

Action Plan: Table A-3  
 General Plan Policy Action Steps – Circulation Element

Action Step #	Description	Applies to Policy(s)	Responsible Dept.	Decision-Maker	Timing Target	Funding Source
CA-1	<p>Ensure project compliance with the City’s adopted traffic Level of Service (LOS) policy by:</p> <p>a. Requiring CEQA documents prepared for development projects (when determined necessary) to analyze the development’s traffic impact determination based on a traffic study prepared in accordance with the City’s current Traffic Study Guidelines and assuming full implementation of all feasible traffic impact mitigation measures and planned road improvements listed in the City’s Capital Improvement Program. In all cases, development projects shall be required to mitigate identified traffic impacts to the extent feasible, including the installation of improvements and payment of traffic impact fees, unless appropriate findings outlined in General Plan Action Step CA-2 have been made by the approving body.</p> <p>b. Conducting ongoing monitoring of traffic volumes on City arterial and collector streets.</p>	C-7 C-10	Planning  Engineering	Planning Commission  City Council	Ongoing	Application Fees  General Fund
CA-2	<p>A diminished Level of Service (LOS) recognized by Policy C-10.B shall be acceptable upon findings of the approving body based upon the following considerations.</p> <p>a. Interim situations described as follows:</p> <p>1) A Local Interim Situation - shall relate to the size and scope of the project, but in general shall mean until planned CIP improvements shown to improve the Level of Service to “C” or better are fully implemented. Construction of planned CIP improvements must be programmed within the current five-year increment of the CIP or is planned for construction within the first two years of the next five-year phase.</p> <p>2) A Regional Interim Situation may be found for projects in the CIP requiring regional funding. LOS worse than “C” may be allowed on an interim basis that exceeds 7 years due to the availability of funding.</p>	C-10	Planning  Engineering	Planning Commission  City Council	Ongoing	Application Fees  General Fund

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	<p>3) The timeframe for installation of improvements applied by the City as projects are approved must be within the ranges outlined above. However, this does not preclude decision makers from requiring that developers complete the installation of CIP improvements sooner than programmed if reduced Levels of Service are considered unacceptable at specific locations for those durations. In cases where CIP improvements are required to be implemented in advance by an individual developer, the City will consider entering into appropriate reimbursement agreements.</p> <p>b. Street improvements will be considered infeasible if:</p> <p>1) A specific improvement within Rocklin or in another jurisdiction outside of Rocklin’s control is considered unacceptable to the City because it would create unusual economic, legal, social, technological, physical or other similar burdens and considerations.</p> <p>2) The solution requires improvements in Rocklin involving facilities that are under the control of another entity such as Caltrans, and the City and that agency cannot come to agreement regarding the design and extent of the improvements that are needed.</p> <p>3) Other specific circumstances as determined by the approving body.</p> <p>c. Improvements to the following intersections have been found infeasible consistent with the methodology outlined in General Plan Action Step CA-2(b)(1) above:</p> <ul style="list-style-type: none"> <li>• Blue Oaks Boulevard/Lonetree Boulevard</li> <li>• Sunset Boulevard/Springview/Third Street</li> </ul> <p>d. Acknowledging the reality that growth in the region is likely to create level of service impacts on the Rocklin street system which the traffic modeling included in the General Plan EIR cannot</p>					

