	Wildcat Blvd North of Whitney Ranch Pkwy	12,600	37,600	37,700	100
2	Sunset Blvd east of SR 65	27,500	49,800	49,800	0
3	Sunset Blvd west of West Stanford Ranch Rd	17,500	43,800	43,900	100
4	Sunset Blvd Between Blue Oaks/Park	25,900	52,000	52,000	0
5	Sunset Blvd Between Park/Stanford Ranch	28,900	48,100	48,200	100
6	Sunset Blvd Between Stanford Ranch/Fairway Dr	22,200	44,300	44,400	100
7	Sunset Blvd West of Pacific Street	30,100	57,400	57,400	0
8	Lonetree Blvd North of Blue Oaks Blvd	27,000	27,800	27,800	0
9	West Stanford Ranch Rd Between Wildcat/Sunset	19,000	29,300	29,300	0
10	Park Dr North of Stanford Ranch Rd	13,400	13,600	13,600	0
11	Park Drive North of Roseville City Limits	19,300	22,000	22,000	0
12	Stanford Ranch Rd South of Sunset Blvd	22,100	39,300	39,200	-100
13	Stanford Ranch Rd South of Crest Drive	13,200	21,700	21,600	-100
14	Whitney Blvd South of Sunset Blvd	5,200	16,600	16,600	0
15	Pacific Street South of Sunset Blvd	25,400	45,600	45,700	100
16	Pacific Street North of Midas Ave	14,900	34,900	34,900	0
17	Pacific Street South of Brace Road	11,800	26,700	26,600	-100
18	Midas Ave West of Pacific Street	10,200	15,700	15,800	100
19	Rocklin Road West of I-80	28,000	37,900	37,900	0
20	Rocklin Road East of I-80	26,900	43,500	43,600	100
21	Sierra College Blvd North of Sierra College	24,300	53,400	53,400	0
22	Sierra College Blvd Rocklin Road to Brookfield	23,900	46,800	46,800	0
23	Pacific Street East of Farron Street	23,600	43,900	43,900	0
24	Granite Dr North of Rocklin Rd	16,100	21,600	21,600	0
		SUM	873,300	873,700	

¹ Scenario 0 represents the 2018 version of the Year 2040 Travel Demand Model.

² In Scenario 12, Monument Springs Bridge is not constructed (this connection is currently planned).

Conclusions:

1. No material effect on City streets.
2. Bridge would carry 1000 ADT, which is a low volume given its high cost.
3. Aguilar Rd at the creek experiences a net increase of 800 vehicles per day.

Recommendation

1. See tech memo

**Table 13:
Cumulative Two-Way Roadway ADT (Scenario 0 vs. Scenario 13)**

ID	Roadway Segment	ADT Forecasts			
		Existing	Scenario 0 ¹	Scenario 13 ²	Difference
1	Wildcat Blvd North of Whitney Ranch Pkwy	12,600	37,600	37,600	0
2	Sunset Blvd east of SR 65	27,500	49,800	49,800	0
3	Sunset Blvd west of West Stanford Ranch Rd	17,500	43,800	43,900	100
4	Sunset Blvd Between Blue Oaks/Park	25,900	52,000	52,000	0
5	Sunset Blvd Between Park/Stanford Ranch	28,900	48,100	48,100	0
6	Sunset Blvd Between Stanford Ranch/Fairway Dr	22,200	44,300	44,400	100
7	Sunset Blvd West of Pacific Street	30,100	57,400	57,600	200
8	Lonetree Blvd North of Blue Oaks Blvd	27,000	27,800	27,800	0
9	West Stanford Ranch Rd Between Wildcat/Sunset	19,000	29,300	29,200	-100
10	Park Dr North of Stanford Ranch Rd	13,400	13,600	13,600	0
11	Park Drive North of Roseville City Limits	19,300	22,000	22,000	0
12	Stanford Ranch Rd South of Sunset Blvd	22,100	39,300	39,300	0
13	Stanford Ranch Rd South of Crest Drive	13,200	21,700	21,700	0
14	Whitney Blvd South of Sunset Blvd	5,200	16,600	16,600	0
15	Pacific Street South of Sunset Blvd	25,400	45,600	45,700	100
16	Pacific Street North of Midas Ave	14,900	34,900	34,800	-100
17	Pacific Street South of Brace Road	11,800	26,700	26,600	-100
18	Midas Ave West of Pacific Street	10,200	15,700	15,800	100
19	Rocklin Road West of I-80	28,000	37,900	37,800	-100
20	Rocklin Road East of I-80	26,900	43,500	42,100	-1,400
21	Sierra College Blvd North of Sierra College	24,300	53,400	53,700	300
22	Sierra College Blvd Rocklin Road to Brookfield	23,900	46,800	47,200	400
23	Pacific Street East of Farron Street	23,600	43,900	44,000	100
24	Granite Dr North of Rocklin Rd	16,100	21,600	21,600	0
	Monument Springs Bridge	N/A	1,000	1,900	900
	Aguilar Rd South of Rocklin Rd	3,100	6,600	4,700	-1,900
	Aguilar Rd South of Creek	N/A	2,900	0	-2,900
	Southside Ranch West of Sierra College Blvd	N/A	3,000	3,000	0

