CHAPTER TWO

CHANGES TO THE DRAFT EIR

3.12

TRANSPORTATION AND CIRCULATION

3.12 Transportation and Circulation

This section of the Draft EIR analyzes the existing transportation system in the area and addresses the potential transportation and circulation impacts resulting from development of the Knighton and Churn Creek Commons Retail Center. Fehr & Peers completed a traffic analysis for the proposed project. Technical data sheets utilized for the analysis presented in the Draft EIR circulated for public review and comment between October 30, 2009 and December 28, 2009 as Appendix O are included as Appendix B of this Partially Recirculated Draft EIR. The technical data sheets utilized for the analysis presented in this Partially Recirculated Draft EIR are included as Appendix C.

During the Notice of Preparation period, comments were received concerning the following:

- Circulation issues at the Knighton Road/I-5 interchange and the stated inadequacy of the overpass.
- Traffic generated by both customers and employees.
- Potential traffic impacts to Interstate 5.
- Potential traffic impacts on Pacheco School.

During the Draft EIR public review and comment between October 30, 2009 and December 28, 2009 comments were received concerning the following:

- Proposed project vicinity residents and property owners concern over the overall increase in traffic that would be generated on completion of the project.
- Failure of the traffic analysis to employ a link diverted trip factor for trips traveling on I-5 that would divert to the project site and then continue on with their trip.
- Identification of Knighton Road as a minor collector rather than a major collector (the correct designation for the purpose of the analysis) in a portion of the traffic analysis.
- Lack of reference to existing fee programs that would serve to implement traffic related mitigations.
- Absence of a freeway mainline analysis for the section of I-5 between State Route (SR) 44 and North Street-Balls Ferry Road.
- The need to clarify an acceptable level of service (LOS) on existing area roadways in the vicinity of the proposed project.
- The need to address the impact of additional traffic generated by the proposed project on the truck stop located adjacent to, and south of, the project site.

3.12.1 SETTING

Environmental Setting

EXISTING TRANSPORTATION SYSTEM

The proposed project site is located in southern Shasta County, equidistant from the city limits of Anderson and Redding. The project site is generally bound by Knighton Road to the south, Interstate 5 (I-5) to the west, E. Niles lane to the north, and Churn Creek Road to the east. Regional access to the site is provided by I-5 from its existing interchange with Knighton Road. Knighton Road will also provide direct access to the project site.

The traffic report analyzes the operation of the roadway system in the project study area for existing conditions. The area is primarily categorized as agricultural and rural residential, with automobiles as the primary means of travel. Limited public transit service and bicycle and pedestrian facilities exist in the immediate vicinity of the project site. An existing truck services facility is located opposite the project site on Knighton Road with four access driveways directly to Knighton Road.

TRAFFIC OPERATIONS

The operations of roadway facilities are described in terms of "level of service." Level of service (LOS) is a qualitative description of traffic flow based on factors such as speed, travel time, delay, freedom to maneuver, traffic volume, and the capacity of the roadway. Six levels are defined from LOS A, as the least congested operating conditions, to LOS F, or the most congested operating conditions. LOS E represents "at-capacity" operations. When volumes exceed capacity, stop-and-go conditions result and operations are designated as LOS F. Consistent with the Circulation Element of the Shasta County General Plan, LOS E is considered the minimum acceptable operating level for existing facilities and LOS C for new facilities.

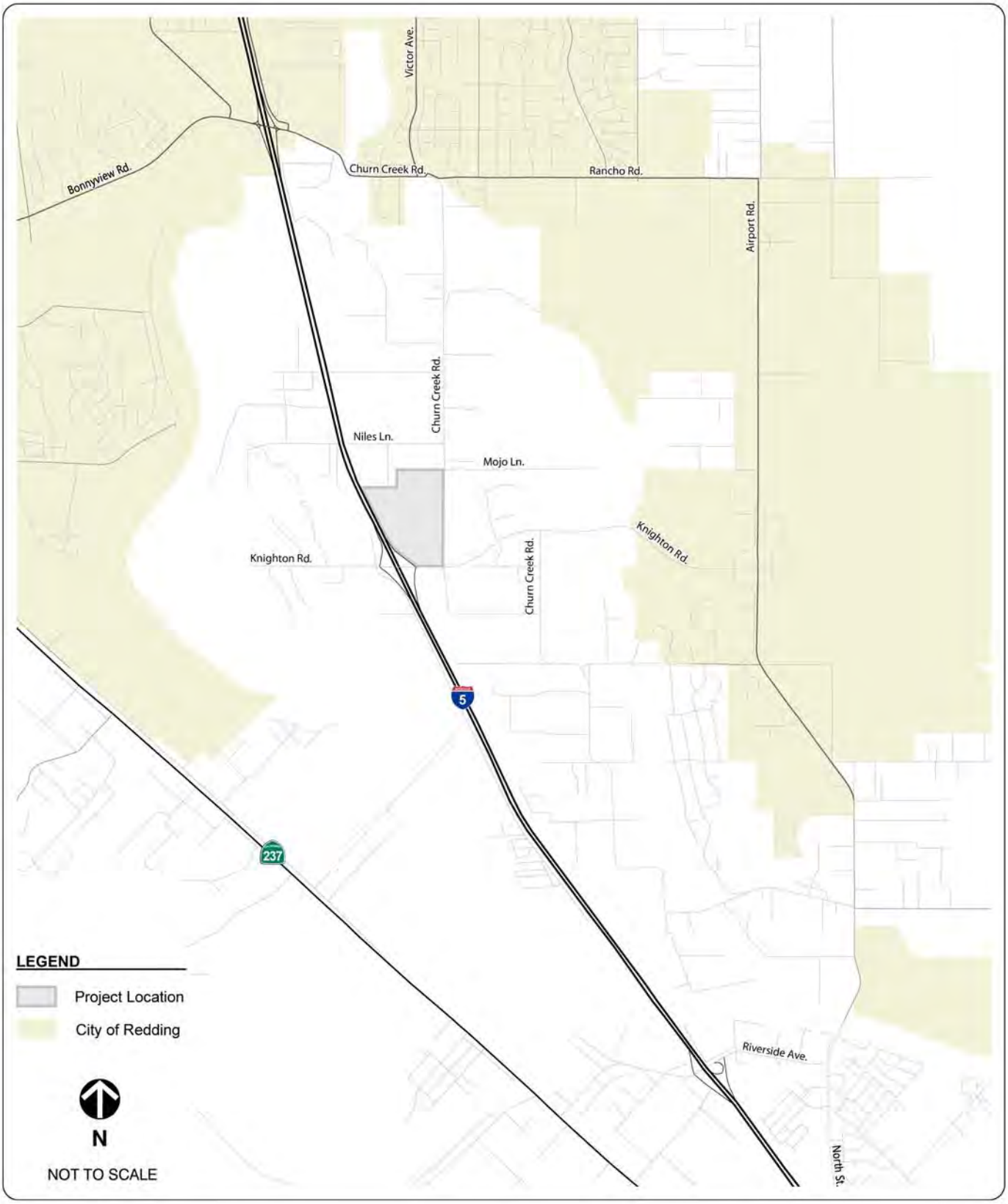
Roadway Network

A brief description of key roadway facilities in the vicinity of the proposed project is provided below. See Figure 3.12-1 for the existing roadway network within the project area.

Interstate 5 (I-5). Interstate 5 (I-5) is the main north-south facility through Shasta County. It extends the entire length of Shasta County, from its southern border with Tehama County to its northern border with Siskiyou County. I-5 is a four-lane divided freeway from the Tehama County line to the Siskiyou County line.

Knighton Road. Knighton Road is a two-lane minor collector that connects to the Redding Municipal Airport and Airport Road to the east and extends westward beyond I-5 to Riverland Drive. Its overcrossing of I-5 has up-to an eleven (11) percent grade. The ramp terminal intersections are stop-controlled.

The truck stop on the south side of Knighton Road, opposite the proposed project site, has four driveways between the I-5 ramps and Churn Creek Road.



Source: Fehr & Peers, 2009 / Quad Knopf, 2009

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KNIGHTON & CHURN CREEK COMMONS TRAFFIC STUDY AREA

Figure 3.12-1

Job No.: 080287

The main access to the proposed project site is planned off Knighton Road.

Airport Road. Airport Road is a two-lane collector between the City of Redding to the north and the City of Anderson to the south. The City of Redding has identified this roadway corridor as a major north-south connector and has designated it as a potential expressway facility within its General Plan. It should be noted that sections of this roadway are outside the jurisdiction of the City of Redding and are within Shasta County.

Churn Creek Road. Churn Creek Road is a two-lane north-south minor collector that connects to SR 299 on the north and to Airport Road on the south. Access to the project is planned off Churn Creek Road at four locations.

Rail Service

Union Pacific Railroad provides rail service through Shasta County. The primary rail corridor through Shasta County is west of the study area.

Traffic Study Area

The following study locations were included in the assessment. The study area was identified based on discussions with County Staff and input received on the Notice of Preparation (NOP).

- **Roadway Segments**
  - Knighton Road – I-5 Southbound Ramps to I-5 Northbound Ramps
  - Knighton Road – I-5 Northbound Ramps to Churn Creek Road (North)
  - Knighton Road – Churn Creek Road (South) to Airport Road
  - Churn Creek Road – Knighton Road to E. Niles Lane
  - Churn Creek Road – E. Niles Lane to Rancho Road
  - Churn Creek Road – Rancho Road to I-5

- **Intersections**
  - Cypress Avenue / I-5 Southbound Ramps
  - Cypress Avenue / I-5 Northbound Ramps
  - Bonnyview Road / I-5 Southbound Ramps
  - Bonnyview Road / I-5 Northbound Ramps
  - Churn Creek Road / Rancho Road
  - Churn Creek Road / E. Niles Lane
  - Knighton Road/ Airport Road
  - Knighton Road / Churn Creek Road
  - Knighton Road / Churn Creek Road / Pacheco Road
  - Knighton Road / I-5 Northbound Ramps
  - Knighton Road / I-5 Southbound Ramps
  - Knighton Road / Riverland Drive
  - Riverside Avenue / I-5 Southbound Ramps

- Riverside Avenue / I-5 Northbound Ramps

- **Highway Segments**

  - I-5 – North of SR 299
  - I-5 – SR 299 to SR 44
  - I-5 – SR 44 to Cypress Avenue
  - I-5 – Cypress Avenue to Bonnyview Road (Churn Creek Road)
  - I-5 – Bonnyview Road (Churn Creek Road) and Knighton Road
  - I-5 – Knighton Road to Riverside Avenue
  - I-5 – Riverside Avenue to North Street / Balls Ferry Road
  - I-5 – North Street / Balls Ferry Road to SR 273
  - I-5 – South of SR 273

- **Interchanges**

  - I-5 / Cypress Avenue
  - I-5 / Bonnyview Road
  - I-5 / Knighton Road
  - I-5 / Riverside Avenue

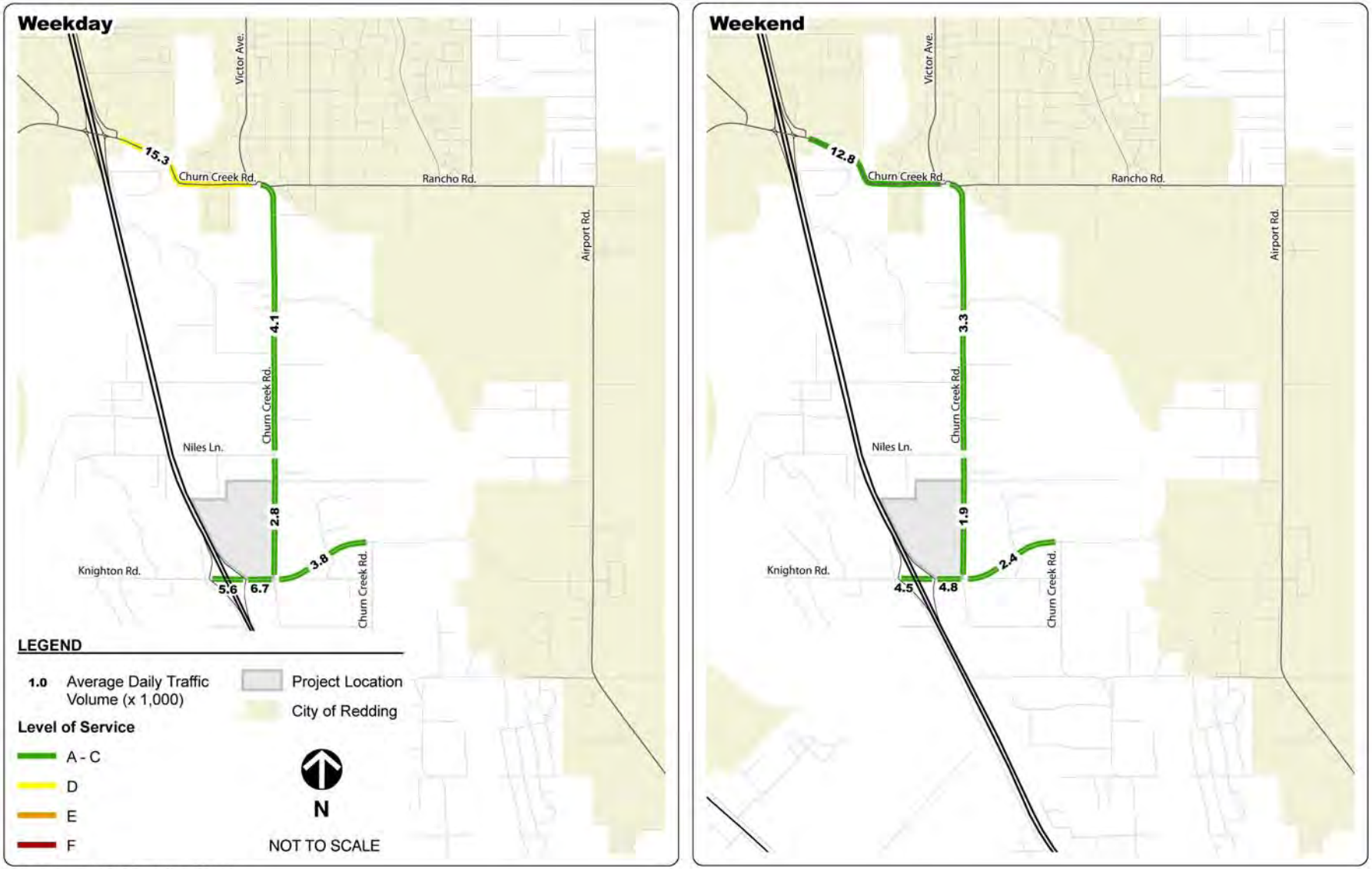
Existing Traffic Volumes

Figure 3.12-2 shows average daily traffic volumes. Figure 3.12-3 shows peak hour traffic volumes. Fehr & Peers obtained existing traffic counts from several sources, including Caltrans District 2; the *Shastina Ranch Traffic Impact Study (2004)*; the *Cypress Avenue Bridge Widening Project Draft Environmental Impact Report (2005)*; *North Fork Ranch (2006);* traffic counts conducted by Omni-Means in May 2005; traffic counts conducted by DKS Associates in 2002; and traffic counts conducted by Fehr & Peers in March 2006, February 2009, and June 2009. The counts were taken for the following intervals:

- Daily
  - Weekday
  - Saturday

- Peak Hour
  - Evening (PM)
  - Saturday Mid-day (MD)

The PM peak hour is defined as the one hour of peak traffic flow counted between 4:00 PM and 6:00 PM on a typical weekday. The mid-day (MD) peak hour is defined as the one hour of peak traffic flow counted between 11:00 AM and 1:00 PM on a typical Saturday. Although it is typical to use only weekday PM peak hour when analyzing potential project traffic impacts, the MD Saturday period has also been incorporated into the analysis for the proposed project at the request of Caltrans and to account for retail shopping trips that occur on weekends.



Source: Fehr & Peers, 2009 / Quad Knopf, 2009

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KNIGHTON & CHURN CREEK COMMONS
AVERAGE DAILY TRAFFIC VOLUMES AND ROADWAY LOS - EXISTING NO PROJECT CONDITIONS

Figure 3.12-2

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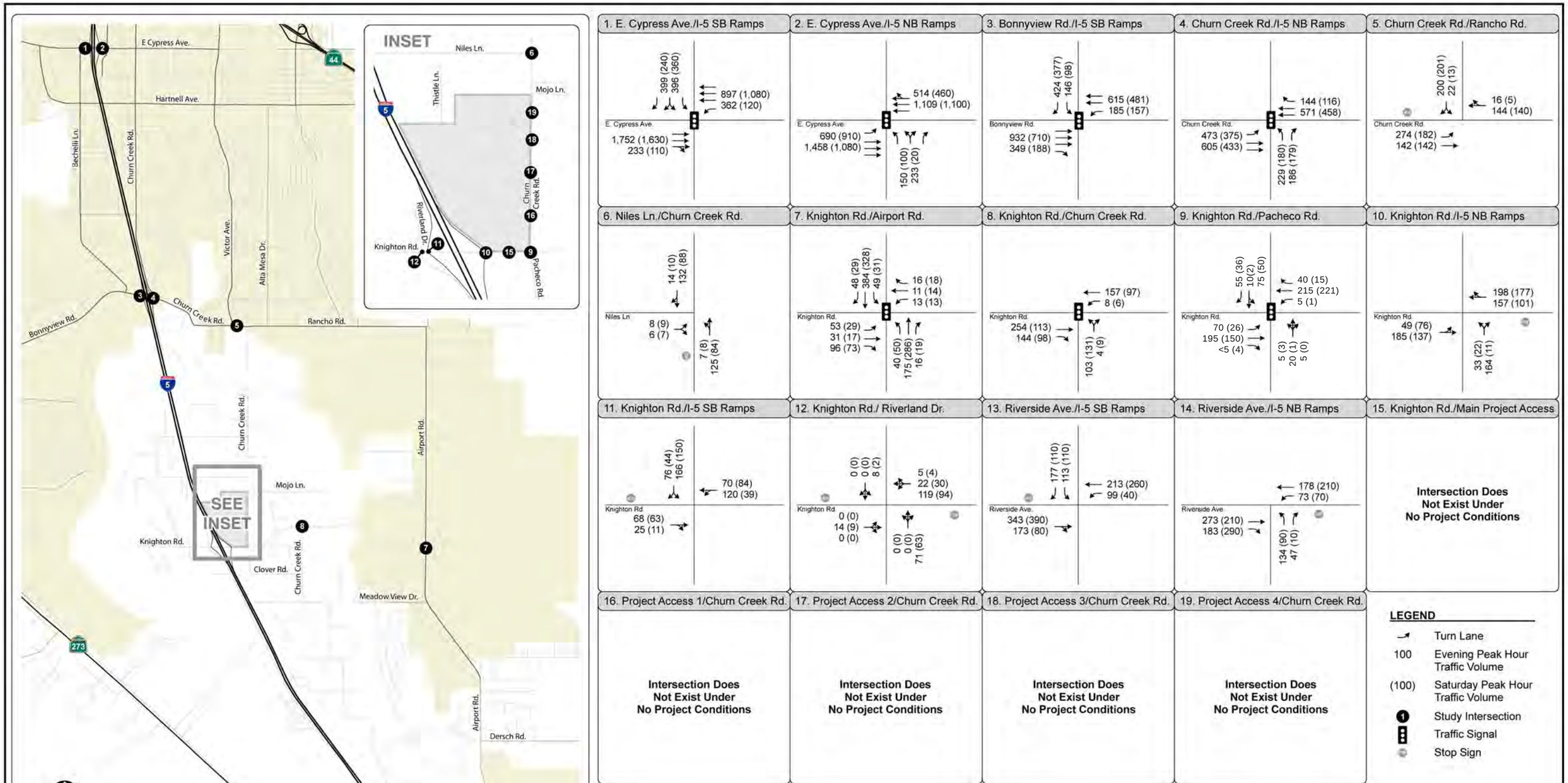

Source: Fehr & Peers, 2009 / Quad Knopf, 2010 / Kittelson & Associates, 2010

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KNIGHTON & CHURN CREEK COMMONS
PEAK HOUR TRAFFIC VOLUMES AND LANE CONFIGURATIONS - EXISTING NO PROJECT CONDITIONS

Figure 3.12-3

Job No.: 080287

Existing Traffic Conditions

Roadway Segments. Roadway segments were analyzed by comparing the average daily traffic (ADT) volume to daily volume thresholds. Table 3.12-1 displays the daily volume thresholds for roadway segments. These thresholds are used as guidelines to identify the need for new or upgraded facilities.