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	<p>predict, diminished levels of service are anticipated to be identified in the future at signalized intersections which connect directly to street systems controlled by other jurisdictions, or which are on streets that function regionally in nature, or which are within one mile from direct access to Interstate 80 or State Route 65. The following list of intersections meet that criteria and are likely to be impacted, even though feasible mitigation measures were identified at the time of the preparation of the General Plan EIR traffic analysis(except for those intersections identified as being impacted in the Supercumulative condition):</p> <ul style="list-style-type: none"> <li>• Granite Drive/Dominguez Road</li> <li>• Lonetree Boulevard/Grand Canyon Drive</li> <li>• Lonetree Boulevard/Redwood Drive</li> <li>• Pacific Street/Rocklin Road</li> <li>• Pacific Street/Sunset Boulevard</li> <li>• Rocklin Road/Interstate 80 Interchange</li> <li>• Rocklin Road/Granite Drive</li> <li>• Sierra College Boulevard/Dominguez Road</li> <li>• Sierra College Boulevard/Rocklin Road</li> <li>• Sunset Boulevard/Park Drive</li> <li>• Sunset Boulevard/Fairway Drive</li> <li>• Sunset Boulevard/West Oaks Boulevard</li> <li>• Sunset Boulevard/Whitney Boulevard</li> <li>• West Stanford Ranch Road/West Oaks Boulevard</li> <li>• West Stanford Ranch Road/Sunset Boulevard</li> <li>• Whitney Boulevard/Crest Drive</li> <li>• Whitney Ranch Parkway/State Route 65 Interchange</li> <li>• Whitney Ranch Parkway/Wildcat Boulevard</li> <li>• Pacific Street/Del Mar Avenue/Dominguez Road</li> <li>• Pacific Street/Farron Street</li> <li>• Sunset Boulevard/Pacific Street</li> <li>• Sunset Boulevard/Atherton Drive</li> </ul>					

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	<ul style="list-style-type: none"> <li>Stanford Ranch Road/Crest Drive</li> <li>Any other signalized intersection which connects directly to street systems controlled by other jurisdictions, or which are on streets that function regionally in nature, or which are within one mile from direct access to Interstate 80 or Highway 65</li> </ul> <p>Though the mitigation measures for these intersections set forth in the General Plan EIR will be included in the City's Capital Improvement Program and are anticipated to be constructed, additional mitigation measures imposed upon Rocklin development projects to mitigate extra territorial traffic impacts would impose undue economic, social and physical burdens on Rocklin development projects. Therefore, the City accepts a post mitigation diminished level of service at the listed signalized intersections which connect directly to street systems controlled by other jurisdictions, or which are on streets that function regionally in nature, or which are within one mile from direct access to Interstate 80 or State Route 65. Nothing in this subsection shall be deemed to relieve a development project in an adjacent jurisdiction creating traffic impacts on the Rocklin street system from analyzing those impacts and implementing mitigation measures in compliance with General Plan Policy C-10.C.</p>					
CA-3	Encourage the use of NEV's and bicycles by implementing striping and signage within existing rights-of-way where indicated in the City's NEV Plan and Bikeway Diagram as funding becomes available and by requiring the incorporation of NEV and bicycle accommodations where appropriate as part of new development projects.	C-3 C-4 C-56 C-60 LU-71 LU-74 LU-75	Planning  Engineering  Public Works	Planning Commission  City Council	Ongoing	Developers  Grants  Traffic Impact Fees

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CA-4	Continue to coordinate with Placer County Transit (PCT) and other transit operators which may serve Rocklin to ensure that reasonable needs for service are met to the extent practicable.	C-5 C-50 LU-71	Planning  Engineering  City Manager	City Council	Ongoing	LTF (Local Transportation Funds)  General Fund
CA-5	Support transit operators by providing information and/or City endorsement of their pursuit of grants and other funding sources for projects and activities that will improve services and bring direct benefits to Rocklin residents.	C-50	Planning  Engineering  City Manager	City Council	Ongoing	General Fund
CA-6	Work cooperatively with other jurisdictions or regional entities undertaking studies or activities that will result in expansion of intercity and regional rail passenger services including the concept of developing rail passenger services within the Highway 65 corridor. Pursue funding for improvements to existing railroad crossings and/or design and construction of new grade separated crossings within Rocklin.	C-33 C-53 C-54 LU-74	Planning  Engineering  City Manager	City Council	Ongoing	General Fund  Grants  Union Pacific Railroad (UPRR)