¹ Scenario 0 represents the 2018 version of the Year 2040 Travel Demand Model.

² In Scenario 13, Aguilar Road is severed at the creek, as currently planned.

SUM 886,800 882,500

Conclusions:

1. No material effect on most City streets.
2. Greenbrae Rd extension (toward Roseville) would experience a net decrease of 1300 vehicles per day.

Recommendation

1. See tech memo

**Table 14:
Cumulative Two-Way Roadway ADT (Scenario 0 vs. Scenario 14)**

ID	Roadway Segment	ADT Forecasts			
		Existing	Scenario 0 ¹	Scenario 14 ²	Difference
1	Wildcat Blvd North of Whitney Ranch Pkwy	12,600	37,600	37,700	100
2	Sunset Blvd east of SR 65	27,500	49,800	49,800	0
3	Sunset Blvd west of West Stanford Ranch Rd	17,500	43,800	43,800	0
4	Sunset Blvd Between Blue Oaks/Park	25,900	52,000	52,000	0
5	Sunset Blvd Between Park/Stanford Ranch	28,900	48,100	48,200	100
6	Sunset Blvd Between Stanford Ranch/Fairway Dr	22,200	44,300	44,400	100
7	Sunset Blvd West of Pacific Street	30,100	57,400	57,700	300
8	Lonetree Blvd North of Blue Oaks Blvd	27,000	27,800	27,700	-100
9	West Stanford Ranch Rd Between Wildcat/Sunset	19,000	29,300	29,300	0
10	Park Dr North of Stanford Ranch Rd	13,400	13,600	13,600	0
11	Park Drive North of Roseville City Limits	19,300	22,000	22,000	0
12	Stanford Ranch Rd South of Sunset Blvd	22,100	39,300	39,100	-200
13	Stanford Ranch Rd South of Crest Drive	13,200	21,700	21,600	-100
14	Whitney Blvd South of Sunset Blvd	5,200	16,600	16,600	0
15	Pacific Street South of Sunset Blvd	25,400	45,600	45,700	100
16	Pacific Street North of Midas Ave	14,900	34,900	34,900	0
17	Pacific Street South of Brace Road	11,800	26,700	26,600	-100
18	Midas Ave West of Pacific Street	10,200	15,700	15,700	0
19	Rocklin Road West of I-80	28,000	37,900	37,900	0
20	Rocklin Road East of I-80	26,900	43,500	43,600	100
21	Sierra College Blvd North of Sierra College	24,300	53,400	53,500	100
22	Sierra College Blvd Rocklin Road to Brookfield	23,900	46,800	46,600	-200
23	Pacific Street East of Farron Street	23,600	43,900	44,000	100
24	Granite Dr North of Rocklin Rd	16,100	21,600	21,600	0
	Monument Springs Bridge	N/A	1,000	1,000	0
	Aguilar Rd South of Rocklin Rd	3,100	6,600	6,500	-100
	Aguilar Rd South of Creek	N/A	2,900	2,800	-100
	Southside Ranch West of Sierra College Blvd	N/A	3,000	2,300	-700
1 Scenario 0 represents the 2018 version of the Year 2040 Travel Demand Model.					
2 In Scenario 14, the Greenbrae Road gate is removed. This is currently planned to remain in place.					
SUM			886,800	886,200	

Conclusions:

1. Modest effect on most City streets.
2. El Don Drive south of Rocklin Road would experience an increase of 750 vehicles