Table 3.12-1
Roadway Segment Daily Volume Thresholds

Facility Type	Daily Volume Threshold (Two Way Volume)				
	LOS A	LOS B	LOS C	LOS D	LOS E
Freeway (4 Lanes)	28,000	43,200	61,600	74,400	80,000
Arterial (6 lanes)	33,000	37,500	43,500	48,500	54,000
Minor Arterial (4 lanes)	22,000	25,000	29,000	32,500	36,000
Major Collector (2 lanes)	11,000	12,500	14,500	16,000	18,000
Minor Collector (2 lanes)	9,000	10,500	12,000	13,500	15,000
Local Street (2 lanes)	2,200	2,600	3,000	3,400	3,800

Note: All volume thresholds are approximate and assume ideal roadway characteristics. Actual thresholds for each LOS listed above may vary depending on a variety of factors including (but not limited to) roadway curvature and grade, intersection or interchange spacing, driveway spacing, percentage of trucks and other heavy vehicles, lane widths, signal timing, on-street parking, volume of cross traffic and pedestrians, etc.

Source: *Highway Capacity Manual*, Transportation Research Board, 2000

Table 3.12-2 presents the existing conditions analysis for roadway segments. All the study roadway segments operate at an acceptable LOS E or better during the weekday and weekend.

Table 3.12-2
Roadway Level of Service (LOS) – Existing Conditions

Roadway Segment	Existing Conditions			
	Lanes	Volume	V/C	LOS
Knighton Road – I-5 Southbound Ramps to I-5 Northbound Ramps[1]	2	5,572 (4,466)	0.37 (0.30)	A (A)
Knighton Road- I-5 Northbound Ramps to Churn Creek Road[1]	2	6,705 (4,772)	0.45 (0.32)	A (A)
Knighton Road- Churn Creek Road to Airport Road[1]	2	3,756 (2,379)	0.25 (0.16)	A (A)
Churn Creek Road- Knighton Road to E. Niles Lane[1]	2	2,753 (1,946)	0.18 (0.13)	A (A)
Churn Creek Road- E. Niles Lane to Rancho Road[1]	2	4,100 (3,336)	0.27 (0.22)	A (A)
Churn Creek Road- Rancho Road to I-5[2]	2	15,296 (12,824)	0.85 (0.71)	D (C)

Notes:
XX (YY) = Weekday (Weekend)
Volume to capacity ratio (V/C) measures the actual volume of vehicles observed or counted on any street segment in relation to the throughput capacity of the facility.
[1] = Minor Collector
[2] = Major Collector

Source: Fehr & Peers, 2010

Intersections. Both signalized and unsignalized intersections were analyzed using the methodology contained in Chapter 17 of the *Highway Capacity Manual – Special Report 209* (Transportation Research Board, 2000). The LOS is based on the average control delay expressed in seconds per vehicle. At two-way stop-controlled intersections, level of service is calculated for each movement, not for the intersection as a whole. At all-way stop-controlled intersections, LOS is based on the average delay experienced on all approaches. Table 3.12-3 summarizes the relationship between delay and LOS for signalized and unsignalized intersections.

Table 3.12-3
Intersection Level of Service Definitions

Level of Service	Description	Average Control Delay (seconds/vehicle)	
		Signalized Intersections	Unsignalized Intersections
A	Represents free flow. Individual users are virtually unaffected by others in the traffic stream.	≤ 10.0	≤10.0
B	Stable flow, but the presence of other users in the traffic stream begins to be noticeable	10.1 – 20.0	10.1 – 15.0
C	Stable flow, but the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream.	20.1 – 35.0	15.1 – 25.0
D	Represents high-density, but stable flow.	35.1 – 55.0	25.1 – 35.0
E	Represents operating conditions at or near the capacity level.	55.1 – 80.0	35.1 – 50.0
F	Represents forced or breakdown flow.	> 80.0	> 50.0

Source: *Highway Capacity Manual*, Transportation Research Board, 2000.

The Synchro/SimTraffic micro-simulation software was used to evaluate the project site. This software accounts for spill-back between closely spaced intersections and for slow heavy vehicle speeds due to the grade on the freeway overcrossing and the presence of heavy vehicles in the study area.

The existing peak hour traffic volumes, traffic control, and intersection lane configurations (see Figure 3.12-2) were used to calculate LOS at the study intersections. Table 3.12-4 summarizes intersection LOS under existing conditions. The results indicate that all of the study intersections are operating at an acceptable LOS E or better during the PM and MD peak hours.

Table 3.12-4
Intersection Level of Service – Existing Conditions

Intersection	Control	PM Peak		MD Peak	
		Delay	LOS	Delay	LOS
Cypress Avenue / I-5 SB Ramps	Signal	32	C	14	B
Cypress Avenue / I-5 NB Ramps	Signal	29	C	62	E
Bonnyview Road / I-5 SB Ramps	Signal	15	B	12	B
Bonnyview Road / I-5 NB Ramps	Signal	18	B	15	B
Churn Creek Road / Rancho Road	Side-street Stop	14	B	12	B

Intersection	Control	PM Peak		MD Peak	
		Delay	LOS	Delay	LOS
Churn Creek Road / E Niles Lane	Side-street Stop	10	A	9	A
Knighton Road / Airport Road	Signal	13	B	17	B
Knighton Road / Churn Creek Road	Signal	6	A	8	A
Knighton Rd / Churn Creek Rd / Pacheco Rd	Signal	23	C	15	B
Knighton Road / I-5 NB Ramps	Side-street Stop	12	B	12	B
Knighton Road / I-5 SB Ramps	Side-street Stop	18	C	12	B
Knighton Road / Riverland Drive	All-way Stop	8	A	8	A
Riverside Avenue / I-5 SB Ramps	Side-street Stop	21	C	19	C
Riverside Avenue / I-5 NB Ramps	Side-street Stop	17	C	15	C

Notes:
Delay measured in seconds per vehicle.
Delay for side-street stop unsignalized intersections reported for worst-case approach. Delay for all-way stop intersections reported for the average of all approaches.
LOS = Level of Service
Shaded text indicates deficiency.

Source: Fehr & Peers, 2010 / Kittelson & Associates, 2010

Table 3.12-5 shows the Level of Service definitions for merge/diverge/weave on freeway ramps. The results of the freeway ramp merge/diverge/weave analysis are summarized in Table 3.12-6. The results of the freeway mainline operations analysis are summarized in Table 3.12-7. The results indicate that the Cypress Avenue northbound on-ramp weave to I-5 as well as the I-5 northbound freeway mainline segment from Cypress Avenue to California Highway 44 (Saturday mid-day peak hour) operate at an unacceptable LOS. All other study area ramps and freeway mainline segments operate at an acceptable LOS D or better during all analysis periods.

Table 3.12-5
Freeway Ramp Merge/Diverge/Weave Segment Level of Service Definitions

Level of Service	Merge/Diverge Density (pc/mi/in)*	Weave Density (pc/mi/in)*
A	≤ 10.0	≤ 10.0
B	> 10.0 and ≤ 20.0	> 10.0 and ≤ 20.0
C	> 20.0 and ≤ 28.0	> 20.0 and ≤ 28.0
D	> 28.0 and ≤ 35.0	> 28.0 and ≤ 35.0
E	> 35.0	> 35.0 and ≤ 43.0
F	Demand Exceeds Capacity	>43.0

* Density measured in passenger cars per mile per lane.

Source: *Highway Capacity Manual*, Transportation Research Board, 2000.

Table 3.12-6
Freeway Ramp Merge/Diverge/Weave– Existing Conditions

Location	Merge, Diverge or Weave	PM Peak		MD Peak	
		Density[1]	LOS[2]	Density[1]	LOS[2]
Riverside Ave / I-5 Northbound off-ramp	Diverge	22.8	C	22.9	C
Riverside Ave / I-5 Northbound on-ramp	Merge	23.1	C	24.7	C
Riverside Ave / I-5 Southbound off-ramp	Diverge	27.0	C	17.6	B
Riverside Ave / I-5 Southbound on-ramp	Merge	26.0	C	16.8	B
Knighton Road / I-5 Northbound off-ramp	Diverge	23.6	C	25.4	C
Knighton Road / I-5 Northbound on-ramp	Merge	23.5	C	26.7	C
Knighton Road / I-5 Southbound off-ramp	Diverge	27.9	C	19.0	B
Knighton Road / I-5 Southbound on-ramp	Merge	26.2	C	17.7	B
Bonnyview Road / I-5 Northbound off-ramp	Diverge	24.1	C	27.6	C
Bonnyview Road / I-5 Northbound on-ramp	Merge	25.1	C	27.7	C
Bonnyview Road / I-5 Southbound off-ramp	Diverge	28.3	D	20.3	C
Bonnyview Road / I-5 Southbound on-ramp	Merge	26.8	C	18.8	B
Cypress Ave / I-5 Northbound off-ramp	Diverge	26.1	C	28.9	D
Cypress Ave / I-5 Northbound on-ramp	Weave	32.1	D	38.4	E
Cypress Ave / I-5 Southbound off-ramp	Weave	30.2	D	23.9	C
Cypress Ave / I-5 Southbound on-ramp	Merge	27.1	C	20.1	C

Notes:
[1] Density in passenger cars per mile per lane.
[2] LOS = Level of Service. LOS computed using HCS 2000 software for the merge/diverge analysis consistent with HCM 2000 methodologies. Weave LOS calculated using Leisch Method.
Shaded text indicates deficiency.

Source: Fehr & Peers, 2010

Table 3.12-7
Freeway Mainline Operations – Existing Conditions

Freeway Direction	Segment		Existing			
	From	To	PM Peak		MD Peak	
			Density[1]	LOS[2]	Density[1]	LOS[2]
I-5 Northbound	North Street	Riverside Avenue	17.4	B	17.4	B
	Riverside Avenue	Knighton Road	18.1	C	19.7	C
	Knighton Road	S. Bonnyview Road	18.5	C	21.7	C
	S. Bonnyview Road	Cypress Avenue	20.3	C	22.8	C
	Cypress Avenue	CA Highway 44	27.9	D	38.4	E
I-5 Southbound	CA Highway 44	Cypress Avenue	24.1	C	18.4	C
	Cypress Avenue	Bonnyview Road	22.3	C	15.1	B
	S. Bonnyview Road	Knighton Road	22.0	C	14.0	B
	Knighton Road	Riverside Avenue	21.1	C	12.7	B
	Riverside Avenue	North Street	21.0	C	11.8	B

Notes:
[1] Density = passenger cars per mile per lane.
[2] LOS = Level of Service. LOS computed using HCS 2000 software for the merge/diverge analysis consistent with HCM methodologies.
- = Demand Exceeds Capacity
Shaded text indicates deficiency.

Source: Fehr & Peers, 2010 / Quad Knopf, 2010.

The daily, PM, and MD peak hour traffic volume forecasts for the following scenarios were developed.

- **Proposed Project.** Trip generation and distribution information for the proposed project is based on the trip generation rates in the *ITE Trip Generation 8th Edition*. Assignment of project traffic to roadways was estimated based on general locations of population centers in Shasta and Tehama Counties.

- **Existing Plus Project.** Existing Conditions plus traffic from the proposed project.

- **Cumulative (2030) No Project.** Year 2030 conditions were developed using the Shasta County Travel Demand Forecasting model updated May 2008. Land use and roadway network assumptions were updated to account for pending projects in the area and roadway improvements identified by the RTPA.

- **Cumulative Plus Project.** Cumulative (Year 2030) No Project conditions plus traffic from the proposed project.

Project Trip Estimates

Trip generation for the proposed project was estimated using the trip generation rates found in the *ITE Trip Generation 8th Edition*. Project trip distribution for the project site was estimated using population data and the Shasta County Travel Demand Forecasting Model. Figure 3.12-4 presents the assumed trip distribution of the proposed project. Table 3.12-8 shows a summary of the vehicle trip generation.

Table 3.12-8
Vehicle Trip Generation Summary

Land Use	Weekday				Saturday			
	Daily	PM Peak Hour			Daily	Mid-Day Peak Hour		
		Total	In	Out		Total	In	Out
158,700 sf Discount Club	6,634	755	378	377	10,100	1,087	533	554
425,496 sf Shopping Center	17,407	1,679	823	856	22,000	2,196	1,098	1,098
18,863 sf High-Turnover Restaurant	2,398	210	124	86	2,700	265	140	125
3,600 sf Fast Food Restaurant	1,786	122	63	59	2,100	214	109	105
3,500 sf Drive In Bank	519	93	47	46	600	93	48	45
130,501 sf Home Improvement Store	3,889	309	148	161	5,900	589	300	289
Sub-Total	32,633	3,168	1,583	1,585	43,400	4,444	2,228	2,216
Internalization	7,832	729	364	365	10,400	1,289	646	643
Diverted Link Trips	7,179	697	348	349	9,548	978	490	488
Total	17,622	1,742	871	871	23,452	2,177	1,092	1,085

Source: Trip Generation 8th Edition 2008, Institute of Transportation Engineers, and Fehr & Peers, 2010

Using the trip generation and trip distribution estimates described above, project trips were assigned to the surrounding roadway network (see Figure 3.12-5). Access to the project is

planned via a signalized access off Knighton Road and four unsignalized accesses off Churn Creek Road.

Regulatory Setting

FEDERAL

There are no specific federal regulations applicable to transportation and circulation.

STATE

California Department of Transportation (Caltrans)

Caltrans policies are applicable to I-5, and are summarized in the Caltrans' Guide for the Preparation of Traffic Impact Studies (State of California Department of Transportation, December 2002). These guidelines identify when a traffic impact study is required, what should be included in the study, analysis scenarios, and guidance on acceptable analysis methodologies. Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D on State highway facilities. However, this may not always be feasible and a lower service level may be acceptable.

LOCAL

Shasta County General Plan

The Shasta County General Plan Circulation Element sets forth future plans for the transportation system in the County. Policies and implementation programs pertaining to transportation are shown below:

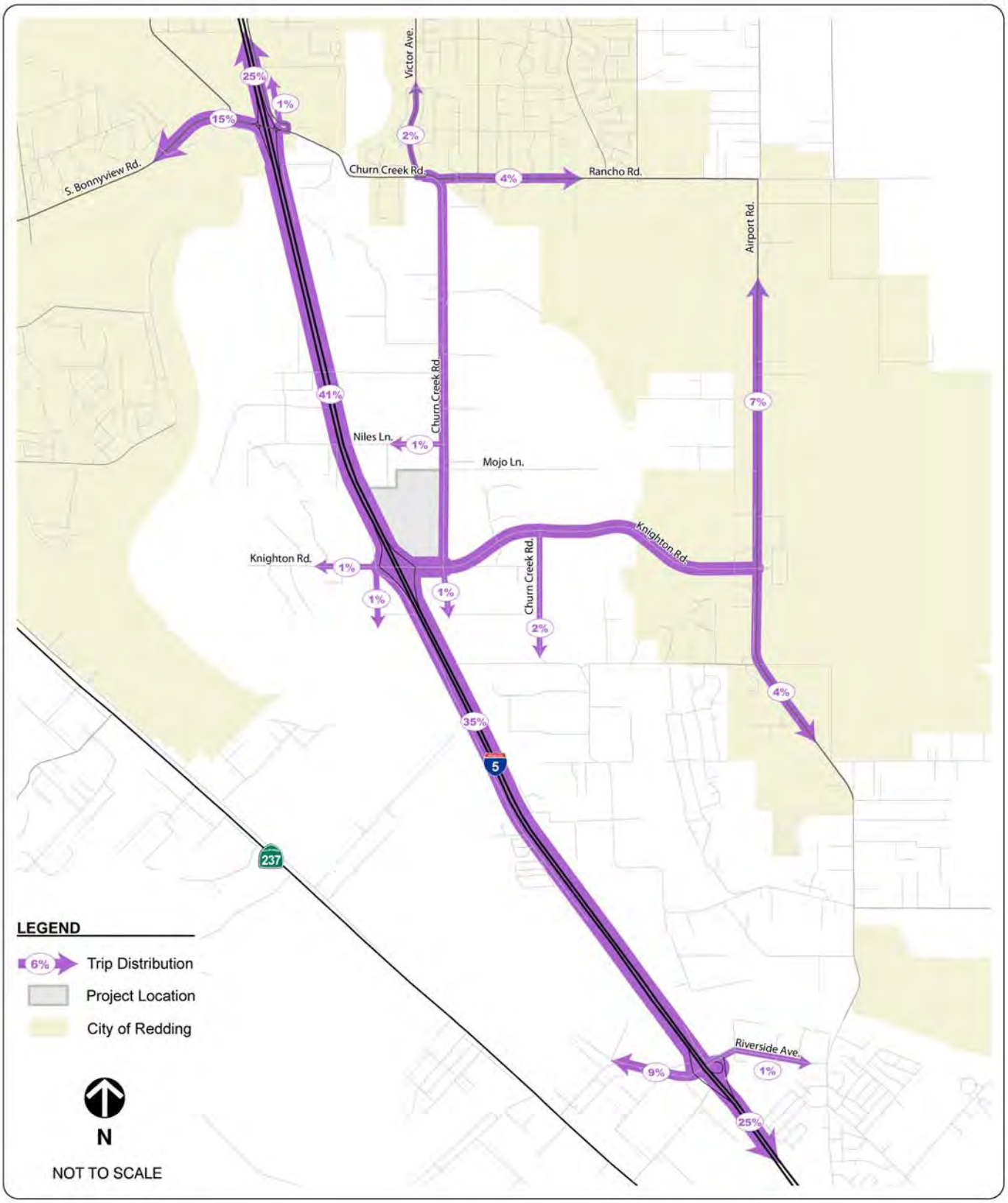
Policy C-6a: Future road and street development including future right-of-way shall comply with the adopted County Development Standards.

Policy C-6d: New commercial and industrial development accessing arterials and collectors shall provide access controls for public safety by means such as limiting the location and number of driveway access points and controlling ingress and egress turning movements.

Policy C-6j: New development shall provide circulation improvements for emergency access by police, fire, and medical vehicles; and shall provide for escape by residents/occupants in accordance with the Fire Safety Standards.

