

WESTBROOK AMENDMENT Transportation Commission Public Hearing April 17, 2012, 7:00 p.m.

Commissioners Present: Rita Brohman (Chair), Bonnie Gore, Chinnaian Jawahar, Grace Keller,

Robert Lyss, Ryan Schrader. Absent: Joseph Horton

Staff Present: Mike Wixon, Chris Kraft, Nela Luken

The following is a summary of the questions and comments made at the public hearing.

### Mike Barnbaum

1. I remember it said at an earlier hearing that, when development in the west Roseville area reaches 3,000 units, a transit route would be started, at least to the Watt Avenue light rail station. Is that still the plan?

Yes.

2. The presentation described Santucci as having bus rapid transit lanes, with a stop at Pleasant Grove. Isn't BRT a regional system? Has the regional transit BRT policy changed?

The policy has not changed. Details are not worked out. The BRT service would be on Sac RT to the transfer stop in Placer Vineyards. North from there the service could be Placer County Transit or Roseville Transit.

#### **Commissioner Chinnaian Jawahar**

3. Did I understand correctly that the Sierra Vista EIR covered the Westbrook project?

The Westbrook project is very similar with the original land use plan which was analyzed in the EIR. The Initial Study prepared for Westbrook concluded that its impacts would be no more than what were previously analyzed in the EIR. As a result, a Mitigated Negative Declaration can be adopted to make the EIR mitigations apply to the Westbrook project.

4. Was the additional cost of these studies paid by the City?

Westbrook is a full-cost application which means the applicant pays the entire cost to process it, including all studies.

5. You said Westbrook would generate 34,000 vehicle trips. How does that compare to the original Sierra Vista?

The rest of Sierra Vista is about three times that.

### 6. Did you state that 95 percent of intersections are at Level of Service C or better?

Yes, the staff report states that 95 percent of the current intersections operate at LOS C or better.

7. The report lists two intersections with degraded LOS, Fiddyment/Baseline and Roseville Parkway/Galleria. Roseville Parkway/Galleria is pretty far from Westbrook. Won't closer intersections, like on Foothills, be more affected?

The LOS on Foothills did not change. The project will add trips to the intersections on Foothills but these added trips will not result in a change to the Level of Service during the pm peak hour. As for results identifying intersection impacts distant to the project, new attractors (shopping or office) draw trips in new directions, and that is why a distant intersection may be impacted.

## 8. Who bears the cost for CIP improvements?

New development. Traffic impact fees are collected with all building permits and the funds are pooled until needed.

## 9. I see that the Class I bike trail stops half-way across the open space. Can it be extended to Pleasant Grove Boulevard?

In order to safely cross the 8-lane arterial, a grade-separated crossing would be needed where the open space abuts Santucci Boulevard. For safe crossing, the trail from the West Plan will be routed down to Pleasant Grove Boulevard as shown on the slide, where it can cross at the signalized intersection. The option exists for the City to come back at a later time and connect the Class I trail in the West Plan to the Class 1 trail in Sierra Vista.

### **Commissioner Rita Brohman**

## 10. I remember when we looked at the Sierra Vista Specific Plan there were roundabouts. Will there be roundabouts in Westbrook?

The subject of roundabouts was discussed, but they were not included in the Sierra Vista approval. There will not be roundabouts in Westbrook.

# 11. What's the timing on moving forward with bus rapid transit? Will lanes be dedicated on Santucci? With bike lanes on the road too, what about the design?

Bus rapid transit is years in the future and a funding source hasn't been established yet. We continue to discuss this with our regional partners. The Santucci right-of-way dedication will be wide enough for BRT lanes in addition to the typical arterial lanes, which also includes bike lanes, but this hasn't been designed yet.