Recommendation

1. See tech memo

**Table 15:
Cumulative Two-Way Roadway ADT (Scenario 0 vs. Scenario 15)**

ID	Roadway Segment	Existing	ADT Forecasts		
			Scenario 0 ¹	Scenario 15 ²	Difference
1	Wildcat Blvd North of Whitney Ranch Pkwy	12,600	37,600	37,700	100
2	Sunset Blvd east of SR 65	27,500	49,800	49,800	0
3	Sunset Blvd west of West Stanford Ranch Rd	17,500	43,800	43,800	0
4	Sunset Blvd Between Blue Oaks/Park	25,900	52,000	52,000	0
5	Sunset Blvd Between Park/Stanford Ranch	28,900	48,100	48,100	0
6	Sunset Blvd Between Stanford Ranch/Fairway Dr	22,200	44,300	44,300	0
7	Sunset Blvd West of Pacific Street	30,100	57,400	57,400	0
8	Lonetree Blvd North of Blue Oaks Blvd	27,000	27,800	27,700	-100
9	West Stanford Ranch Rd Between Wildcat/Sunset	19,000	29,300	29,300	0
10	Park Dr North of Stanford Ranch Rd	13,400	13,600	13,600	0
11	Park Drive North of Roseville City Limits	19,300	22,000	22,000	0
12	Stanford Ranch Rd South of Sunset Blvd	22,100	39,300	39,200	-100
13	Stanford Ranch Rd South of Crest Drive	13,200	21,700	21,800	100
14	Whitney Blvd South of Sunset Blvd	5,200	16,600	16,600	0
15	Pacific Street South of Sunset Blvd	25,400	45,600	45,700	100
16	Pacific Street North of Midas Ave	14,900	34,900	34,900	0
17	Pacific Street South of Brace Road	11,800	26,700	26,800	100
18	Midas Ave West of Pacific Street	10,200	15,700	15,700	0
19	Rocklin Road West of I-80	28,000	37,900	37,700	-200
20	Rocklin Road East of I-80	26,900	43,500	40,800	-2,700
21	Sierra College Blvd North of Sierra College	24,300	53,400	53,400	0
22	Sierra College Blvd Rocklin Road to Brookfield	23,900	46,800	47,000	200
23	Pacific Street East of Farron Street	23,600	43,900	43,900	0
24	Granite Dr North of Rocklin Rd	16,100	21,600	21,800	200
		SUM	873,300	871,000	

¹ Scenario 0 represents the 2018 version of the Year 2040 Travel Demand Model.

² In Scenario 15, Rocklin Road remains 4 lanes, instead of being widened to currently planned 6 lanes.

Conclusions:

1. Has little effect on other streets, notably Sierra College Blvd.
2. However, 50% increase in traffic even with four lanes suggests worsened traffic conditions on Rocklin Rd.
3. Widening to six lanes would improve traffic conditions along corridor (provided I-80/Rocklin Rd I/C) could deliver and accept that traffic.
4. Traffic redistributed to several other interchanges along I-80.

Recommendations

1. Widening to 6 lanes should be paired with I-80/Rocklin Rd interchange reconstruction.
Do both, or neither.

**Table 16:
Cumulative Two-Way Roadway ADT (Scenario 0 vs. Scenario 16)**

ID	Roadway Segment	ADT Forecasts			
		Existing	Scenario 0 ¹	Scenario 16 ²	Difference
1	Wildcat Blvd North of Whitney Ranch Pkwy	12,600	37,600		
2	Sunset Blvd east of SR 65	27,500	49,800		
3	Sunset Blvd west of West Stanford Ranch Rd	17,500	43,800		
4	Sunset Blvd Between Blue Oaks/Park	25,900	52,000		
5	Sunset Blvd Between Park/Stanford Ranch	28,900	48,100		
6	Sunset Blvd Between Stanford Ranch/Fairway Dr	22,200	44,300		
7	Sunset Blvd West of Pacific Street	30,100	57,400		
8	Lonetree Blvd North of Blue Oaks Blvd	27,000	27,800		
9	West Stanford Ranch Rd Between Wildcat/Sunset	19,000	29,300		
10	Park Dr North of Stanford Ranch Rd	13,400	13,600		
11	Park Drive North of Roseville City Limits	19,300	22,000		
12	Stanford Ranch Rd South of Sunset Blvd	22,100	39,300		
13	Stanford Ranch Rd South of Crest Drive	13,200	21,700		
14	Whitney Blvd South of Sunset Blvd	5,200	16,600		
15	Pacific Street South of Sunset Blvd	25,400	45,600		
16	Pacific Street North of Midas Ave	14,900	34,900		
17	Pacific Street South of Brace Road	11,800	26,700		
18	Midas Ave West of Pacific Street	10,200	15,700		
19	Rocklin Road West of I-80	28,000	37,900		
20	Rocklin Road East of I-80	26,900	43,500		
21	Sierra College Blvd North of Sierra College	24,300	53,400		
22	Sierra College Blvd Rocklin Road to Brookfield	23,900	46,800		
23	Pacific Street East of Farron Street	23,600	43,900		
24	Granite Dr North of Rocklin Rd	16,100	21,600		
		SUM	873,300	0	

¹ Scenario 0 represents the 2018 version of the Year 2040 Travel Demand Model.