Policy C-6k: Shasta County shall adopt the following Level of Service (LOS) standards for considering any new roads:

- Rural arterials and collectors – LOS C
- Urban/suburban arterials and collectors – LOS C



Source: Fehr & Peers, 2009 / Quad Knopf, 2009

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KNIGHTON & CHURN CREEK COMMONS PROJECT TRIP DISTRIBUTION

Figure 3.12-4

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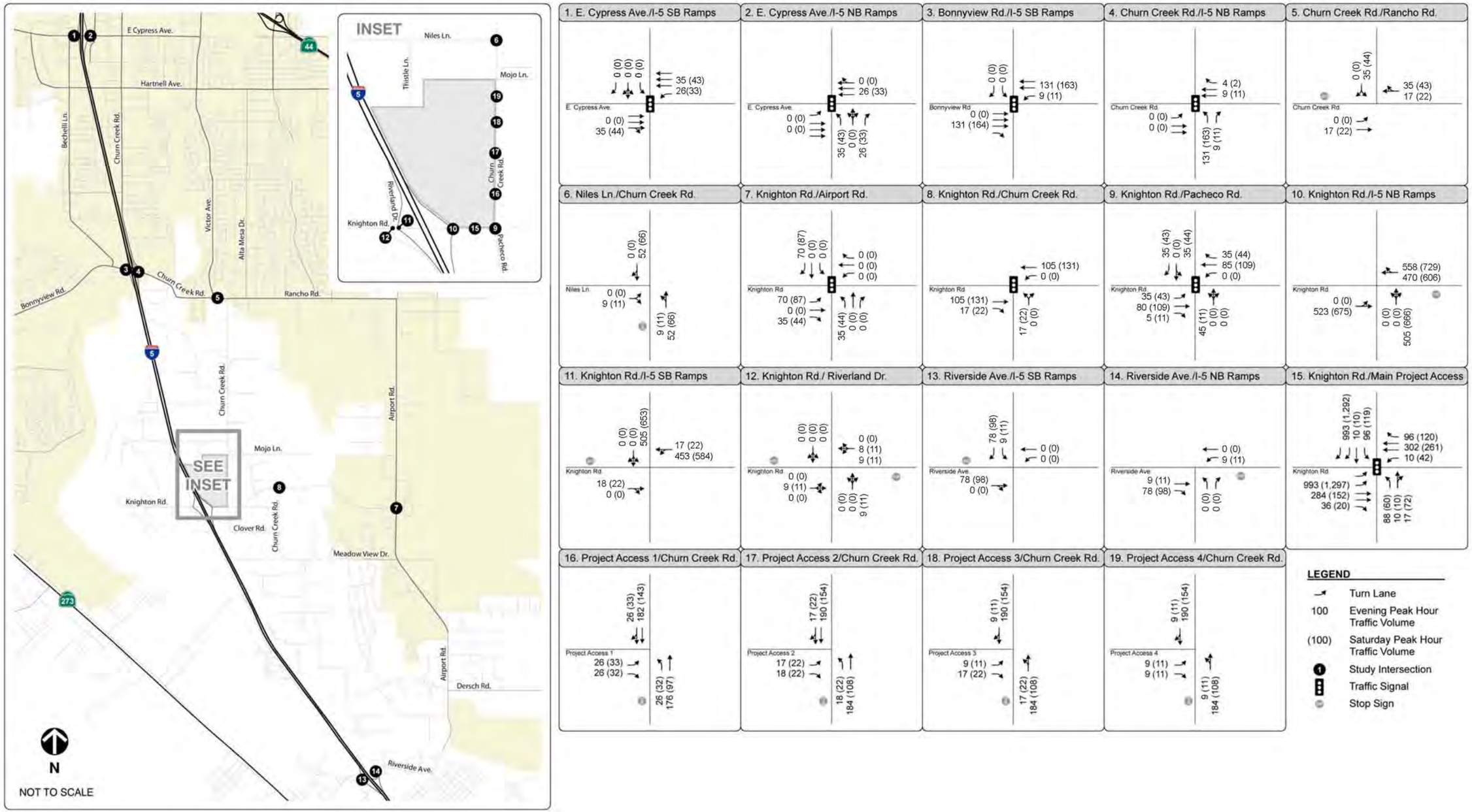

Source: Fehr & Peers, 2010 / Quad Knopf, 2010 / Kittelson & Associates, 2010

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KNIGHTON & CHURN CREEK COMMONS
PROJECT GENERATED TRIPS

Figure 3.12-5

Job No.: 080287

Policy C-6l: New development, which may result in exceeding LOS E on existing facilities, shall demonstrate that all feasible methods of reducing travel demand have been attempted to reach LOS C. New development shall not be approved unless traffic impacts are adequately mitigated. Such mitigation may take the form of, but not be limited to, the following:

- Provision of capacity improvements to the specific road link to be impacted, the transit system, or any reasonable combination.
- Provision of demand reduction measures included as part of the project design or project operation or any feasible combination.

Policy-C8: To ensure that adequate provision for expanding opportunities for rail transport and trucking service are accommodated in the County's overall transportation plans.

Policy-C8b: Working in conjunction with Caltrans the County shall designate and provide signed truck routes; ensure that adequate pavement depth, lane widths, loading areas, bridge capacities, vertical height of overpasses and utility lines, and turn radii are maintained on the designated truck routes; and prohibit commercial truck traffic from non-truck routes except for deliveries.

Policy-C8c: Adequate truck access to off-street loading areas in commercial and industrial areas shall be provided in all new development applications.

Based on these policies, LOS E is considered the minimum acceptable operating LOS for existing roadway segment and intersection analysis.

Table 3.12-9 provides a discussion of the proposed project's consistency with applicable portions of *Shasta County General Plan* Policies related to transportation and circulation.

Table 3.12-9
General Plan Consistency – Transportation and Circulation

Policy No.	Finding	Discussion
General Plan Circulation Map (no associated policy number)	Potentially Inconsistent	Churn Creek Road is shown as a two lane collector in the vicinity of the study area (on the Circulation Map), but is identified in this study as requiring four lanes with development of future projects to maintain acceptable levels of service. Since the need for additional lanes has been identified, and the proposed project will add traffic to this section, the project has the potential to be inconsistent with this policy. However, the final interpretation on consistency/inconsistency will be determined by the Shasta County Board of Supervisors.
C-6a	Consistent	Future road and street development for the project will comply with the adopted County Development Standards.

Policy No.	Finding	Discussion
C-6d	Consistent	Access to the project site is consolidated to limited points. Additionally, appropriate controls will be provided at those locations.
C-6j	Consistent	The proposed project will provide circulation improvements for emergency access by police, fire, and medical vehicles; and will provide for escape by occupants in accordance with the Fire Safety Standards.
C-6k	Consistent	Shasta County shall adopt the following Level of Service (LOS) standards for considering any new roads: • Rural arterials and collectors – LOS C • Urban/suburban arterials and collectors – LOS C
C-6l	Consistent	New development, which may result in exceeding LOS E on existing facilities, shall demonstrate that all feasible methods of reducing travel demand have been attempted to reach LOS C. New development shall not be approved unless traffic impacts are adequately mitigated. Such mitigation may take the form of, but not be limited to, the following: • Provision of capacity improvements to the specific road link to be impacted, the transit system, or any reasonable combination. • Provision of demand reduction measures included as part of the project design or project operation or any feasible combination.
C8b	Consistent	Truck traffic generated by the project will be accommodated on designated truck routes, except for local access.
C-8c	Consistent	The proposed project will provide adequate truck access to off-street loading areas.

Shasta County 2010 Regional Transportation Plan (RTP) – Non-Motorized Transportation

Plans, policies, and programs identified for non-motorized transportation are described below.

- P-1 – Encourage each city and the County to maintain an updated bikeway plan.

- P-2 – Implement the Shasta County Regional Bikeway Plan including, where appropriate, street and highway improvements that accommodate non-motorized traffic by utilizing widened shoulders, bike paths, or lanes that serve non-motorized transportation. It should be noted that the Shasta County Regional Bikeway Plan does not identify any facilities in the study area.

- P-3 – Provide bicycle lanes and pedestrian walkways on the Sacramento River bridges in Redding and Anderson to allow for better non-motorized traffic flow.

- P-4 – Support the continued development of the Sacramento River Trail and feeder trails.

- P-5 – Encourage pedestrian and bicycle transportation as mitigation for regional transportation impacts.

- P-6 – Encourage the inclusion of bike lanes and pedestrian facilities in road construction and improvement projects where appropriate.

- P-7 – Eliminate non-motorized barriers to comply with the American Disabilities Act.

- P-8 – Encourage sweeping of shoulders on all feeder and arterial routes on a frequent schedule to improve conditions for bicyclists.

- P-9 – Identify traffic signal detectors for bicycle placement with use of standard (T) road markings.

- P-10 – Provide automatic walk signals at fixed-time signalized intersections equipped with Walk/Don't Walk signals, where feasible.

- P-11 – Use the Transportation Enhancement (TE) funding available within Shasta County for development of non-motorized projects.

- P-12 – Where feasible and appropriate, enhance pedestrian safety by installing traffic calming measures, such as raised sidewalks, medians, and pedestrian countdown signals that are appropriately timed to meet the needs of seniors.

The plan does not specifically identify any routes for non-motorized travel near the project site.

3.12.2 THRESHOLDS OF SIGNIFICANCE

Consistent with Appendix G of the CEQA Guidelines, the proposed project is considered to have a significant impact on the environment if it will:

- Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicles trips, the volume to capacity ratio on roads, or congestion at intersections)

- Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways

- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks

- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)

- Result in inadequate emergency access

- Result in inadequate parking capacity

- Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)

Operational Impacts

For this study, the following significance criteria were identified:

ROADWAY SEGMENTS

- An existing roadway segment that operates acceptably (LOS A, B, C, D, or E) without the project is degraded to an unacceptable LOS F due to the additional traffic from the project. (General Plan Policy C-61)

- A roadway segment that operates unacceptably experiences an increase in its daily volume to capacity ratio (V/C) of 0.05 or greater due to the addition of project traffic.

INTERSECTIONS

- An intersection that operates acceptably (LOS A, B, C, D, or E) without the project is degraded to an unacceptable LOS F due to the additional traffic from the project. (General Plan Policy C-61)

- An intersection that operates at an unacceptable LOS without the project, experiences an increase of 5 or more seconds of control delay due to the addition of project traffic.

FREEWAY RAMP MERGE, DIVERGE, WEAVE

- A freeway ramp that operates at an acceptable level (LOS A, B, C, or D) deteriorates to an unacceptable level (LOS E, or F) due to the addition of project traffic.

- A freeway ramp that operates at an unacceptable level experiences an increase of 10 or more passenger car equivalents (PCEs).

- A weave segment that operates at an unacceptable level experiences an increase of 10 or more passenger car equivalents (PCEs) on a freeway mainline from, or onto, an adjacent freeway ramp.

FREEWAY MAINLINE

- A freeway segment that operates at an acceptable level (LOS A, B, C, or D) deteriorates to an unacceptable level (LOS E, or F) due to the addition of project traffic.

- A freeway segment that operates at an unacceptable level experiences a traffic volume increase of 5 percent from the addition of the project.

ACCESS, DESIGN & PARKING

- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- Result in inadequate emergency access.
- Result in inadequate parking capacity.
- Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).

3.12.3 IMPACTS AND MITIGATION MEASURES

The following sections identify impacts attributable to the project based on full project build out, on roadway segments, intersections, freeway merge and diverge ramps, access design and parking, and the improvements recommended to mitigate the impacts. Some of the improvements, such as those recommended for Knighton Road between the I-5 southbound and I-5 northbound ramps, and Knighton Road from I-5 to Churn Creek Road, were included, at least in part, in studies completed by Shasta County prior to and independent of the current development proposal, with funding anticipated to be generated from the Public Facilities Impact Fees adopted by the Board of Supervisors in May, 2008 (*Shasta County Ordinance 665 - Shasta County and City of Redding Public Facilities Impact Fee Study, March 2008)*, and the Major Road Impact Fees Program adopted by the Board of Supervisors in June 1991 (*Resolution 91-115, A Resolution Establishing Major Road Impact Fees for the South Central Regional Area)*. In accordance with Shasta County Ordinance 665, the applicant shall be required to pay a fair share of additional capital costs for Knighton Road improvements. The current project will be subject to both fee programs. Other improvements, such as those identified for the I-5/Cypress Road interchange are within the jurisdiction of other public agencies including the City of Redding, City of Anderson and California Department of Transportation, and are outside the jurisdiction of the lead agency for this project.

Existing Conditions Plus Project Scenario

Traffic estimates for the proposed project, described above, were added to existing traffic on the roadway network. Operations of the transportation system under Existing Plus Project Conditions are described below.

Impact #3.12-1: Impacts to roadway segments under Existing Plus Project conditions

Discussion/Conclusion: The existing daily roadway segment traffic volumes shown on Figure 3.12-2 were compared to the roadway segment thresholds summarized in Table 3.12-1 to analyze traffic operations on the study area roadway segments. Table 3.12-10 presents the roadway segment operations with and without the proposed project and Figure 3.12-6 shows the existing plus project average daily volumes and LOS.

Table 3.12-10
Roadway Level of Service – Existing Plus Project Conditions

Roadway Segment	Lanes	Existing No Project			Existing Plus Project			V/C Difference
		Volume	V/C	LOS	Volume	V/C	LOS	
Knighton Rd – I-5 SB Ramps to I-5 NB Ramps[1]	2	5,572 (4,466)	0.37 (0.30)	A (A)	12,621 (13,847)	0.84 (0.92)	D (E)	0.47 (0.62)
Knighton Rd – I-5 NB Ramps to Churn Creek Rd[1]	2	6,705 (4,772)	0.45 (0.32)	A (A)	20,626 (23,299)	1.38 (1.55)	F (F)	0.93 (1.23)
Knighton Rd – Churn Creek Rd to Airport Rd[1]	2	3,756 (2,379)	0.25 (0.16)	A (A)	6,047 (5,428)	0.40 (0.36)	A (A)	0.15 (0.20)
Churn Creek Rd – Knighton Rd to E. Niles Ln[1]	2	2,753 (1,946)	0.18 (0.13)	A (A)	3,987 (3,588)	0.27 (0.24)	A (A)	0.09 (0.11)
Churn Creek Rd – E. Niles Ln to Rancho Rd[1]	2	4,100 (3,336)	0.27 (0.22)	A (A)	5,157 (4,743)	0.34 (0.32)	A (A)	0.07 (0.10)
Churn Creek Rd – Rancho Rd to I-5[2]	2	15,296 (12,824)	0.85 (0.71)	D (C)	15,472 (13,059)	0.86 (0.73)	D (C)	0.01 (0.02)

Notes: XX (YY) = Weekday (Weekend)
Volume to capacity ratio (V/C) measures the actual volume of vehicles observed or counted on any street segment in relation to the throughput capacity of the facility. Any measure higher than about 0.80 indicates congestion. The number can exceed 1.00, indicating an overloaded situation with stop and go traffic.
V/C Difference = Existing Plus Project V/C – Existing V/C
Shaded areas indicate deficiency.
[1] Minor Collector
[2] Major Collector

Source: Fehr & Peers, 2010

The results indicate that the following roadway segment will operate at an unacceptable level under Existing Plus Project Conditions:

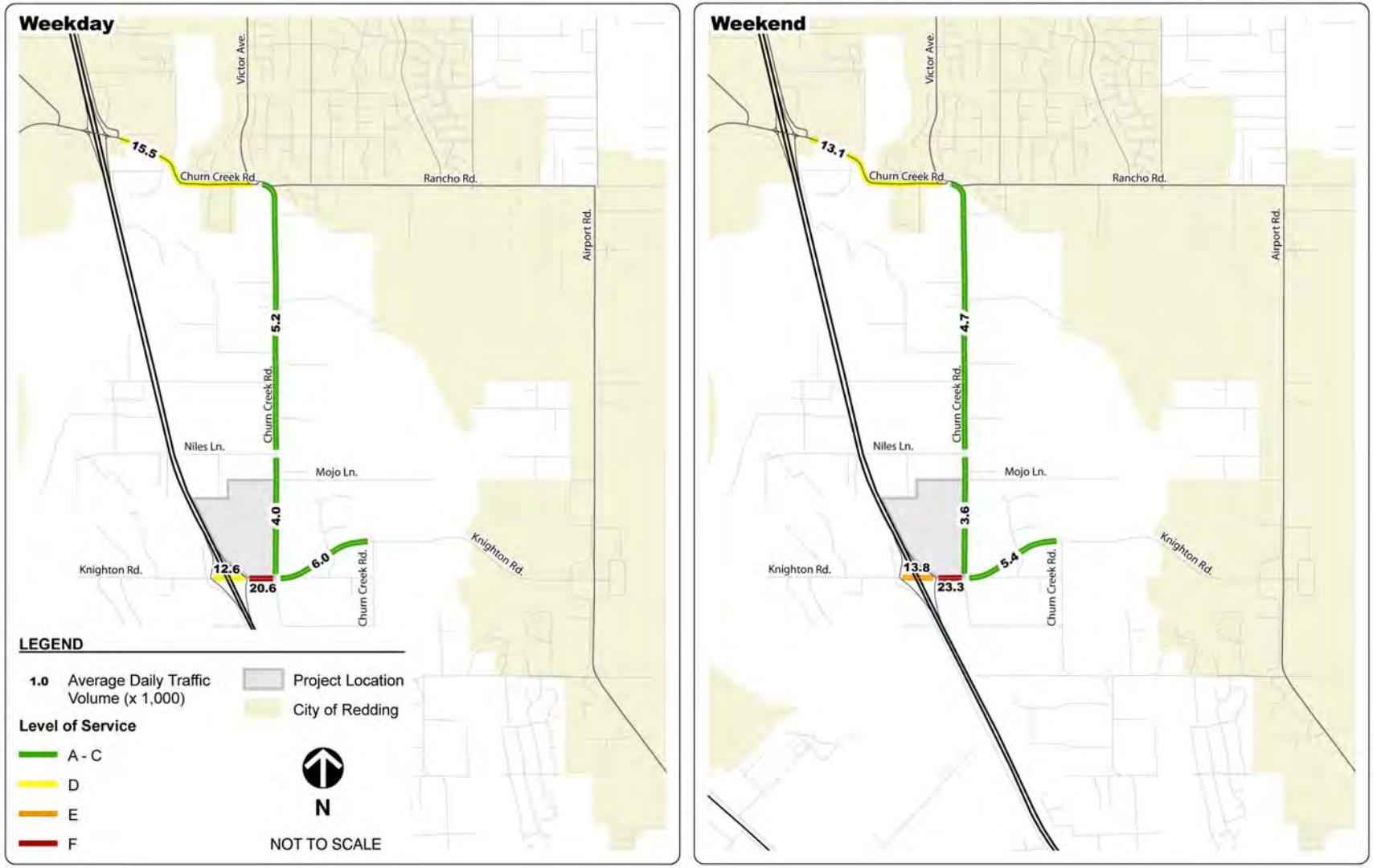
- **Knighton Road, between I-5 Northbound Ramps and Churn Creek Road** – The addition of project traffic will degrade operations from an acceptable LOS A to an unacceptable LOS F during both the weekday (PM) and Saturday (mid-day) peak hours, respectively. This impact is ***significant***.

Mitigation Measures

Implementation of the following mitigation measure will reduce the impact to a ***less-than-significant*** level.

Table 3.12-11 presents the results of the roadway level of service evaluation with the identified mitigations in-place.

Knighton Road – I-5 Northbound Ramps to Churn Creek Road: Widening Knighton Road between the I-5 northbound ramps and Churn Creek Road to a six-lane arterial will result in the segment operating at LOS A. This improvement is consistent with the Major Road Impact Fees program (*Shasta County Resolution 91-115*) adopted by the Board of Supervisors in June 1991. The proposed mitigation exceeds the target of LOS C in accordance with the Shasta County General Plan; however, it is preferred by the project applicant.



Source: Fehr & Peers, 2010 / Quad Knopf, 2010

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KNIGHTON & CHURN CREEK COMMONS
AVERAGE DAILY TRAFFIC VOLUMES AND ROADWAY LOS –
EXISTING PLUS PROJECT CONDITIONS

Figure 3.12-6

Job No.: 080287

Table 3.12-11
Roadway LOS Evaluation – Existing Plus Project Conditions

Location	Existing Conditions						Existing Plus Project Conditions						Existing Plus Project (Mitigated)				Mitigations
	PM Peak			MD Peak			PM Peak			MD Peak			PM Peak		MD Peak		
	Daily Volume	V/C Ratio	LOS	Daily Volume	V/C Ratio	LOS	Daily Volume	V/C Ratio	LOS	Daily Volume	V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS	
Knighton Road – I-5 Southbound Ramps to I-5 Northbound Ramps	5,572	0.37	A	4,466	0.30	A	12,621	0.84	D	13,847	0.92	E					
Knighton Road – I-5 Northbound Ramps to Churn Creek Road	6,705	0.45	A	4,772	0.32	A	20,626	1.38	F	23,299	1.55	F	0.49	A	0.55	A	(3.12-1) Widen to 6 lanes
Knighton Road – Churn Creek Road to Airport Road	3,756	0.25	A	2,379	0.16	A	6,047	0.40	A	5,428	0.36	A					
Churn Creek Road – Knighton Road to E. Niles Lane	2,753	0.18	A	1,946	0.13	A	3,987	0.27	A	3,588	0.24	A					
Churn Creek Road – E. Niles Lane to Rancho Road	4,100	0.27	A	3,336	0.22	A	5,157	0.34	A	4,743	0.32	A					
Churn Creek Road – Rancho Road to I-5	15,296	0.85	D	12,824	0.71	C	15,472	0.73	D	13,059	0.73	C					

Notes: Shaded areas indicate unacceptable operations and project significant impacts.