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CA-7	Utilize the project entitlement and improvement plan process to: a. Require the dedication of right-of-way and the installation of roadway and other circulation improvements necessary to implement the General Plan Circulation Diagram, Bikeway Diagram, and the Neighborhood Electric Vehicle (NEV) Plan concepts adopted by the City. b. Consult with adjacent jurisdictions regarding NEV and bikeway links. c. Include and account for transit facilities and services, at appropriate locations. d. Ensure non-residential projects incorporate features that promote ridesharing and use of alternative transportation modes. e. Require pedestrian/non-vehicular connections between residential projects and adjacent non-residential developments or other land uses. f. Prohibit residential driveways along collector or arterial streets within newly developing residential areas that carry more than 2,500 vehicles per day. g. Ensure that future school sites are located where two full street frontages can be provided for access. h. Require landscaping and tree planting along new major streets, properties abutting highways/freeways, railroad rights-of-way and where feasible along existing streets. i. Minimize impacts of road construction activities on existing neighborhoods and avoid establishment of short cuts through neighborhoods where streets are not fully improved. j. Ensure that streets are designed and constructed to City standards. k. Facilitate the incorporation of desirable vehicular and non-vehicular neighborhood connections. l. Implement Special Street Improvement Policies in the following areas: Clover Valley, Sierra College Blvd./I-80/Dominguez Rd., Rocklin Rd/I-80, North West Rocklin, Civic Center Area, Downtown Rocklin, and Southeast Rocklin including bridges associated with Secret Ravine Creek.	C-1 C-2 C-4 C-6 C-14 C-15 C-16 C-19 C-23 C-24 C-32 C-34 C-35 C-36 C-37 C-38 C-39 C-40 C-41 C-42 C-43 C-44 C-45 C-46 C-47 C-48 C-49 C-51 C-52 C-55 C-56 C-58 C-59 C-60 LU-71 LU-74 LU-75	Planning  Engineering  Public Works	Planning Commission  City Council	Ongoing	Application Fees  General Fund  Grants

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CA-8	Continue to monitor traffic volumes and determine the appropriate timing for roadway improvements to maintain the City's Level of Service (LOS) standard. Update the City's Capital Improvement Program (CIP) and Traffic Impact Fees accordingly. Provide for inflationary adjustments.	C-7 C-8 C-9 C-10	Public Works  Engineering	City Council	Every Five Years or more frequently if needed.	Traffic Impact Fees
CA-9	Continue to participate in JPA's or other appropriate mechanisms that facilitate regional or multi-jurisdictional funding of circulation improvements that extend through multiple communities that include Rocklin. Encourage improvements to the existing Federal Interstate and State highway system, and the addition of new routes that would benefit Rocklin.	C-11 C-12 C-13	Planning  Engineering	City Council	Ongoing	General Fund
CA-10	Continue to maintain and update street design standards for all public and private streets.	C-20 C-21	Engineering	City Council	Update as needed	General Fund
CA-11	Where warranted, improve traffic operations and efficiency when physically and financially feasible by interconnecting traffic signals and/or installing roundabouts.	C-22	Public Works  Engineering	City Council	Ongoing	CIP  Traffic Impact Fees
CA-12	Continue to designate and enforce Truck Routes.	C-17 C-18	Public Works  Police	City Council	Ongoing	General Fund
CA-13	Continue to implement the City's Street Maintenance – Pavement Program.	C-19	Public Works  City Manager	City Council	Ongoing	LTF (Local Transportation Funds)  Gas Tax

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CA-14	Consider a variety of factors when new roads and road crossings are proposed and designed including, but not limited to: a. Natural terrain and the character of existing development b. Phasing improvements to minimize traffic disruptions c. Vegetation loss d. Length and number of crossings e. Impacts to creek corridors, floodplains, riparian areas and special wildlife habitat f. Avoid or minimize disturbance of identified cultural resources g. Restore bank contours, streambeds and vegetation after construction	C-25 C-26 C-27 C-28 C-29 C-30 C-31	Planning  Engineering	Planning Commission  City Council	Ongoing	Application Fees  General Fund
CA-15	Continue to maintain and update the City's Bikeway Diagram as needed to reflect additional features provided through approval of major development projects or modified by future general plan amendments, as well as, the implementation of planned improvements as they occur over time.	C-57 LU-71 LU-74 LU-75	Planning	Planning Commission  City Council	Ongoing	General Fund