² In Scenario 16, Rocklin Road is 6 lanes east of I-80 (except at I/C).

This roadway is considered in base cumulative scenario (currently planned and assumed as 6 lanes). Hence, no analysis of it is needed.

**Table 17:
Cumulative Two-Way Roadway ADT (Scenario 0 vs. Scenario 17)**

ID	Roadway Segment	ADT Forecasts			
		Existing	Scenario 0 ¹	Scenario 17 ²	Difference
1	Wildcat Blvd North of Whitney Ranch Pkwy	12,600	37,600	37,500	-100
2	Sunset Blvd east of SR 65	27,500	49,800	49,800	0
3	Sunset Blvd west of West Stanford Ranch Rd	17,500	43,800	43,800	0
4	Sunset Blvd Between Blue Oaks/Park	25,900	52,000	52,000	0
5	Sunset Blvd Between Park/Stanford Ranch	28,900	48,100	48,200	100
6	Sunset Blvd Between Stanford Ranch/Fairway Dr	22,200	44,300	44,300	0
7	Sunset Blvd West of Pacific Street	30,100	57,400	57,200	-200
8	Lonetree Blvd North of Blue Oaks Blvd	27,000	27,800	27,700	-100
9	West Stanford Ranch Rd Between Wildcat/Sunset	19,000	29,300	29,200	-100
10	Park Dr North of Stanford Ranch Rd	13,400	13,600	13,600	0
11	Park Drive North of Roseville City Limits	19,300	22,000	22,000	0
12	Stanford Ranch Rd South of Sunset Blvd	22,100	39,300	39,500	200
13	Stanford Ranch Rd South of Crest Drive	13,200	21,700	21,700	0
14	Whitney Blvd South of Sunset Blvd	5,200	16,600	16,600	0
15	Pacific Street South of Sunset Blvd	25,400	45,600	45,800	200
16	Pacific Street North of Midas Ave	14,900	34,900	35,500	600
17	Pacific Street South of Brace Road	11,800	26,700	27,100	400
18	Midas Ave West of Pacific Street	10,200	15,700	15,600	-100
19	Rocklin Road West of I-80	28,000	37,900	37,600	-300
20	Rocklin Road East of I-80	26,900	43,500	44,200	700
21	Sierra College Blvd North of Sierra College	24,300	53,400	52,200	-1,200
22	Sierra College Blvd Rocklin Road to Brookfield	23,900	46,800	43,600	-3,200
23	Pacific Street East of Farron Street	23,600	43,900	44,000	100
24	Granite Dr North of Rocklin Rd	16,100	21,600	21,500	-100
		SUM	873,300	870,200	

¹ Scenario 0 represents the 2018 version of the Year 2040 Travel Demand Model.

² In Scenario 17, Sierra College Boulevard is narrowed to 4 lanes between Southside Ranch Road and Scarborough Drive.

Conclusions:

1. Relatively little effect on most City streets.
2. Under this scenario, two lanes in each direction would be provided.

During PM peak hour, NB direction would carry 2,253 vehicles and SB would carry 2,034 vehicles. These are considerable volumes of 'per lane' traffic, which could cause deficient intersection LOS.