Source: Fehr & Peers, August 2010 / Quad Knopf, 2010

Mitigation Measure #3.12-1:

Widen Knighton Road to a six-lane arterial between the I-5 northbound ramps and Churn Creek Road. This improvement will result in LOS A operations during both the weekday PM peak hour and Saturday mid-day peak hour.

Impact #3.12-2: Impacts to intersections under Existing Plus Project conditions

Discussion/Conclusion: The intersection traffic volumes shown on Figure 3.12-7 were used to evaluate level of service at the study intersections. Table 3.12-12 presents the intersection operations with the proposed project.

Table 3.12-12
Intersection Level of Service – Existing Plus Project Conditions

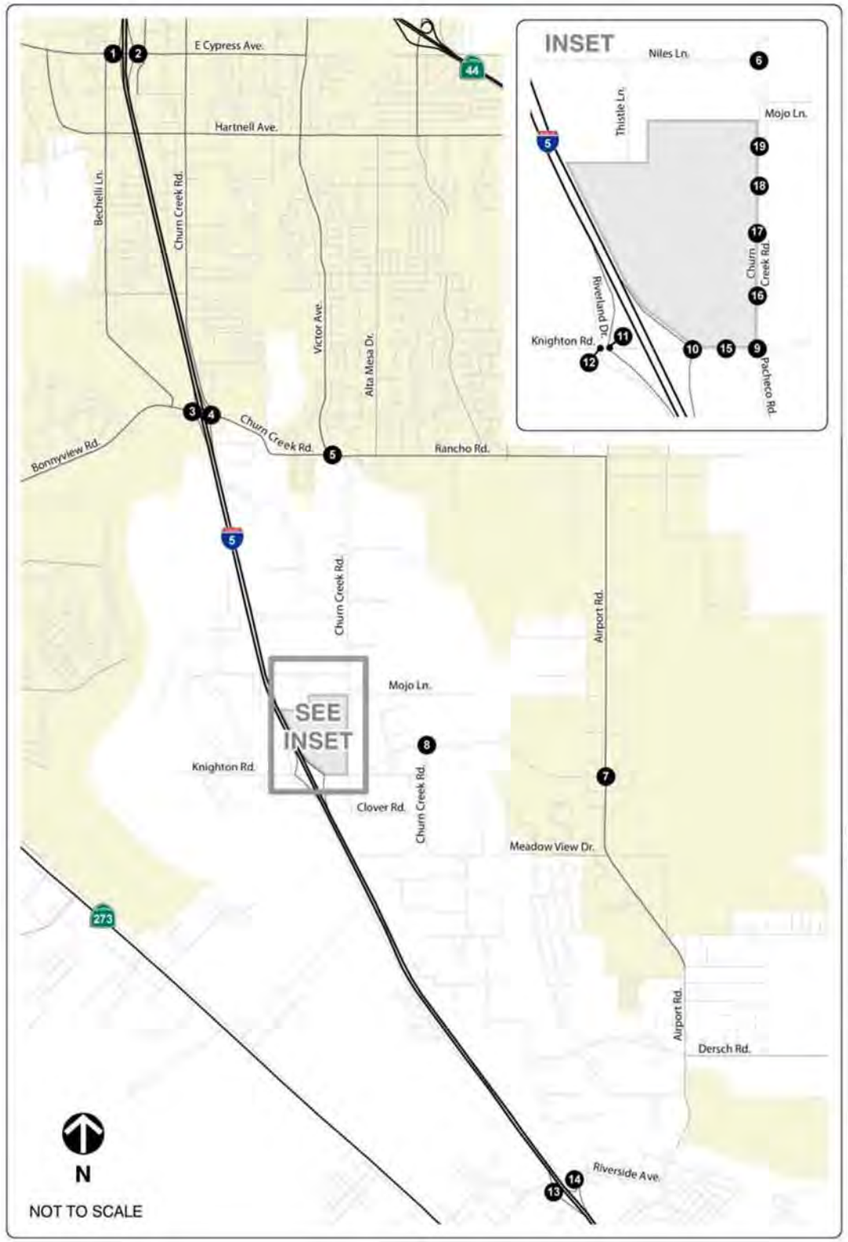
Intersection	Control	PM Peak		MD Peak	
		Delay	LOS	Delay	LOS
Cypress Ave / I-5 SB Ramps	Signal	34	C	15	B
Cypress Ave / I-5 NB Ramps	Signal	32	C	64	E
Bonnyview Rd / I-5 SB Ramps	Signal	15	B	13	B
Bonnyview Rd / I-5 NB Ramps	Signal	22	C	20	B
Churn Creek Rd / Rancho Rd	Side-street Stop	25	C	18	C
Churn Creek Rd / E Niles Lane	Side-street Stop	10	B	10	A
Knighton Rd / Airport Road	Signal	17	B	20	B
Knighton Rd / Churn Creek Rd	Signal	6	A	7	A
Knighton Rd / Churn Creek Rd / Pacheco Rd	Signal	22	C	11	B
Knighton Road / I-5 NB Ramps	Side-street Stop	--*	F	--*	F
Knighton Road / I-5 SB Ramps	Side-street Stop	--*	F	--*	F
Knighton Road / Riverland Drive	All-way Stop	8	A	8	A
Riverside Avenue / I-5 SB Ramps	Side-street Stop	24	C	22	C
Riverside Avenue / I-5 NB Ramps	Side-street Stop	17	C	16	C
Knighton Rd/Project Access	Signal	29	C	43	D
Churn Creek Rd / Project Access (1)	Side-Street Stop	12	B	11	B
Churn Creek Rd / Project Access (2)	Side-Street Stop	12	B	11	B
Churn Creek Rd / Project Access (3)	Side-Street Stop	12	B	11	B
Churn Creek Rd / Project Access (4)	Side-Street Stop	11	B	11	B

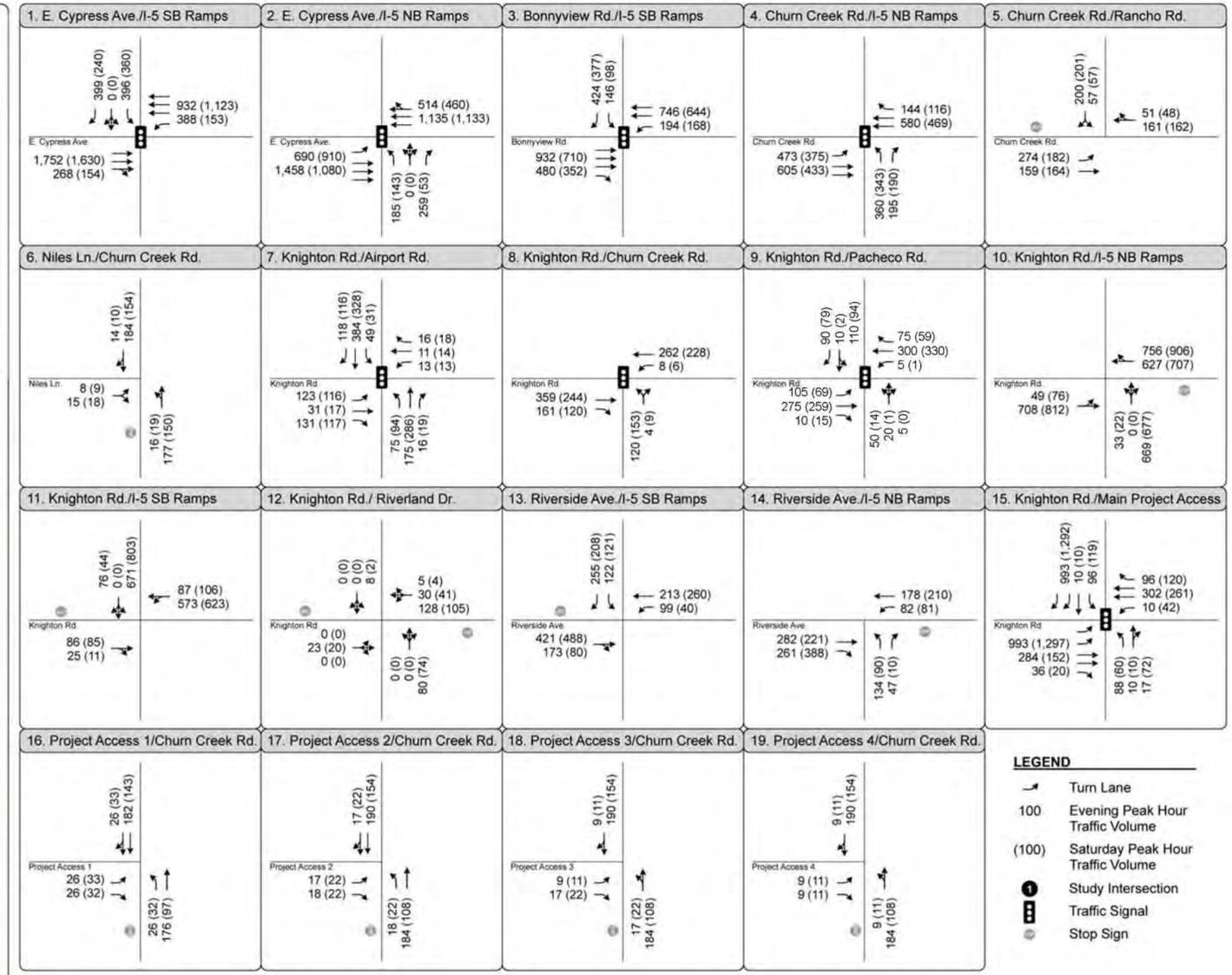
Notes:
Delay measured in seconds per vehicle.
Delay for side-street stop unsignalized intersections reported for worst-case approach. Delay for all-way stop intersections reported for the average of all approaches.
Shaded areas indicate deficiency.
LOS = Level of Service
--* = Modeling Results Exceed the Ability to Determine LOS (Default to LOS F is Applied)

Source: Fehr & Peers, 2010 / Quad Knopf, 2010 / Kittelson & Associates, 2010

The results indicate that the following intersections will operate at an unacceptable level:

- **Knighton Road/I-5 Northbound Ramps** – The intersection will operate at acceptable levels without the proposed project. The addition of project-generated traffic will degrade operations to LOS F during the weekday PM peak hour and Saturday mid-day peak hour. This impact is ***significant***.





Source: Fehr & Peers, 2010 / Quad Knopf, 2010 / Kittelson & Associates, 2010

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KNIGHTON & CHURN CREEK COMMONS
PEAK HOUR TRAFFIC VOLUMES AND LANE CONFIGURATIONS – EXISTING PLUS PROJECT CONDITIONS

Figure 3.12-7

Job No.: 080287

- **Knighton Road/I-5 Southbound Ramps** – The intersection will operate at acceptable levels without the proposed project. The addition of project-generated traffic will degrade operations to LOS F during both the weekday PM peak hour and Saturday mid-day peak hour. This impact is ***significant***.

Mitigation Measures

The project will be subject to the Public Facilities Impact Fee program (*Shasta County Ordinance 665*), which includes improvements to the Knighton Road/I-5 southbound and northbound ramps to accommodate the wider overpass (previously cited); however, because full funding for the identified improvements has not been secured, this impact is considered ***significant and unavoidable***. When funded, implementation of the following mitigation measures will reduce the impacts to a less-than-significant level.

Table 3.12-13 presents the results of the intersection level of service evaluation with the identified mitigations in-place. Figure 3.12-8 presents the recommended Existing Plus Project Condition mitigation measures.

Knighton Road/I-5 Northbound Ramps: Improve the intersection by adding a traffic signal and travel lanes.

Mitigation Measure #3.12-2a:

Install a traffic signal and add the following travel lanes to the intersection:

Northbound Approach – A right-turn lane
Eastbound Approach – Two through lanes and one left-turn lane
Westbound Approach – Two through lanes and a right-turn lane

This improvement will result in LOS B operations during both the weekday PM peak hour and Saturday mid-day peak hour at the intersection. Payment of fees in accordance with Shasta County Ordinance 665 Public Facilities Impact Fees would cover the project's "fair share" of this impact.

Knighton Road/I-5 Southbound Ramps: Improve the intersection by adding a traffic signal and travel lanes.

Mitigation Measure #3.12-2b:

Install a traffic signal and add the following travel lanes to the intersection:

Southbound Approach – A left-turn lane and right-turn lane for a total of two left and one right-turn lanes
Westbound Approach – A left-turn lane and a through lane

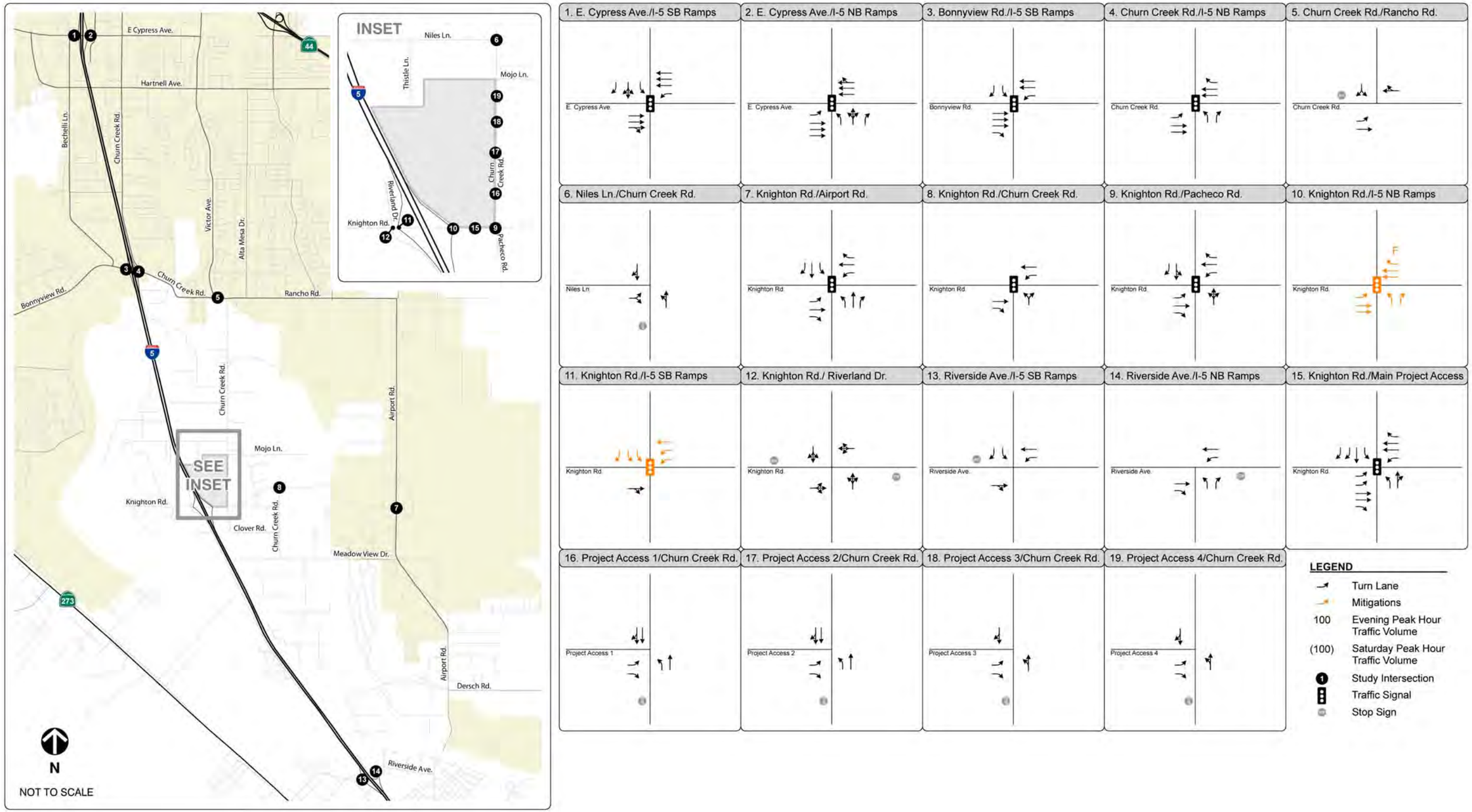
This improvement will result in LOS C operations during both the weekday PM peak hour and Saturday mid-day peak hour at the intersection. Payment of fees in accordance with Shasta County Ordinance 665 Public Facilities Impact Fees would cover the project's "fair share" of this impact.

Table 3.12-13
Intersection LOS Evaluation – Existing Plus Project Conditions

Location	Existing Conditions				Existing Plus Project Conditions				Existing Plus Project (Mitigated)				Mitigations
	PM Peak		MD Peak		PM Peak		MD Peak		PM Peak		MD Peak		
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	
Cypress Avenue / I-5 SB Ramps	32	C	14	B	34	C	15	B					
Cypress Avenue / I-5 NB Ramps	29	C	62	E	32	C	64	E					
Bonnyview Road / I-5 SB Ramps	15	B	12	B	15	B	13	B					
Bonnyview Road / I-5 NB Ramps	18	B	15	B	22	C	20	B					
Churn Creek Road / Rancho Road	14	B	12	B	25	C	18	C					
Churn Creek Road / E Niles Lane	10	A	9	A	10	B	10	A					
Knighton Road / Airport Road	13	B	17	B	17	B	20	B					
Knighton Road / Churn Creek Road	6	A	8	A	6	A	7	A					
Knighton Rd / Churn Creek Rd / Pacheco Rd	23	C	15	B	22	C	11	B					
Knighton Road / I-5 NB Ramps	12	B	12	B	--*	F	--*	F	16	B	14	B	(3.12-2a) Install traffic signal and add travel lanes to improve intersection
Knighton Road / I-5 SB Ramps	18	C	12	B	--*	F	--*	F	21	C	27	C	(3.12-2b) Install traffic signal and add travel lanes to improve intersection
Knighton Road / Riverland Drive	8	A	8	A	8	A	8	A					
Riverside Avenue / I-5 SB Ramps	21	C	19	C	24	C	22	C					
Riverside Avenue / I-5 NB Ramps	17	C	15	C	17	C	16	C					
Knighton Rd / Project Access	--	--	--	--	29	C	43	D					
Churn Creek Rd / Project Access (1)	--	--	--	--	12	B	11	B					
Churn Creek Rd / Project Access (2)	--	--	--	--	12	B	11	B					
Churn Creek Rd / Project Access (3)	--	--	--	--	12	B	11	B					
Churn Creek Rd / Project Access (4)	--	--	--	--	11	B	11	B					

Notes: Shaded areas indicate unacceptable operations and project significant impacts.
--* = Modeling Results Exceed the Ability to Determine LOS (Default to LOS F is Applied).

Source: Fehr & Peers, 2010 / Quad Knopf, 2010 / Kittelson & Associates, 2010



Source: Fehr & Peers, 2010 / Quad Knopf, 2010

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KNIGHTON & CHURN CREEK COMMONS
MITIGATIONS – EXISTING PLUS PROJECT CONDITIONS

Figure 3.12-8

Job No.: 080287

Impact #3.12-3: Impacts to the I-5 freeway ramp merge/diverge/weave under Existing Plus Project conditions.

Discussion/Conclusion: The Existing Plus Project traffic volumes were used to conduct the freeway ramp merge/diverge/weave analysis. The results of the analysis are summarized in Table 3.12-14.

Table 3.12-14
Freeway Ramp Merge/Diverge/Weave – Existing Plus Project Conditions

Direction	Merge, Diverge or Weave	PM Peak		MD Peak	
		Density[1]	LOS[2]	Density[1]	LOS[2]
Riverside Ave / I-5 NB off-ramp	Diverge	25.1	C	25.9	C
Riverside Ave / I-5 NB on-ramp	Merge	25.7	C	28.0	D
Riverside Ave / I-5 SB off-ramp	Diverge	30.7	D	22.4	C
Riverside Ave / I-5 SB on-ramp	Merge	29.0	C	19.2	B
Knighton Road / I-5 NB off-ramp	Diverge	27.1	C	30.0	D
Knighton Road / I-5 NB on-ramp	Merge	26.4	C	30.3	D
Knighton Road / I-5 SB off-ramp	Diverge	32.4	D	23.5	C
Knighton Road / I-5 SB on-ramp	Merge	28.7	D	22.7	C
Bonnyview Road / I-5 NB off-ramp	Diverge	28.4	D	33.0	D
Bonnyview Road / I-5 NB on-ramp	Merge	27.1	C	30.1	D
Bonnyview Road / I-5 SB off-ramp	Diverge	30.8	D	24.7	C
Bonnyview Road / I-5 SB on-ramp	Merge	30.0	D	20.8	C
Cypress Ave / I-5 NB off-ramp	Diverge	28.4	D	31.9	D
Cypress Ave / I-5 NB on-ramp	Weave	33.5	D	--*	F
Cypress Ave / I-5 SB off-ramp	Weave	31.9	D	26.1	C
Cypress Ave / I-5 SB on-ramp	Merge	29.0	D	22.4	C

Notes:
[1] Density in passenger cars per mile per lane.
[2] LOS = Level of Service. LOS computed using HCS 2000 software for the merge/diverge analysis consistent with HCM 2000 methodologies. Weave LOS calculated using Leisch Method.
Shaded area indicates deficiency.
--* = Modeling Results Exceed the Ability to Determine LOS (Default to LOS F is Applied)

Source: Fehr & Peers, 2010 / Quad Knopf, 2010

The following weave segment is expected to operate at an unacceptable level:

- **Cypress Avenue/I-5 Northbound On-Ramp Weave** – The addition of project-related traffic results in unacceptable LOS F during the Saturday mid-day peak hour. The proposed project will add more than 10 trips to the ramp during peak periods. This impact is ***significant***.

Mitigation Measures

The I-5/Cypress Avenue northbound merge ramp is within the incorporated City of Redding, and outside the jurisdiction of the lead agency. Any improvements to mainline I-5, as recommended below, are the jurisdiction of the California Department of Transportation. Nevertheless, because a guaranteed funding source for the identified improvements has not been identified or secured, this impact is considered ***significant and unavoidable***. When funded, implementation of

the following mitigation measure, or equivalent alternative measures acceptable to the agency with jurisdiction, will reduce the impact to a less-than-significant level.

Implementation of the following mitigation measure will allow the freeway on-ramp weave area to operate at an acceptable level of service. Table 3.12-15 presents the freeway on-ramp weave area operating conditions with mitigation.

Table 3.12-15
Freeway Ramp Merge/Diverge/Weave – Existing Plus Project Conditions Mitigated

Direction	Merge, Diverge or Weave	PM Peak		MD Peak	
		Density[1]	LOS[2]	Density[1]	LOS[2]
Cypress Ave / I-5 NB on-ramp	Weave	25.7	C	30.1	D

Notes:
[1] Density in passenger cars per mile per lane.
[2] LOS = Level of Service. Weave LOS calculated using Leisch Method.
Shaded area indicates deficiency.

Source: Fehr & Peers, 2010 / Quad Knopf, 2010

Cypress Avenue/I-5 Northbound On-Ramp Weave: Improve the weave operation by adding an additional northbound travel lane on I-5. This improvement is within the jurisdiction of the California Department of Transportation and outside the jurisdiction of the lead agency.

Mitigation Measure #3.12-3:

Add a third northbound travel lane to I-5. This improvement will result in LOS C operations during the weekday PM peak hour and LOS D operations during the Saturday mid-day peak hour at the weave to I-5 from the northbound Cypress Avenue on-ramp.

Impact #3.12-4: Impacts to the I-5 mainline under Existing Plus Project conditions.

Discussion/Conclusion: The Existing Plus Project traffic volumes were used to conduct the freeway mainline operations analysis. The results of the analysis are summarized below in Table 3.12-16.

The results of the I-5 mainline analysis indicate that the following freeway facilities will operate at an unacceptable level.

- **Northbound I-5 mainline between Cypress Avenue and SR 44:** The addition of project traffic will exacerbate unacceptable operations to LOS E during the Saturday mid-day peak hour. This impact is ***significant***.

Mitigation Measures

Any improvements to mainline I-5, as recommended below, are the jurisdiction of the California Department of Transportation (Caltrans). Nevertheless, because a guaranteed funding source for the identified improvements has not been identified, or secured, the impacts are considered ***significant and unavoidable***. When funded, implementation of the following mitigation measure, or equivalent alternative measures acceptable to the agency with jurisdiction, will reduce the impact to a less-than-significant level.

Table 3.12-16
Freeway Mainline Operations – Existing & Existing Plus Project Conditions

Freeway Direction	Segment		Existing				Existing Plus Project			
	From	To	PM Peak		MD Peak		PM Peak		MD Peak	
			Density[1]	LOS[2]	Density[1]	LOS[2]	Density[1]	LOS[2]	Density[1]	LOS[2]
I-5 Northbound	North Street	Riverside Avenue	17.4	B	17.4	B	19.3	C	19.8	C
	Riverside Avenue	Knighton Road	18.1	C	19.7	C	20.8	C	23.1	C
	Knighton Road	S. Bonnyview Road	18.5	C	21.7	C	21.7	C	25.7	C
	S. Bonnyview Road	Cypress Avenue	20.3	C	22.8	C	22.2	C	25.3	C
	Cypress Avenue	SR 44	27.9	D	38.4	E	29.7	D	43.0	E
I-5 Southbound	SR 44	Cypress Avenue	24.1	C	18.4	C	25.5	C	20.1	C
	Cypress Avenue	Bonnyview Road	22.3	C	15.1	B	24.2	C	17.5	B
	S. Bonnyview Road	Knighton Road	22.0	C	14.0	B	25.2	C	17.9	B
	Knighton Road	Riverside Avenue	21.1	C	12.7	B	23.8	C	16.0	B
	Riverside Avenue	North Street	21.0	C	11.8	B	22.9	C	14.2	B

Notes:
[1] Density = passenger cars per mile per lane
[2] LOS = Level of Service. LOS computed using HCS 2000 software for the merge/diverge analysis consistent with HCM methodologies.
-- = Demand Exceeds Capacity
Shaded areas indicate deficiency.

Source: Fehr & Peers, 2010

Northbound I-5 mainline between Cypress Avenue and SR 44: Add a third northbound mixed flow travel lane to I-5.

Mitigation Measure #3.12-4:

Add a third northbound mixed flow travel lane to I-5. This improvement will result in LOS C operations during the Saturday mid-day peak hour.

Cumulative Conditions Plus Project Scenario

This section describes the results of the cumulative assessment. Cumulative Conditions are defined as Year 2030 Conditions in the study area. Traffic forecasts were developed using the Shasta County Travel Demand Forecasting model after updating the model to include reasonably foreseeable projects in the study area. Additionally, roadway improvements that were identified to have full funding prior to Year 2030 were also incorporated into the assessment.

Impact #3.12-5: Impacts to roadway segments under Cumulative Plus Project conditions

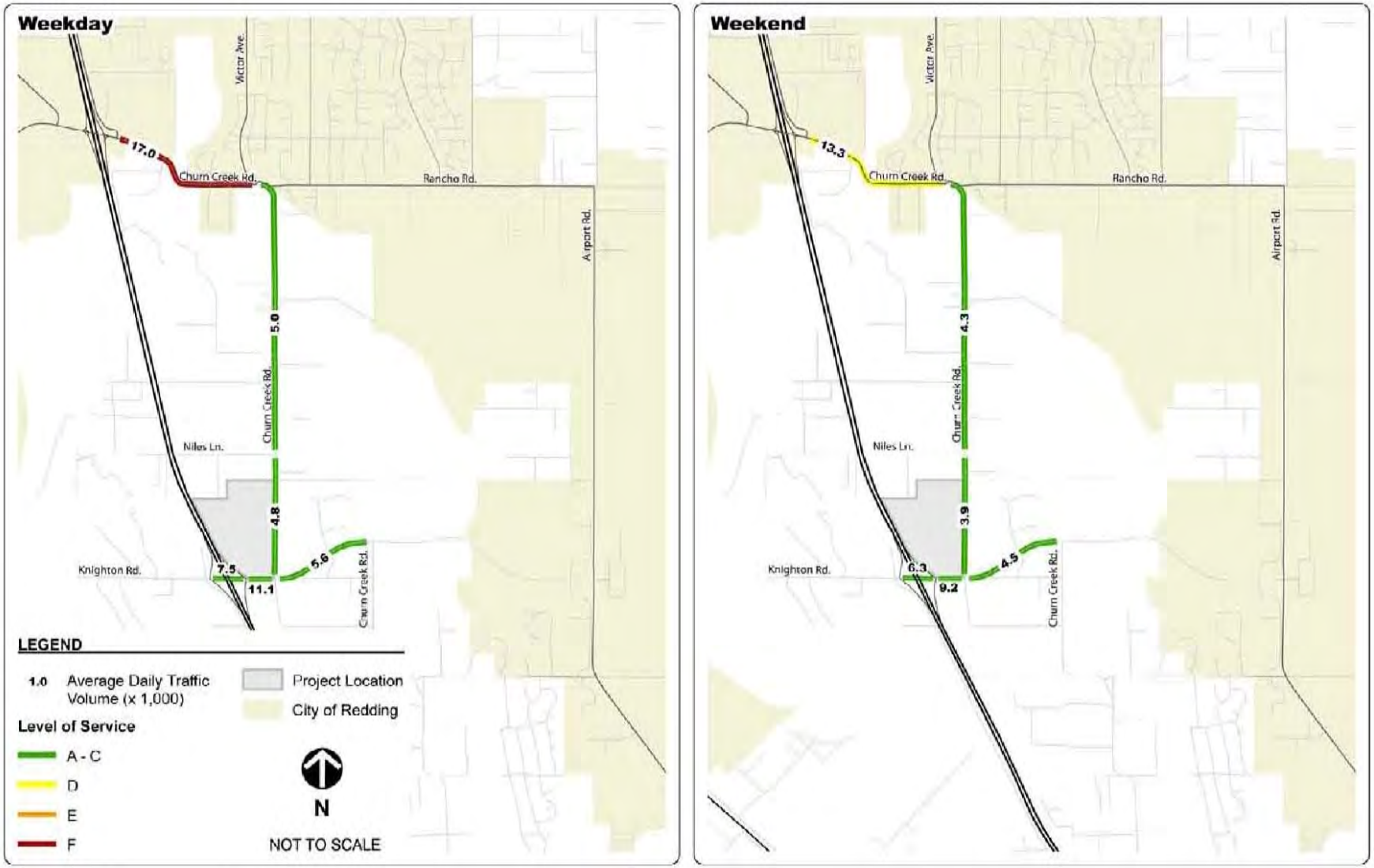
Discussion/Conclusion: The daily roadway segment traffic volumes shown on Figure 3.12-9 and Figure 3.12-10 were compared to the roadway segment thresholds summarized in Table 3.12-1 to analyze traffic operations on the study area roadway segments. Table 3.12-17 presents the Cumulative Conditions roadway segment operations with and without the proposed project.

Table 3.12-17
Roadway Level of Service – Cumulative Conditions

Roadway Segment	Lanes	Cumulative No Project			Cumulative Plus Project			V/C Difference
		Volume	V/C	LOS	Volume	V/C	LOS	
Knighton Road – I-5 SB Ramps to I-5 NB Ramps[1]	2	7,500 (6,300)	0.50 (0.42)	A (A)	14,549 (15,681)	0.97 (1.05)	E (F)	0.47 (0.63)
Knighton Road – I-5 NB Ramps to Churn Creek Rd[1]	2	11,100 (9,200)	0.74 (0.61)	C (B)	25,021 (27,727)	1.67 (1.85)	F (F)	0.93 (1.24)
Knighton Road – Churn Creek Rd to Airport Rd[2]	2	5,600 (4,500)	0.37 (0.30)	A (A)	7,891 (7,549)	0.53 (0.50)	A (A)	0.16 (0.20)
Churn Creek Road – Knighton Rd to E. Niles Ln[2]	2	4,800 (3,900)	0.32 (0.26)	A (A)	6,034 (5,542)	0.40 (0.37)	A (A)	0.08 (0.11)
Churn Creek Road – E. Niles Ln to Rancho Rd[2]	2	5,000 (4,300)	0.33 (0.29)	A (A)	6,057 (5,707)	0.40 (0.38)	A (A)	0.07 (0.09)
Churn Creek Road – Rancho Rd to I-5[2]	2	17,000 (13,300)	0.94 (0.74)	E (C)	17,176 (13,535)	0.95 (0.75)	E (C)	0.01 (0.01)

Notes: XX (YY) = Weekday (Weekend)
Volume to capacity ratio (V/C) measures the actual volume of vehicles observed or counted on any street segment in relation to the throughput capacity of the facility. Any measure higher than about 0.80 indicates congestion. The number can exceed 1.00, indicating an over-capacity situation with stop and go traffic.
V/C Difference = Cumulative Plus Project V/C – Cumulative V/C
Shaded indicates deficiency.
[1] Minor Collector
[2] Major Collector

Source: Fehr & Peers, 2010



Source: Fehr & Peers, 2010 / Quad Knopf, 2010

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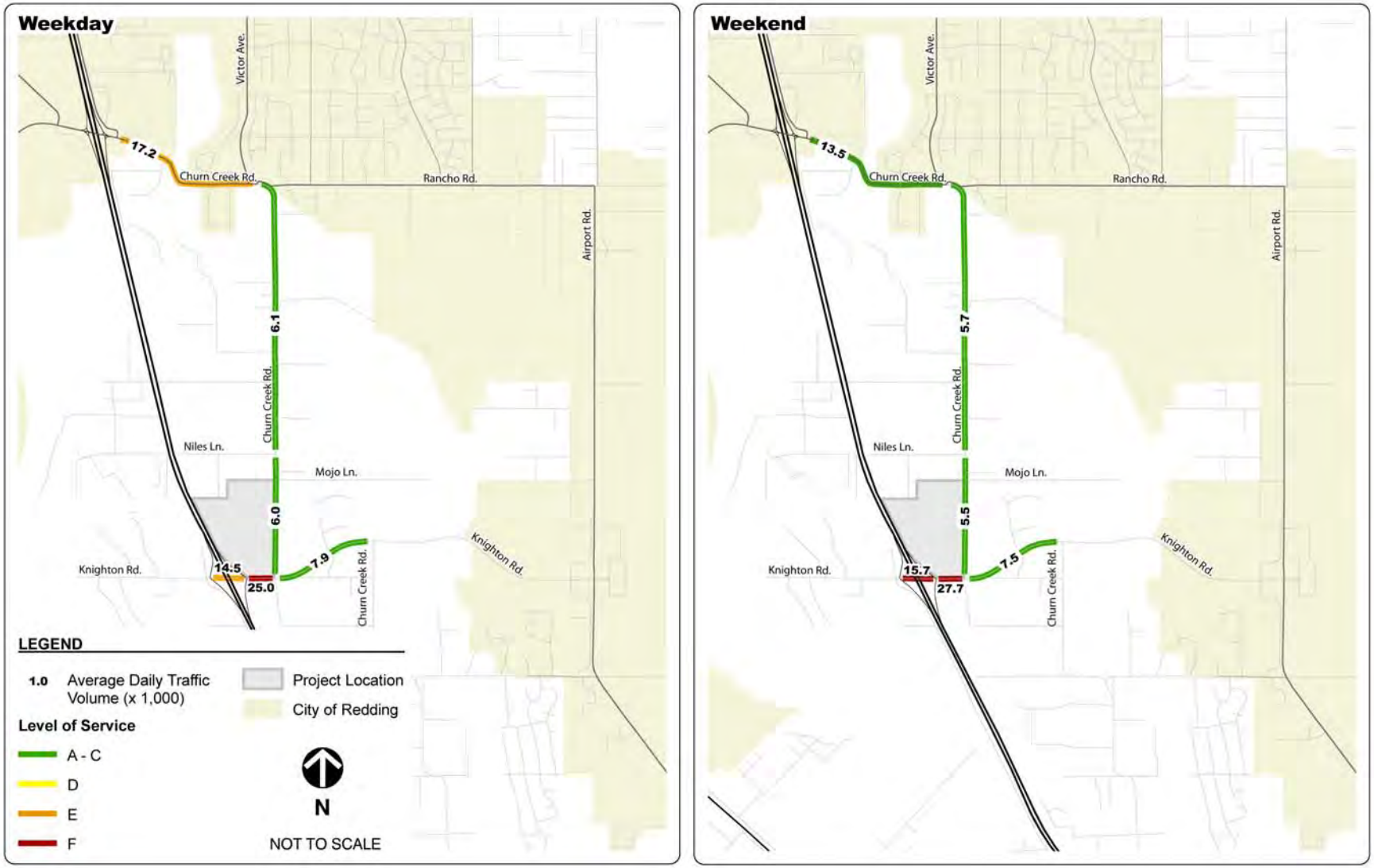
KNIGHTON & CHURN CREEK COMMONS
AVERAGE DAILY TRAFFIC VOLUMES AND ROADWAY LOS –
CUMULATIVE NO PROJECT CONDITIONS

Figure 3.12-9

Job No.: 080287



Source: Fehr & Peers, 2010 / Quad Knopf, 2010

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KNIGHTON & CHURN CREEK COMMONS
AVERAGE DAILY TRAFFIC VOLUMES AND ROADWAY LOS –
CUMULATIVE PLUS PROJECT CONDITIONS

Figure 3.12-10

Job No.: 080287

The results indicate that the following roadway segments will operate at an unacceptable level under Cumulative Plus Project Conditions:

- **Knighton Road – I-5 Southbound Ramps to I-5 Northbound Ramps.** The addition of project traffic will degrade operations from an acceptable LOS E or better to an unacceptable LOS F during the weekend. The project will increase the volume-to-capacity ratio by more than 0.05. This impact is ***significant***.

- **Knighton Road – I-5 Northbound Ramps to Churn Creek Road.** The addition of project traffic will degrade operations from an acceptable LOS E or better to an unacceptable LOS F during both the weekday and weekend, respectively. The project will increase the volume-to-capacity ratio by more than 0.05. This impact is ***significant***.

Mitigation Measures

Because a guaranteed funding source for the identified improvements to Knighton Road between the I-5 southbound ramps and I-5 northbound ramps has not been secured, this impact is considered ***significant and unavoidable***. When funded, implementation of Mitigation Measure #3.12-5a below will reduce the impact to a less-than-significant level. Implementation of Mitigation Measure #3.12-5b will reduce the impact to Knighton Road between the I-5 northbound ramps and Churn Creek Road to a ***less-than-significant*** level.

Table 3.12-18 presents the results of the roadway level of service evaluation with the identified mitigations in-place.

Knighton Road – I-5 Southbound Ramps to I-5 Northbound Ramps: Widening Knighton Road between the I-5 southbound ramps and I-5 northbound ramps to a six-lane arterial will result in the segment operating at an acceptable level of service and would reduce the impact to a less-than-significant level. The improvement is consistent with the Public Facilities Impact Fee program (*Shasta County Ordinance 665)* adopted by Shasta County.

Mitigation Measure #3.12-5a:

Widen Knighton Road to a six-lane arterial plus turn lanes (7 total lanes) per Figure 2-3 between the I-5 southbound ramps and I-5 northbound ramps. This improvement will result in the segment operating at an acceptable level of service and would reduce the impact to a less-than-significant level. This project shall pay its "fair share" fees toward these improvements in accordance with Shasta County Ordinance 665 Public Facilities Impact Fees.