Recommendations

1. See tech memo

**Table 18:
Cumulative Two-Way Roadway ADT (Scenario 0 vs. Scenario 18)**

ID	Roadway Segment	ADT Forecasts			
		Existing	Scenario 0 ¹	Scenario 18 ²	Difference
1	Wildcat Blvd North of Whitney Ranch Pkwy	12,600	37,600	37,700	100
2	Sunset Blvd east of SR 65	27,500	49,800	49,900	100
3	Sunset Blvd west of West Stanford Ranch Rd	17,500	43,800	43,900	100
4	Sunset Blvd Between Blue Oaks/Park	25,900	52,000	52,100	100
5	Sunset Blvd Between Park/Stanford Ranch	28,900	48,100	48,200	100
6	Sunset Blvd Between Stanford Ranch/Fairway Dr	22,200	44,300	44,200	-100
7	Sunset Blvd West of Pacific Street	30,100	57,400	57,700	300
8	Lonetree Blvd North of Blue Oaks Blvd	27,000	27,800	28,000	200
9	West Stanford Ranch Rd Between Wildcat/Sunset	19,000	29,300	29,800	500
10	Park Dr North of Stanford Ranch Rd	13,400	13,600	13,600	0
11	Park Drive North of Roseville City Limits	19,300	22,000	22,000	0
12	Stanford Ranch Rd South of Sunset Blvd	22,100	39,300	39,100	-200
13	Stanford Ranch Rd South of Crest Drive	13,200	21,700	21,700	0
14	Whitney Blvd South of Sunset Blvd	5,200	16,600	16,700	100
15	Pacific Street South of Sunset Blvd	25,400	45,600	45,700	100
16	Pacific Street North of Midas Ave	14,900	34,900	34,800	-100
17	Pacific Street South of Brace Road	11,800	26,700	26,600	-100
18	Midas Ave West of Pacific Street	10,200	15,700	15,700	0
19	Rocklin Road West of I-80	28,000	37,900	37,800	-100
20	Rocklin Road East of I-80	26,900	43,500	43,500	0
21	Sierra College Blvd North of Sierra College	24,300	53,400	53,400	0
22	Sierra College Blvd Rocklin Road to Brookfield	23,900	46,800	46,800	0
23	Pacific Street East of Farron Street	23,600	43,900	44,000	100
24	Granite Dr North of Rocklin Rd	16,100	21,600	21,600	0
		SUM	873,300	874,500	

¹ Scenario 0 represents the 2018 version of the Year 2040 Travel Demand Model.

² In Scenario 18, Whitney Ranch Parkway is 4 lanes east of Highway 65 instead of currently planned 6 lanes.

Conclusions:

1. Minor traffic redistribution on City streets, primarily to Sunset/65 interchange.
2. Four-lane narrowed segment of Whitney Ranch Pkwy would carry 35,400 ADT, which is down from 39,600 ADT with six lanes.

Recommendation

1. See tech memo

**Table 19:
Cumulative Two-Way Roadway ADT (Scenario 0 vs. Preferred Circulation Plan)**

ID	Roadway Segment	Existing	ADT Forecasts		
			Scenario 0 ¹	Preferred Circulation Plan ²	Difference
1	Wildcat Blvd North of Whitney Ranch Pkwy	12,600	37,600	36,100	-1,500
2	Sunset Blvd east of SR 65	27,500	49,800	50,200	400
3	Sunset Blvd west of West Stanford Ranch Rd	17,500	43,800	44,300	500
4	Sunset Blvd Between Blue Oaks/Park	25,900	52,000	52,200	200
5	Sunset Blvd Between Park/Stanford Ranch	28,900	48,100	48,600	500
6	Sunset Blvd Between Stanford Ranch/Fairway Dr	22,200	44,300	45,900	1,600
7	Sunset Blvd West of Pacific Street	30,100	57,400	53,200	-4,200
8	Lonetree Blvd North of Blue Oaks Blvd	27,000	27,800	27,900	100
9	West Stanford Ranch Rd Between Wildcat/Sunset	19,000	29,300	29,400	100
10	Park Dr North of Stanford Ranch Rd	13,400	13,600	13,600	0
11	Park Drive North of Roseville City Limits	19,300	22,000	21,600	-400
12	Stanford Ranch Rd South of Sunset Blvd	22,100	39,300	39,200	-100
13	Stanford Ranch Rd South of Crest Drive	13,200	21,700	22,100	400
14	Whitney Blvd South of Sunset Blvd	5,200	16,600	17,400	800
15	Pacific Street South of Sunset Blvd	25,400	45,600	45,700	100
16	Pacific Street North of Midas Ave	14,900	34,900	30,700	-4,200
17	Pacific Street South of Brace Road	11,800	26,700	19,600	-7,100
18	Midas Ave West of Pacific Street	10,200	15,700	15,500	-200
19	Rocklin Road West of I-80	28,000	37,900	35,400	-2,500
20	Rocklin Road East of I-80	26,900	43,500	39,100	-4,400
21	Sierra College Blvd North of Sierra College	24,300	53,400	55,100	1,700
22	Sierra College Blvd Rocklin Road to Brookfield	23,900	46,800	42,800	-4,000
23	Pacific Street East of Farron Street	23,600	43,900	43,900	0
24	Granite Dr North of Rocklin Rd	16,100	21,600	22,600	1,000
¹ Scenario 0 represents the 2018 version of the Year 2040 Travel Demand Model.					
		SUM	873,300	852,100	