Table 3.12-18
Roadway Level of Service - Cumulative Plus Project Conditions

Location	Cumulative Conditions						Cumulative Plus Project Conditions						Cumulative Plus Project (Mitigated)				Mitigations
	PM Peak			MD Peak			PM Peak			MD Peak			PM Peak		MD Peak		
	Daily Volume	V/C Ratio	LOS	Daily Volume	V/C Ratio	LOS	Daily Volume	V/C Ratio	LOS	Daily Volume	V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS	
Knighton Road – I-5 Southbound Ramps to I-5 Northbound Ramps	7,500	0.50	A	6,300	0.42	A	14,549	0.97	E	15,681	1.05	F	0.32	A	0.35	A	(3.12-5a) Widen to 6 lanes
Knighton Road – I-5 Northbound Ramps to Churn Creek Road	11,100	0.74	C	9,200	0.61	B	25,021	1.67	F	27,727	1.85	F	0.57	A	0.63	B	(3.12-5b) Widen to 6 lanes
Knighton Road – Churn Creek Road to Airport Road	5,600	0.37	A	4,500	0.30	A	7,891	0.53	A	7,549	0.50	A					
Churn Creek Road – Knighton Road to E. Niles Lane	4,800	0.32	A	3,900	0.26	A	6,034	0.40	A	5,542	0.37	A					
Churn Creek Road – E. Niles Lane to Rancho Road	5,000	0.33	A	4,300	0.29	A	6,057	0.40	A	5,707	0.38	A					
Churn Creek Road – Rancho Road to I-5	17,000	0.94	E	13,300	0.74	C	17,176	0.95	E	13,535	0.75	C					

Notes: Shaded areas indicate unacceptable operations and project significant impacts.

Source: Fehr & Peers, 2010 / Quad Knopf, 2010

Knighton Road – I-5 Northbound Ramps to Churn Creek Road: Widening Knighton Road between the I-5 northbound ramps and Churn Creek Road to a six-lane arterial will result in the segment operating at an acceptable level of service and would reduce the impact to a less-than-significant level.

Mitigation Measure #3.12-5b:

Widen Knighton Road to a six-lane arterial between the I-5 northbound ramps and Churn Creek Road. This improvement will result in LOS A operations during both the weekday PM peak hour and Saturday mid-day peak hour.

Impact #3.12-6: Impacts to intersections under Cumulative Plus Project conditions

Discussion/Conclusion: The PM peak hour and MD peak hour intersection turning movement forecasts shown on Figure 3.12-11 and Figure 3.12-12 were used to analyze traffic operations at the study intersections under Cumulative conditions. Tables 3.12-19 and 3.12-20 present cumulative intersection operation with and without traffic from the proposed project.

Table 3.12-19
Intersection Level of Service – Cumulative No Project Conditions

Intersection	Control	PM Peak		MD Peak	
		Delay	LOS	Delay	LOS
Cypress Ave / I-5 SB Ramps	Signal	87	F	24	C
Cypress Ave / I-5 NB Ramps	Signal	75	F	147	F
Bonnyview Rd / I-5 SB Ramps	Signal	45	D	50	D
Bonnyview Rd / I-5 NB Ramps	Signal	73	E	52	D
Churn Creek Rd / Rancho Rd	Side-street Stop	203	F	24	C
Churn Creek Rd / E Niles Ln	Side-street Stop	10	B	10	B
Knighton Rd / Airport Rd	Signal	18	B	13	B
Knighton Rd / Churn Creek Rd	Signal	7	A	7	A
Knighton Rd / Churn Creek Rd / Pacheco Rd	Signal	15	B	11	B
Knighton Rd / I-5 NB Ramps	Side-street Stop	18	C	15	C
Knighton Rd / I-5 SB Ramps	Side-street Stop	69	F	16	C
Knighton Rd / Riverland Dr	All-way Stop	8	A	8	A
Riverside Ave / I-5 SB Ramps	Side-street Stop	--*	F	447	F
Riverside Ave / I-5 NB Ramps	Side-street Stop	52	F	43	E

Notes: Delay measured in seconds per vehicle.
Delay for side-street stop unsignalized intersections reported for worst-case approach. Delay for all-way stop intersections reported for the average of all approaches.
LOS = Level of Service
Shaded areas indicate deficiency.
--* = Modeling Results Exceed the Ability to Determine LOS (Default to LOS F is Applied)

Source: Fehr & Peers, 2010

Table 3.12-20
Intersection Level of Service – Cumulative Plus Project Conditions

Intersection	Control	PM Peak		MD Peak	
		Delay	LOS	Delay	LOS
Cypress Ave / I-5 SB Ramps	Signal	94	F	24	C
Cypress Ave / I-5 NB Ramps	Signal	83	F	155	F
Bonnyview Rd / I-5 SB Ramps	Signal	47	D	52	D
Bonnyview Rd / I-5 NB Ramps	Signal	98	F	83	F
Churn Creek Rd / Rancho Rd	Side-street Stop	539	F	124	F
Churn Creek Rd / E Niles Ln	Side-street Stop	11	B	11	B
Knighton Rd / Airport Rd	Signal	24	C	16	B
Knighton Rd / Churn Creek Rd	Signal	7	A	7	A
Knighton Rd / Churn Creek Rd / Pacheco Rd	Signal	22	C	14	B
Knighton Rd / I-5 NB Ramps	Side-street Stop	--*	F	--*	F
Knighton Rd / I-5 SB Ramps	Side-street Stop	--*	F	--*	F
Knighton Rd / Riverland Dr	All-way Stop	8	A	8	A
Riverside Ave / I-5 SB Ramps	Side-street Stop	--*	F	718	F
Riverside Ave / I-5 NB Ramps	Side-street Stop	91	F	49	E
Knighton Rd /Project Access	Signal	35	D	43	D
Churn Creek Rd / Project Access (1)	Side-Street Stop	14	B	13	B
Churn Creek Rd / Project Access (2)	Side-Street Stop	14	B	12	B
Churn Creek Rd / Project Access (3)	Side-Street Stop	13	B	12	B
Churn Creek Rd / Project Access (4)	Side-Street Stop	13	B	11	B

Notes:
Delay measured in seconds per vehicle.
Delay for side-street stop unsignalized intersections reported for worst-case approach. Delay for all-way stop intersections reported for the average of all approaches.
LOS = Level of Service
Change in delay is the change between Existing Conditions and Existing Plus Project Conditions.
Shaded areas indicate deficiency.
--* = Modeling Results Exceed the Ability to Determine LOS (Default to LOS F is Applied)

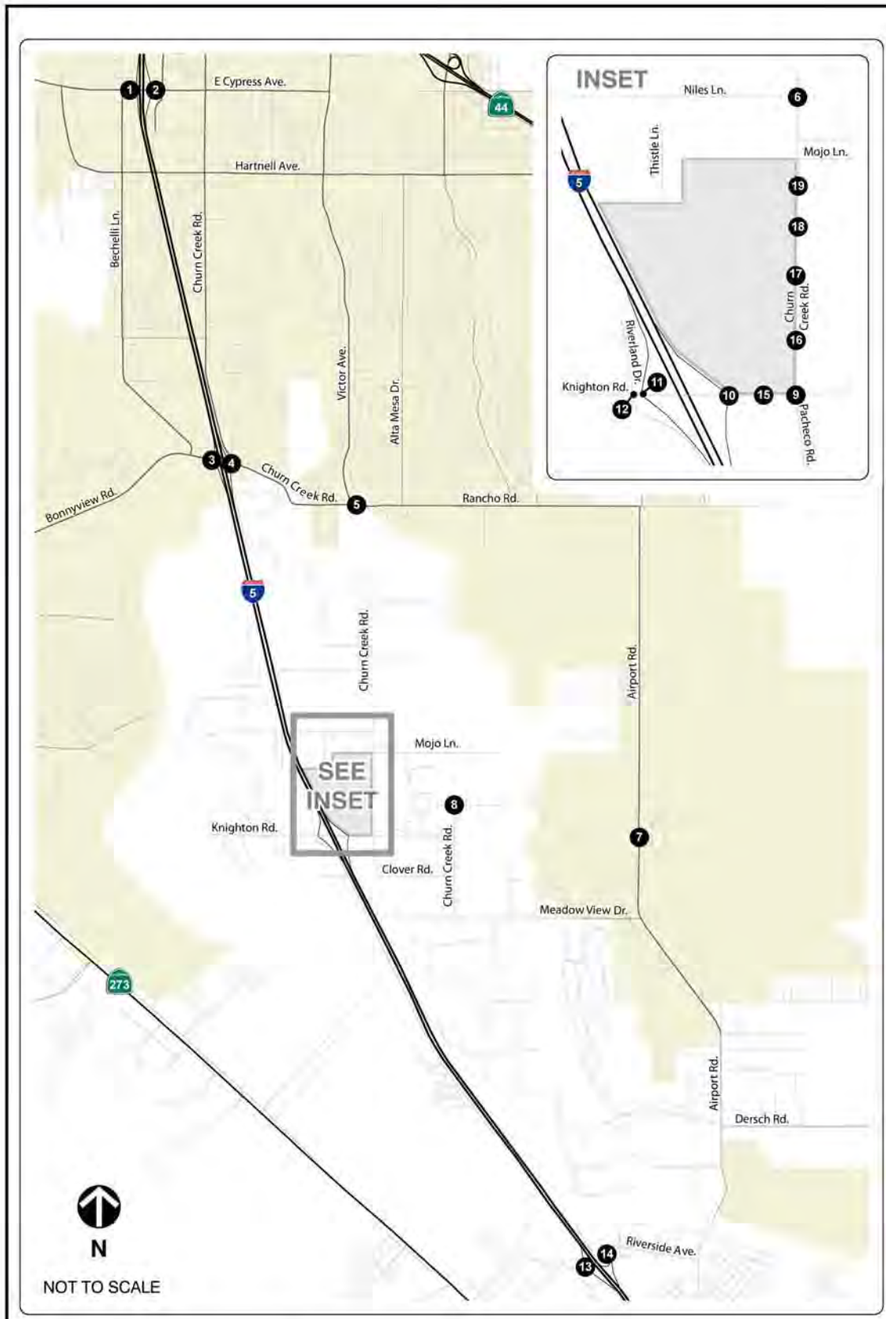
Source: Fehr & Peers, 2010 / Kittelson & Associates, 2010

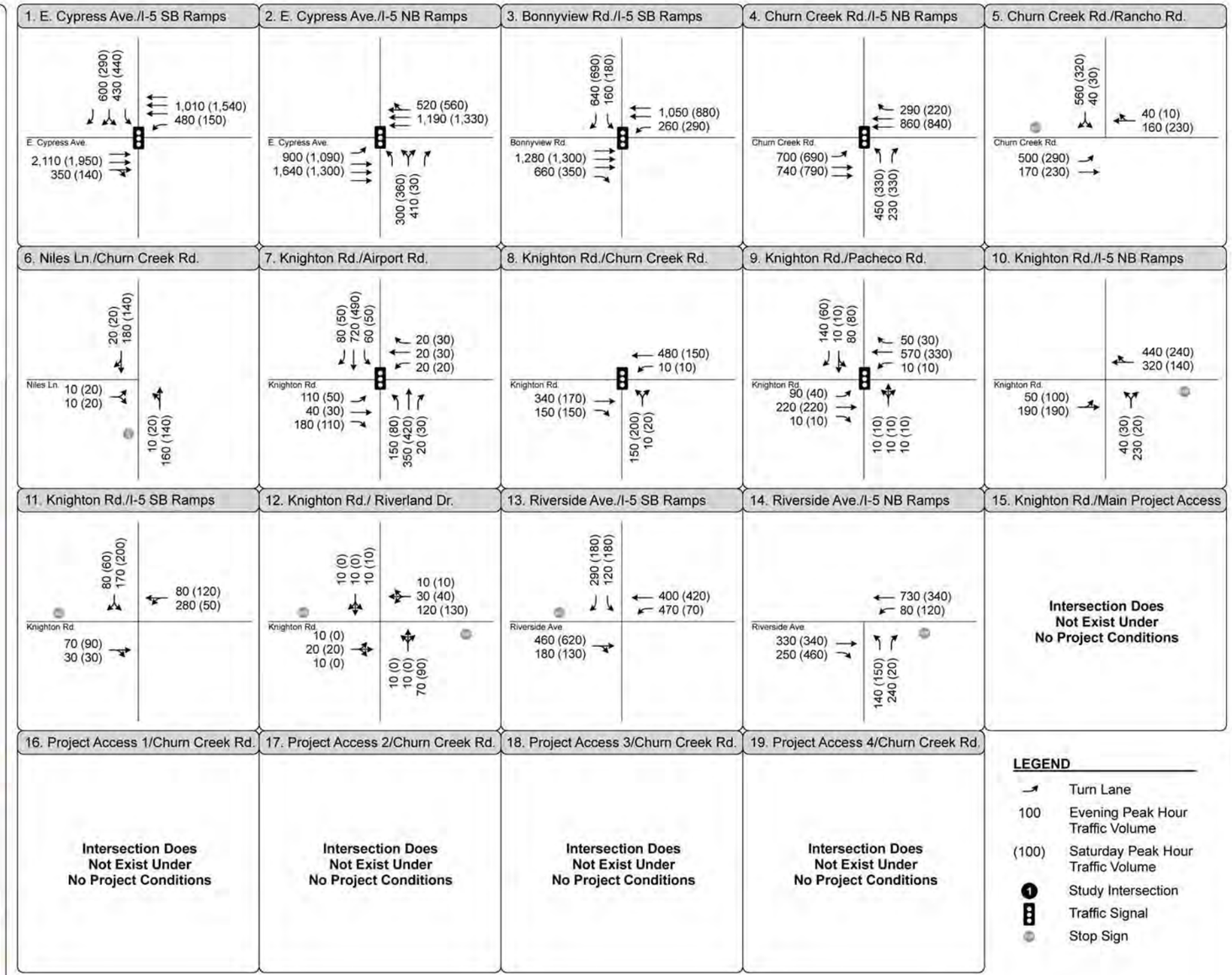
The results indicate that the following intersections will operate at an unacceptable level:

- **Cypress Avenue/I-5 Southbound Ramps** – The intersection LOS F conditions during the weekday PM peak hour will be exacerbated with the addition of project related traffic. The project will add more than 5 seconds of delay to the intersection during the weekday PM peak hour. This impact is ***significant***.

- **Cypress Avenue/I-5 Northbound Ramps** – The intersection will exacerbate LOS F conditions during both the weekday PM peak hour and Saturday mid-day peak hour with the addition of project-generated traffic. The project will add more than 5 seconds of delay to the intersection. This impact is ***significant***.

- **Bonnyview Road/I-5 Northbound Ramps** – The intersection will degrade from LOS E to LOS F during the weekday PM peak hour with the addition of project-generated traffic. During the Saturday mid-day peak hour the intersection will degrade from LOS D to LOS F.





Source: Fehr & Peers, 2009 / Quad Knopf, 2009

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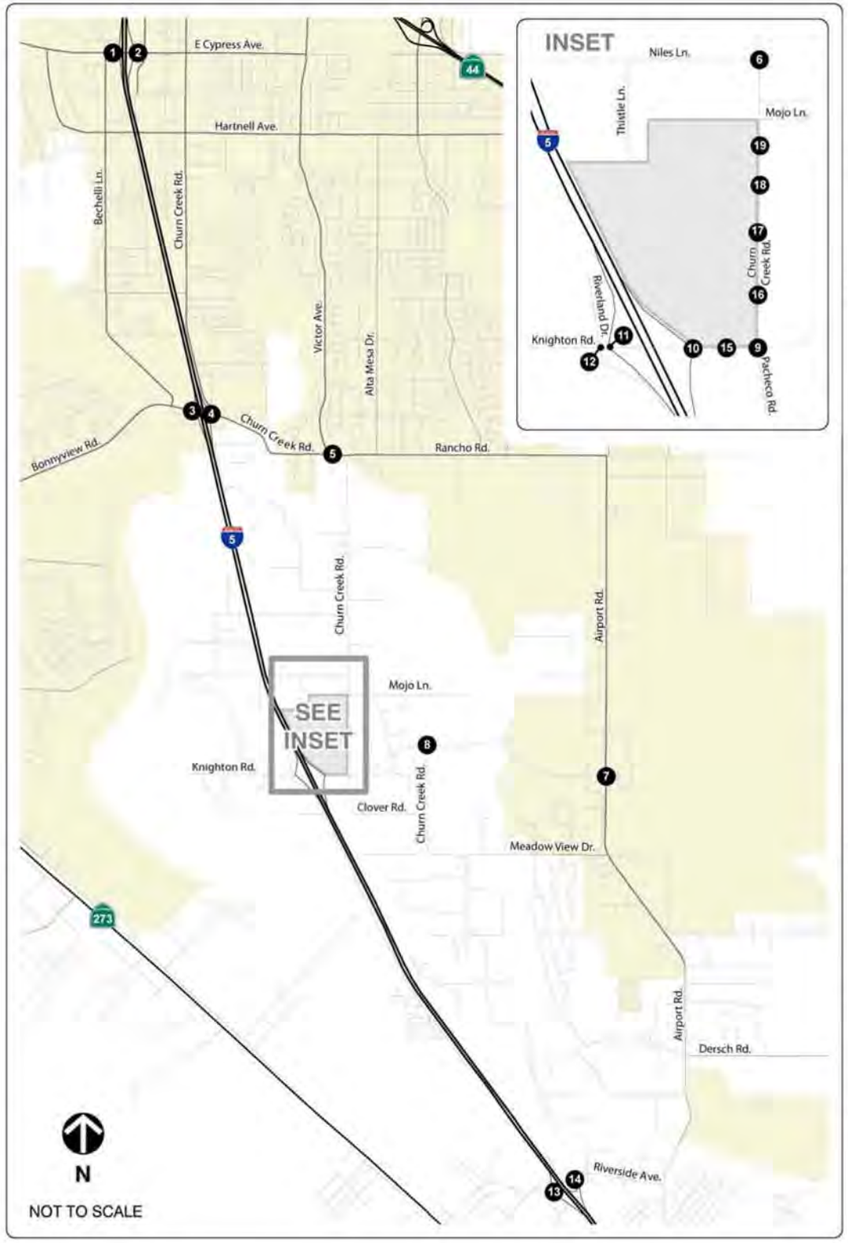
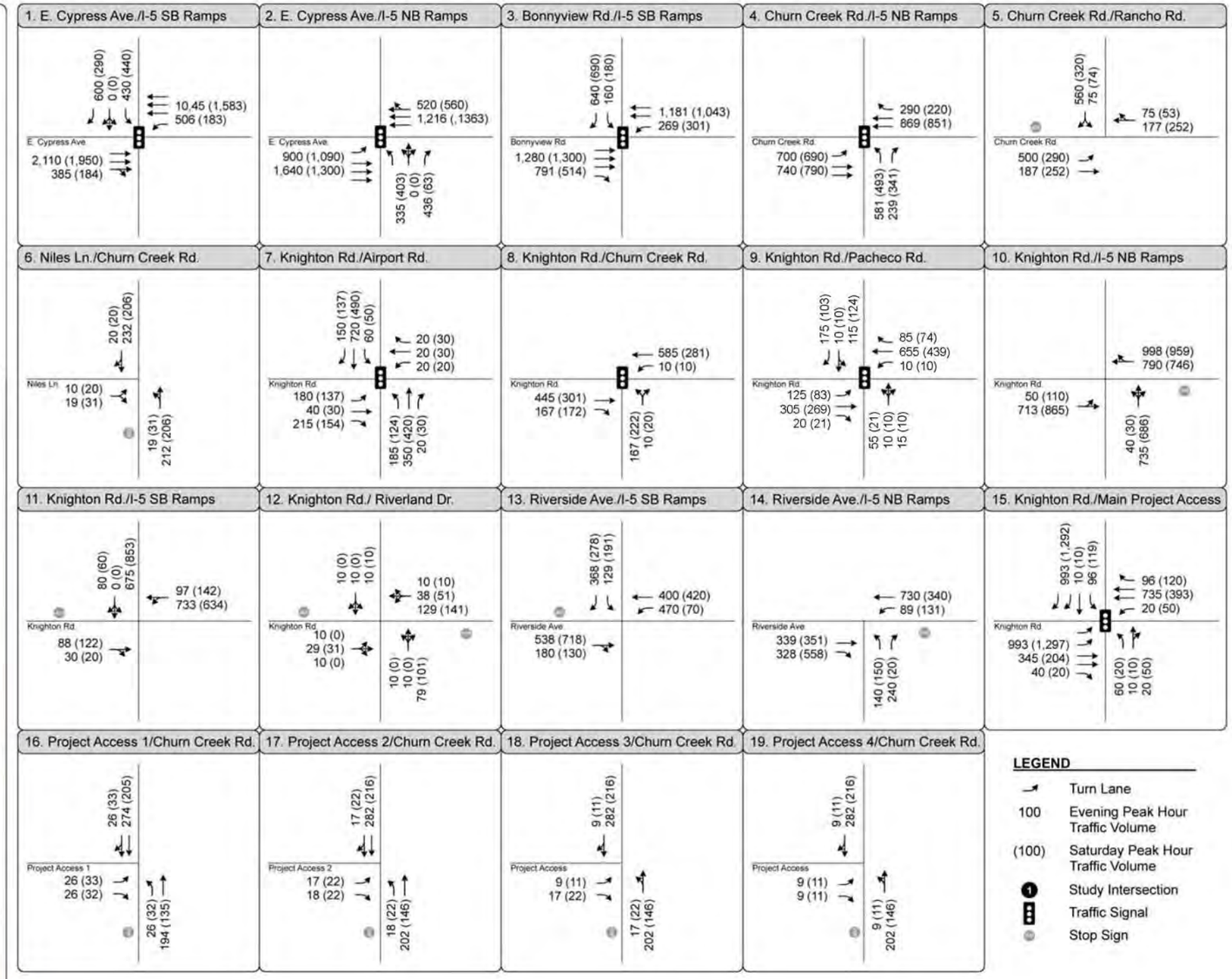
KNIGHTON & CHURN CREEK COMMONS
PEAK HOUR TRAFFIC VOLUMES AND LANE CONFIGURATIONS - CUMULATIVE NO PROJECT CONDITIONS

Figure 3.12-11

Job No. 080287





Source: Fehr & Peers, 2010 / Quad Knopf, 2010 / Kittelson & Associates, 2010

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KNIGHTON & CHURN CREEK COMMONS
PEAK HOUR TRAFFIC VOLUMES AND LANE CONFIGURATIONS – CUMULATIVE PLUS PROJECT CONDITIONS

Figure 3.12-12

Job No.: 080287

The project will add more than 5 seconds of delay to the intersection. This impact is ***significant***.

- **Churn Creek Road/Rancho Road** – The intersection LOS F conditions during the weekday PM peak hour will be exacerbated with the addition of project-related traffic. The intersection will degrade from an acceptable LOS C or better to an unacceptable LOS F during the Saturday mid-day peak hour with the addition of project-generated traffic. The project will add more than 5 seconds of delay to the intersection during the weekday PM peak hour. This impact is ***significant***.

- **Knighton Road/I-5 Northbound Ramps** – The intersection will operate at acceptable levels without the proposed project. The addition of project-generated traffic will degrade operations from an acceptable LOS C to an unacceptable LOS F during both the weekday PM peak hour and Saturday mid-day peak hour. This impact is ***significant***.

- **Knighton Road/I-5 Southbound Ramps** – The intersection LOS F conditions during the weekday PM peak hour will be exacerbated with the addition of project related traffic. The intersection will degrade from an acceptable LOS C or better to an unacceptable LOS F during the Saturday mid-day peak hour with the addition of project-generated traffic. The project will add more than 5 seconds of delay to the intersection during the weekday PM peak hour. This impact is ***significant***.

- **Riverside Avenue/I-5 Southbound Ramps** – The addition of project-generated traffic will exacerbate LOS F operations during both the weekday PM peak hour and Saturday mid-day peak hour. This impact is ***significant***.

- **Riverside Avenue/I-5 Northbound Ramps** – The intersection LOS F conditions during the weekday PM peak hour will be exacerbated with the addition of project-related traffic. Because the project will add more than 5 seconds of delay to the intersection during both the weekday PM peak hour and Saturday mid-day peak hour this impact is ***significant***.

Mitigation Measures

Because a guaranteed funding source for the identified improvements has not been secured, this impact is considered ***significant and unavoidable***. When funded, implementation of the following mitigation measures will reduce the majority of the impacts to a less-than-significant level. The following intersections are within the incorporated City of Redding and outside the jurisdiction of the lead agency: Cypress Avenue/I-5 Southbound Ramps, Cypress Avenue/I-5 Northbound Ramps, Bonnyview Road/I-5 Northbound Ramps, and Churn Creek Road/Rancho Road.[1] The following intersections are wholly or partly within the incorporated City of Anderson, and therefore wholly or partly outside the jurisdiction of the lead agency: Riverside Avenue/I-5 Northbound Ramps. Many of the mitigation measures identified below for cumulative impacts will be partially funded by the Major Road Impact Fees Program adopted by the Board of Supervisors in June 1991 (*Resolution 91-115, A Resolution Establishing Major*

[1] Portions of Churn Creek and Rancho Roads within the City of Redding may be eligible for funds included in the scope of the Major Roads Impact Fee program.

Road Impact Fees for the South Central Regional Area). Mitigation measures which are not included in the Major Road Impact Fees Program assign a "fair share" attributable to the project, based on a cost and demand data formula derived from methodology used by Caltrans modified to account for unacceptable LOS prior to the proposed project (see Appendix C). Other improvements, such as those identified for the I-5/Cypress Road interchange are within the jurisdiction of other public agencies including the City of Redding, City of Anderson and California Department of Transportation, and are outside the jurisdiction of the lead agency for this project.

Table 3.12-21 presents the results of the intersection level of service evaluation with the identified mitigations in-place. Figure 3.12-13 presents the Cumulative Plus Project Conditions recommended mitigation measures.

Cypress Avenue/I-5 Southbound Ramps: Improve the intersection by adding travel lanes.

Mitigation Measure #3.12-6a:

Add a left-turn lane to the southbound intersection approach to make two left-turn and two right-turn lanes. This improvement will result in LOS E operations during the weekday PM peak hour and LOS B operations during the Saturday mid-day peak hour at the intersection. Payment of fees in accordance with Shasta County Resolution 91-115 establishing fees for the South Central Regional Area would cover the project's "fair share" of this impact.

Cypress Avenue/I-5 Northbound Ramps: Improve the intersection by adding travel lanes.

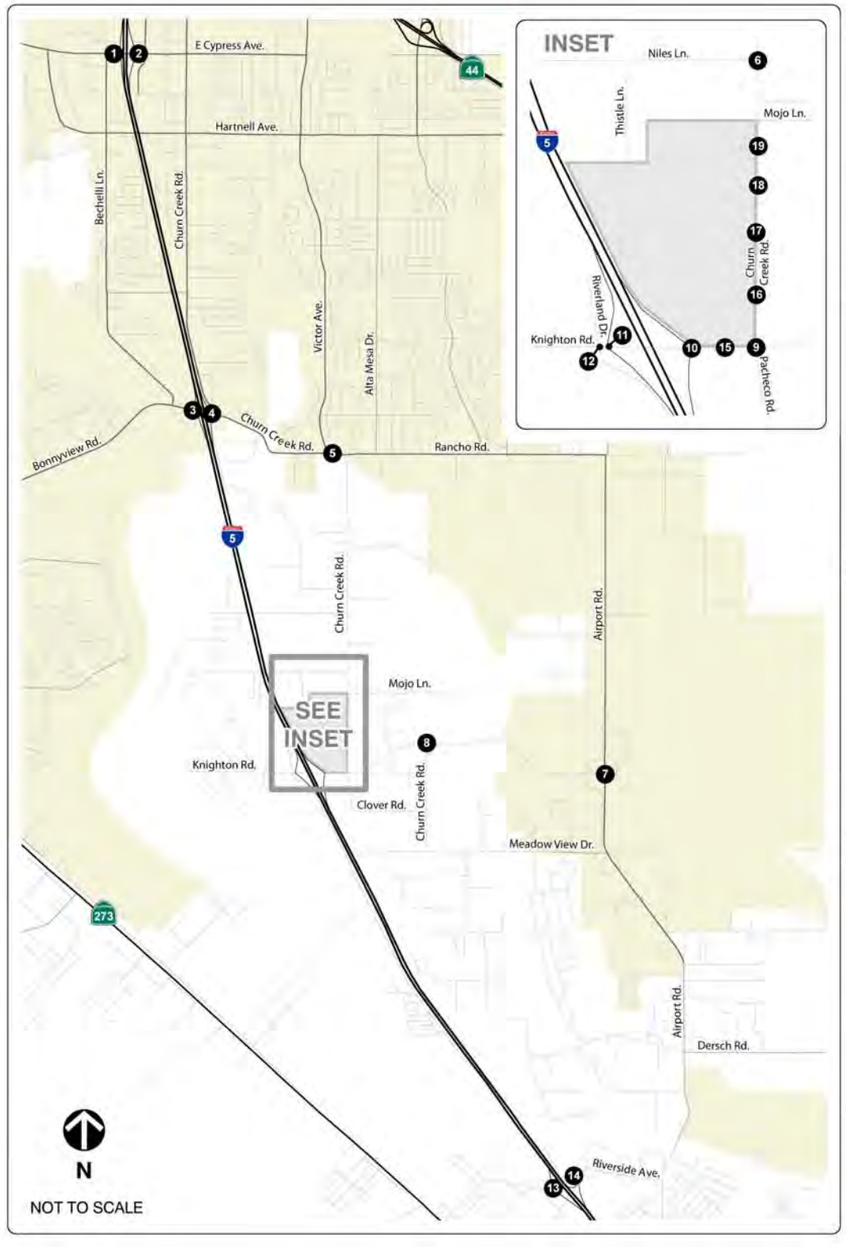
Mitigation Measure #3.12-6b:

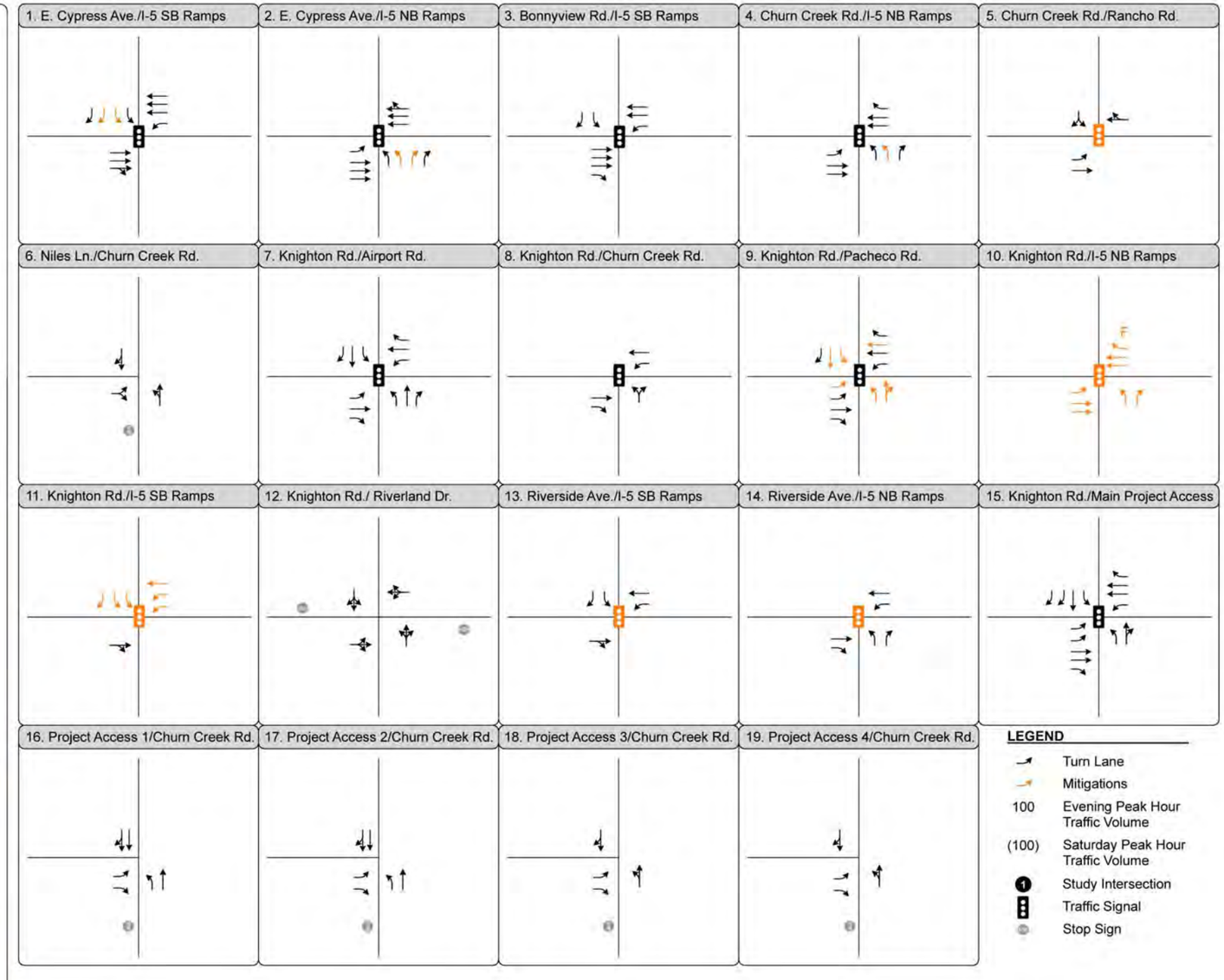
Add a left-turn lane to the northbound intersection approach for a total of two left-turn and two right-turn lanes. This improvement will result in LOS E operations during the weekday PM peak hour and LOS F operations during the Saturday mid-day peak hour at the intersection. Payment of fees in accordance with Shasta County Resolution 91-115 establishing fees for the South Central Regional Area would cover the project's "fair share" of this impact.

Bonnyview Road/I-5 Northbound Ramps: Improve the intersection by adding travel lanes.

Mitigation Measure #3.12-6c:

Add an additional northbound left-turn lane for a total of two left-turn and one right-turn lane. This improvement will result in LOS E operations during the weekday PM peak hour and LOS D operations during the Saturday mid-day peak hour at the intersection. The project's "fair share" of the improvement is 12%.





Source: Fehr & Peers, 2010 / Quad Knopf, 2010

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KNIGHTON & CHURN CREEK COMMONS
MITIGATIONS – CUMULATIVE PLUS PROJECT CONDITIONS

Figure 3.12-13

Job No.: 080287

Churn Creek Road/Rancho Road: Improve the intersection to add a traffic signal.

Mitigation Measure #3.12-6d:

Install a traffic signal to the intersection. This improvement will result in LOS C operations during the weekday PM peak hour and LOS B operations during the Saturday mid-day peak hour at the intersection. Payment of fees in accordance with Shasta County Resolution 91-115 establishing fees for the South Central Regional Area would cover the project's "fair share" of this cumulative impact.

Knighton Road/I-5 Southbound Ramps: Improve the intersection by adding a traffic signal and travel lanes.

Mitigation Measure #3.12-6e:

Install a traffic signal and add the following travel lanes to the intersection:

Southbound Approach – Two left-turn lanes and a right-turn lane
Westbound Approach – Two left-turn lanes and a through lane

This improvement will result in LOS C operations during both the weekday PM peak hour and Saturday mid-day peak hour at the intersection. Payment of fees in accordance with Shasta County Ordinance 665 Public Facilities Impact Fees would cover the project's "fair share" of this impact.

Knighton Road/I-5 Northbound Ramps: Improve the intersection by adding a traffic signal and travel lanes.

Mitigation Measure #3.12-6f:

Install a traffic signal and add the following travel lanes to the intersection:

Northbound Approach – A left-turn lane for a left and right-turn lane configuration
Eastbound Approach – Two through lanes and one left-turn lane
Westbound Approach – Two through lanes and a free right-turn lane

This improvement will result in LOS E operations during the weekday PM peak hour and LOS C operations during the Saturday mid-day peak hour at the intersection. Payment of fees in accordance with Shasta County Ordinance 665 Public Facilities Impact Fees would cover the project's "fair share" of this impact.

Riverside Avenue/I-5 Southbound Ramps: Improve the intersection by adding a traffic signal.

Mitigation Measure #3.12-6g:

Install a traffic signal to the intersection. This improvement will result in LOS D operations during the weekday PM peak hour and LOS C operations during the Saturday mid-day peak hour at the intersection. The project's "fair share" of the improvement is 8%.

Riverside Avenue/I-5 Northbound Ramps: Improve the intersection by adding a traffic signal.

Mitigation Measure #3.12-6h:

Install a traffic signal to the intersection. This improvement will result in LOS B operations during the weekday PM peak hour and LOS C operations during the Saturday mid-day peak hour at the intersection. The project's "fair share" of the improvement is 5%.

Table 3.12-21
Intersection Level of Service - Cumulative Plus Project Conditions

Location	Cumulative Conditions				Cumulative Plus Project Conditions				Cumulative Plus Project (Mitigated)				Mitigations	Fair Share
	PM Peak		MD Peak		PM Peak		MD Peak		PM Peak		MD Peak			
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS		
Cypress Avenue / I-5 SB Ramps	87	F	24	C	94	F	24	C	93.9	E	22	B	(3.12-6a) Add left-turn lane to SB approach	**
Cypress Avenue / I-5 NB Ramps	75	F	147	F	83	F	155	F	83	E	116	F	(3.12-6b) Add left-turn lane to NB approach	**
Bonnyview Road / I-5 SB Ramps	45	D	50	D	47	D	52	D						
Bonnyview Road / I-5 NB Ramps	73	E	52	D	98	F	83	F	96.5	E	45	D	(3.12-6c) Add left-turn lane to NB approach	12%****
Churn Creek Road / Rancho Road	203	F	24	C	539	F	124	F	29.2	C	17	B	(3.12-6d) Install traffic signal	**
Churn Creek Road / E Niles Lane	10	B	10	B	11	B	11	B						
Knighton Road / Airport Road	18	B	13	B	24	C	16	B						
Knighton Road / Churn Creek Road	7	A	7	A	7	A	7	A						
Knighton Rd / Churn Creek Rd / Pacheco Rd	15	B	11	C	22	C	14	B	22.1	C	18.0	B		
Knighton Road / I-5 NB Ramps	18	C	15	C	--*	F	--*	F	57.4	E	43.2	C	(3.12-6f) Improve Intersection	***
Knighton Road / I-5 SB Ramps	69	F	16	C	--*	F	--*	F	28.6	C	16.8	C	(3.12-6e) Improve Intersection	***
Knighton Road / Riverland Drive	8	A	8	A	8	A	8	A						
Riverside Avenue / I-5 SB Ramps	--	F	447	F	--*	F	718	F	42.3	D	22	C	(3.12-6g) Install traffic signal	8%*****
Riverside Avenue / I-5 NB Ramps	52	F	43	E	91	F	49	E	12.2	B	28	C	(3.12-6h) Install traffic signal	5%*****
Knighton Rd / Project Access	--	--	--	--	35	D	43	D						
Churn Creek Rd / Project Access (1)	--	--	--	--	14	B	13	B						
Churn Creek Rd / Project Access (2)	--	--	--	--	14	B	12	B						

Location	Cumulative Conditions				Cumulative Plus Project Conditions				Cumulative Plus Project (Mitigated)				Mitigations	Fair Share
	PM Peak		MD Peak		PM Peak		MD Peak		PM Peak		MD Peak			
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS		
Churn Creek Rd / Project Access (3)	--	--	--	--	13	B	12	B						
Churn Creek Rd / Project Access (4)	--	--	--	--	13	B	11	B						

Notes: Shaded areas indicate unacceptable operations and project significant impacts.

--* = Modeling Results Exceed the Ability to Determine LOS (Default to LOS F is Applied)

** Fair Share Calculation to be in accordance with Major Road Impact Fees Program adopted by the Board of Supervisors in June 1991 (*Resolution 91-115, A Resolution Establishing Major Road Impact Fees for the South Central Regional Area)*.

*** Fair Share Calculation to be in accordance with *Shasta County Ordinance 665 Public Facilities Impact Fees.*

**** Intersection fair share calculations are found in Appendix C of this Partially Recirculated Draft EIR.

***** Fair Share Calculation for these intersections are based on a revised formula (see Appendix C of this Partially Recirculated Draft EIR) to account for existing unacceptable Level of Service at each location that the proposed project is not responsible for.

Source: Fehr & Peers, 2010 / Quad Knopf, 2010 / Kittelson & Associates, 2010

Impact #3.12-7: Impacts to the I-5 mainline under Cumulative Plus Project conditions.

Discussion/Conclusion: The Cumulative Plus Project traffic volumes were used to conduct the freeway mainline operations analysis. The results of the segment analysis are summarized below in Table 3.12-22 with the freeway ramp merge/diverge/weave operating conditions for the Cumulative Conditions scenario with and without the project shown below in Table 3.12-23. Table 3.12-24 presents the freeway on and off-ramp merge/diverge/weave areas' operating conditions with mitigation.

The results of the I-5 mainline analysis indicate that the following freeway facilities will operate at an unacceptable level.

- **Northbound I-5 between Cypress Avenue and SR 44 –** The addition of project traffic will exacerbate unacceptable operations during the PM peak hour and Saturday mid-day peak hour. This impact is ***significant.***

- **Northbound I-5 between Bonnyview Road and Cypress Avenue –** The addition of project traffic will exacerbate unacceptable operations during the PM peak hour and Saturday mid-day peak hour. This impact is ***significant.***

- **Northbound I-5 between Knighton Road and Bonnyview Road –** The addition of project traffic will exacerbate unacceptable operations during the PM peak hour and Saturday mid-day peak hour. This impact is ***significant.***

- **Northbound I-5 between Riverside Ave. and Knighton Road –** The addition of project traffic will exacerbate unacceptable operations during the Saturday mid-day peak hour. This impact is ***significant.***

- **Southbound I-5 SR 44 to Cypress Avenue –** The addition of project traffic will exacerbate unacceptable operations during the PM peak hour. This impact is ***significant.***

- **Southbound I-5 Cypress Avenue to Bonnyview Road –** The addition of project traffic will exacerbate unacceptable operations during the PM peak hour. This impact is ***significant.***

- **Southbound I-5 Bonnyview Road to Knighton Road –** The addition of project traffic will exacerbate unacceptable operations during the PM peak hour. This impact is ***significant.***

- **Southbound I-5 Knighton Road to Riverside Avenue –** The addition of project traffic will exacerbate unacceptable operations during the PM peak hour. This impact is ***significant.***

- **Southbound I-5 Riverside Avenue to North Street-Balls Ferry Road –** The addition of project traffic will exacerbate unacceptable operations during the PM peak hour. This impact is ***significant.***

Table 3.12-22
Freeway Mainline Operations – Cumulative Conditions

Freeway Direction	Segment		Cumulative No Project				Cumulative Plus Project			
	From	To	PM Peak		MD Peak		PM Peak		MD Peak	
			Density[1]	LOS[2]	Density[1]	LOS[2]	Density[1]	LOS[2]	Density[1]	LOS[2]
I-5 Northbound	North Street	Riverside Avenue	29.4	D	29.4	D	32.2	D	33.0	D
	Riverside Avenue	Knighton Road	28.8	D	35.1	E	32.7	D	43.2	E
	Knighton Road	S. Bonnyview Road	31.5	D	40.9	E	37.2	E	--	F
	S. Bonnyview Road	Cypress Avenue	36.3	E	--	F	40.8	E	--	F
	Cypress Avenue	SR 44	--	F	--	F	--	F	--	F
I-5 Southbound	SR 44	Cypress Avenue	--	F	30.8	D	--	F	33.6	D
	Cypress Avenue	Bonnyview Road	--	F	26.0	C	--	F	28.8	D
	S. Bonnyview Road	Knighton Road	--	F	23.8	C	--	F	28.2	D
	Knighton Road	Riverside Avenue	--	F	22.1	C	--	F	25.6	C
	Riverside Avenue	North Street	--	F	20.7	C	--	F	23.1	C

Notes: [1] Density = passenger cars per mile per lane
[2] LOS = Level of Service. LOS computed using HCS 2000 software for the merge/diverge analysis consistent with HCM methodologies.
-- = Demand Exceeds Capacity
Shaded areas indicate deficiency.

Source: Fehr & Peers, 2010 / Quad Knopf, 2010

Table 3.12-23
Freeway Ramp Merge/Diverge/Weave – Cumulative Conditions

Direction	Merge, Diverge or Weave	Cumulative No Project				Cumulative Plus Project			
		PM Peak		MD Peak		PM Peak		MD Peak	
		Density	LOS	Density	LOS	Density	LOS	Density	LOS
Riverside Ave / I-5 NB off-ramp	Diverge	--	F	35.3	E	37.5	E	38.0	E
Riverside Ave / I-5 NB on-ramp	Merge	--	--	37.2	E	35.9	E	--	F
Riverside Ave / I-5 SB off-ramp	Diverge	--	F	28.1	D	--	F	31.8	D
Riverside Ave / I-5 SB on-ramp	Merge	--	F	25.8	C	--	F	28.2	D
Knighton Rd / I-5 NB off-ramp	Diverge	--	--	39.4	E	37.9	E	--	F
Knighton Rd / I-5 NB on-ramp	Merge	--	--	--	F	36.3	E	--	F
Knighton Rd / I-5 SB off-ramp	Diverge	--	F	30.0	D	--	F	34.3	D
Knighton Rd / I-5 SB on-ramp	Merge	--	F	27.2	C	--	F	28.6	D
Bonnyview Rd / I-5 NB off-ramp	Diverge	--	--	--	F	40.5	E	--	F
Bonnyview Rd / I-5 NB on-ramp	Merge	--	--	--	F	--	F	--	F
Bonnyview Rd / I-5 SB off-ramp	Diverge	--	F	32.2	D	--	F	34.9	D

Direction	Merge, Diverge or Weave	Cumulative No Project				Cumulative Plus Project			
		PM Peak		MD Peak		PM Peak		MD Peak	
		Density	LOS	Density	LOS	Density	LOS	Density	LOS
Bonnyview Rd / I-5 SB on-ramp	Merge	--	F	28.6	D	--	F	32.5	D
Cypress Ave / I-5 NB off-ramp	Diverge	--	--	--	F	--	F	--	F
Cypress Ave / I-5 NB on-ramp	Weave	--	--	--	F	--	F	--	F
Cypress Ave / I-5 SB off-ramp	Weave	--	F	36.5	E	--	F	38.5	E
Cypress Ave / I-5 SB on-ramp	Merge	--	F	30.9	D	--	F	33.3	D

Notes:
[1] Density in passenger cars per mile per lane.
[2] LOS = Level of Service. LOS computed using HCS 2000 software for the merge/diverge analysis consistent with HCM 2000 methodology. Weave LOS calculated using Leisch Method.
Shaded areas indicate deficiency.

Source: Fehr & Peers, 2010 / Quad Knopf, 2010

Table 3.12-24
Freeway Ramp Merge/Diverge/Weave – Cumulative Conditions Mitigated

Direction	Merge, Diverge or Weave	Cumulative Plus Project				Cumulative Plus Project Mitigated			
		PM Peak		MD Peak		PM Peak		MD Peak	
		Density	LOS	Density	LOS	Density	LOS	Density	LOS
Riverside Ave / I-5 NB off-ramp	Diverge	37.5	E	38.0	E	26.6	C	26.5	C
Riverside Ave / I-5 NB on-ramp	Merge	35.9	E	--	F	24.3	C	28.0	C
Riverside Ave / I-5 SB off-ramp	Diverge	--	F	38.5	D	33.0	D	23.5	C
Riverside Ave / I-5 SB on-ramp	Merge	--	F	33.3	D	32.1	D	19.1	B
Knighton Rd / I-5 NB off-ramp	Diverge	37.9	E	--	F	27.2	C	29.7	D
Knighton Rd / I-5 NB on-ramp	Merge	36.3	E	--	F	26.1	C	28.7	D
Knighton Rd / I-5 SB off-ramp	Diverge	--	F	34.9	D	33.2	D	25.5	C
Knighton Rd / I-5 SB on-ramp	Merge	--	F	32.5	D	30.4	D	20.2	C
Bonnyview Rd / I-5 NB off-ramp	Diverge	40.5	E	--	F	29.1	D	32.2	D
Bonnyview Rd / I-5 NB on-ramp	Merge	--	F	--	F	28.5	D	30.9	D
Bonnyview Rd / I-5 SB off-ramp	Diverge	--	F	34.3	D	32.4	D	26.2	C
Bonnyview Rd / I-5 SB on-ramp	Merge	--	F	28.6	D	32.6	D	23.8	C
Cypress Ave / I-5 NB off-ramp	Diverge	--	F	--	F	29.9	D	31.9	D
Cypress Ave / I-5 NB on-ramp	Weave	--	F	--	F	33.2	D	39.4	E
Cypress Ave / I-5 SB off-ramp	Weave	--	F	--	E	33.5	D	27.8	C

Direction	Merge, Diverge or Weave	Cumulative Plus Project				Cumulative Plus Project Mitigated			
		PM Peak		MD Peak		PM Peak		MD Peak	
		Density	LOS	Density	LOS	Density	LOS	Density	LOS
Cypress Ave / I-5 SB on-ramp	Merge	--	F	33.3	D	30.7	D	22.6	C

Notes:
[1] Density in passenger cars per mile per lane.
[2] LOS = Level of Service. LOS computed using HCS 2000 software for the merge/diverge analysis consistent with HCM 2000 methodology. Weave LOS calculated using Leisch Method.
Shaded areas indicate deficiency.

Source: Fehr & Peers, 2010 / Quad Knopf 2010

- **Cypress Avenue/I-5 NB on-ramp –** The addition of project traffic will exacerbate unacceptable operations during the PM peak hour and Saturday mid-day peak hour. This impact is ***significant.***

- **Cypress Avenue/I-5 NB off-ramp –** The addition of project traffic will exacerbate unacceptable operations during the PM peak hour and Saturday mid-day peak hour. This impact is ***significant.***

- **Cypress Avenue/I-5 SB off-ramp –** The addition of project traffic will exacerbate unacceptable operations during the PM peak hour and Saturday mid-day peak hour. This impact is ***significant.***

- **Cypress Avenue/I-5 SB on-ramp –** The addition of project traffic will exacerbate unacceptable operations during the PM peak hour. This impact is ***significant.***

- **Bonnyview Road/I-5 NB on-ramp –** The addition of project traffic will exacerbate unacceptable operations during the PM peak hour and Saturday mid-day peak hour. This impact is ***significant.***

- **Bonnyview Road/I-5 NB off-ramp –** The addition of project traffic will exacerbate unacceptable operations during the PM peak hour and Saturday mid-day peak hour. This impact is ***significant.***

- **Bonnyview Road/I-5 SB off-ramp –** The addition of project traffic will exacerbate unacceptable operations during the PM peak hour. This impact is ***significant.***

- **Bonnyview Road/I-5 SB on-ramp –** The addition of project traffic will exacerbate unacceptable operations during the PM peak hour. This impact is ***significant.***

- **Knighton Road/I-5 NB on-ramp –** The addition of project traffic will exacerbate unacceptable operations during the PM peak hour and Saturday mid-day peak hour. This impact is ***significant.***

- **Knighton Road/I-5 NB off-ramp –** The addition of project traffic will exacerbate unacceptable operations during the PM peak hour and Saturday mid-day peak hour. This impact is ***significant.***

- **Knighton Road/I-5 SB off-ramp –** The addition of project traffic will exacerbate unacceptable operations during the PM peak hour. This impact is ***significant.***

- **Knighton Road/I-5 SB on-ramp –** The addition of project traffic will exacerbate unacceptable operations during the PM peak hour. This impact is ***significant.***

- **Riverside Avenue/I-5 NB on-ramp –** The addition of project traffic will exacerbate unacceptable operations during the PM peak hour and Saturday mid-day peak hour. This impact is ***significant.***

- **Riverside Avenue/I-5 NB off-ramp –** The addition of project traffic will exacerbate unacceptable operations during the PM peak hour and Saturday mid-day peak hour. This impact is ***significant.***

- **Riverside Avenue/I-5 SB off-ramp –** The addition of project traffic will exacerbate unacceptable operations during the PM peak hour. This impact is ***significant.***

- **Riverside Avenue/I-5 SB on-ramp –** The addition of project traffic will exacerbate unacceptable operations during the PM peak hour. This impact is ***significant.***

Mitigation Measures

Any improvements to mainline I-5 or merge/diverge/weaving areas on I-5, as recommended below, are wholly or partly within the incorporated City of Redding, incorporated City of Anderson, or within the jurisdiction of the California Department of Transportation, and are wholly or partly outside the jurisdiction of the lead agency: Riverside Avenue/I-5 Southbound Diverge, Riverside Avenue/I-5 Southbound Merge, Riverside Avenue/I-5 Northbound Diverge, Riverside Avenue/I-5 Northbound Diverge, Riverside Avenue/I-5 Northbound Merge Riverside Avenue/I-5 Northbound Merge, Bonnyview Road/I-5 Northbound Diverge, Bonnyview Road/I-5 Southbound Diverge, Bonnyview Road/I-5 Southbound Merge, Cypress Avenue/I-5 North-bound Diverge, Cypress Avenue/I-5 Northbound Merge, Cypress Avenue/I-5 Southbound Diverge, and Cypress Avenue/I-5 Southbound Merge. Nevertheless, because a guaranteed funding source for the identified improvements has not been identified, or secured, the impacts are considered ***significant and unavoidable***. The project's "fair share" contribution calculations are found in Appendix C. When funded, implementation of the following mitigation measures, or equivalent alternative measures acceptable to the agency with jurisdiction, will reduce the impacts to a less-than-significant level.

Northbound I-5 between Cypress Avenue and SR 44: Improve the mainline operation by adding an additional northbound travel lane on I-5.

Mitigation Measure #3.12-7a:

Add a third northbound mixed flow travel lane to I-5 between Cypress Avenue and SR 44. This improvement will result in LOS D operations during the PM peak hour and LOS E during the Saturday mid-day peak hour. The project's "fair share" of the improvement is 3%.

Northbound I-5 between Bonnyview Road and Cypress Avenue: Improve the mainline operation by adding an additional northbound travel lane on I-5.

Mitigation Measure #3.12-7b:

Add a third northbound mixed flow travel lane to I-5 between Bonnyview Road and Cypress Avenue. This improvement will result in LOS C operations during the PM peak hour and LOS D during the Saturday mid-day peak hour. The project's "fair share" of the improvement is 6%.

Northbound I-5 between Knighton Road and Bonnyview Road: Improve the mainline operation by adding an additional northbound travel lane on I-5.

Mitigation Measure #3.12-7c:

Add a third northbound mixed flow travel lane to I-5 between Knighton Road and Bonnyview Road. This improvement will result in LOS C operations during the PM peak hour and LOS D during the Saturday mid-day peak hour. The project's "fair share" of the improvement is 10%.

Northbound I-5 between Riverside Ave. and Knighton Road: Improve the mainline operation by adding an additional northbound travel lane on I-5.

Mitigation Measure #3.12-7d:

Add a third northbound mixed flow travel lane to I-5 between Riverside Avenue and Knighton Road. This improvement will result in LOS C operations during both the PM peak hour and Saturday mid-day peak hour. The project's "fair share" of the improvement is 9%.

Southbound I-5 SR 44 to Cypress Avenue: Improve the mainline operation by adding an additional southbound travel lane on I-5.

Mitigation Measure #3.12-7e:

Add a third southbound mixed flow travel lane to I-5 between SR 44 and Cypress Avenue. This improvement will result in LOS D operations during the PM peak hour. The project's "fair share" of the improvement is 5%.

Southbound I-5 Cypress Avenue to Bonnyview Road: Improve the mainline operation by adding an additional southbound travel lane on I-5.

Mitigation Measure #3.12-7f:

Add a third southbound mixed flow travel lane to I-5 between Cypress Avenue and Bonnyview Road. This improvement will result in LOS D operations during the PM peak hour. The project's "fair share" of the improvement is 8%.

Southbound I-5 Bonnyview Road to Knighton Road: Improve the mainline operation by adding an additional southbound travel lane on I-5.

Mitigation Measure #3.12-7g:

Add a third southbound mixed flow travel lane to I-5 between Bonnyview Road and Knighton Road. This improvement will result in LOS D operations during the PM peak hour. The project's "fair share" of the improvement is 14%.

Southbound I-5 Knighton Road to Riverside Avenue: Improve the mainline operation by adding an additional southbound travel lane on I-5.

Mitigation Measure #3.12-7h:

Add a third southbound mixed flow travel lane to I-5 between Knighton Road and Riverside Avenue. This improvement will result in LOS D operations during the PM peak hour. The project's "fair share" of the improvement is 13%.

Southbound I-5 Riverside Avenue to North Street-Balls Ferry Road: Improve the mainline operation by adding an additional southbound travel lane on I-5.

Mitigation Measure #3.12-7i:

Add a third southbound mixed flow travel lane to I-5 between Riverside Avenue and North Street-Balls Ferry Road. This improvement will result in LOS D operations during the PM peak hour. The project's "fair share" of the improvement is 10%.

Cypress Avenue/I-5 NB on-ramp: The addition of project traffic will exacerbate unacceptable operations during the PM peak hour and Saturday mid-day peak hour.

Mitigation Measure #3.12-7j:

Add a third northbound travel lane to I-5. This improvement will result in LOS D operations during the weekday PM peak hour and LOS E operations during the Saturday mid-day peak hour at the weave to I-5 from the northbound Cypress Avenue on-ramp. The project's "fair share" of the improvement is 3%.

Cypress Avenue/I-5 NB off-ramp: The addition of project traffic will exacerbate unacceptable operations during the PM peak hour and Saturday mid-day peak hour.

Mitigation Measure #3.12-7k:

Add a third northbound travel lane to I-5. This improvement will result in LOS D operations during both the weekday PM peak hour and the Saturday mid-day peak hour at the diverge from I-5 to the northbound off-ramp to Cypress Avenue. The project's "fair share" of the improvement is 6%.

Cypress Avenue/I-5 SB off-ramp: The addition of project traffic will exacerbate unacceptable operations during the PM peak hour and Saturday mid-day peak hour.

Mitigation Measure #3.12-7l:

Add a third southbound travel lane to I-5. This improvement will result in LOS D operations during the weekday PM peak hour and LOS C operations during the Saturday mid-day peak hour at the weave from I-5 to the southbound off-ramp to Cypress Avenue. The project's "fair share" of the improvement is 5%.

Cypress Avenue/I-5 SB on-ramp: The addition of project traffic will exacerbate unacceptable operations during the PM peak hour.

Mitigation Measure #3.12-7m:

Add a third southbound travel lane to I-5. This improvement will result in LOS D operations during the weekday PM peak hour and LOS C operations during the Saturday mid-day peak hour at the merge to I-5 to from the southbound Cypress Avenue on-ramp. The project's "fair share" of the improvement is 8%.

Bonnyview Road/I-5 NB on-ramp: The addition of project traffic will exacerbate unacceptable operations during the PM peak hour and Saturday mid-day peak hour.

Mitigation Measure #3.12-7n:

Add a third northbound travel lane to I-5 between Bonnyview Road and Cypress Avenue. This improvement will result in LOS D operations during both the PM peak hour and the Saturday mid-day peak hour. The project's "fair share" of the improvement is 6%.

Bonnyview Road/I-5 NB off-ramp: The addition of project traffic will exacerbate unacceptable operations during the PM peak hour and Saturday mid-day peak hour.

Mitigation Measure #3.12-7o:

Add a third northbound travel lane to I-5 between Knighton Road and Bonnyview Road. This improvement will result in LOS D operations during both the PM peak hour and the Saturday mid-day peak hour. The project's "fair share" of the improvement is 10%.

Bonnyview Road/I-5 SB off-ramp: The addition of project traffic will exacerbate unacceptable operations during the PM peak hour.

Mitigation Measure #3.12-7p:

Add a third southbound travel lane to I-5. This improvement will result in LOS D operations during the weekday PM peak hour and LOS C operations during the Saturday mid-day peak hour at the diverge from I-5 to the southbound off-ramp to Bonnyview Road. The project's "fair share" of the improvement is 8%.

Bonnyview Road/I-5 SB on-ramp: The addition of project traffic will exacerbate unacceptable operations during the PM peak hour.

Mitigation Measure #3.12-7q:

Add a third southbound travel lane to I-5. This improvement will result in LOS D operations during the weekday PM peak hour and LOS C operations during the Saturday mid-day peak hour at the merge to I-5 from the southbound Bonnyview Road on-ramp. The project's "fair share" of the improvement is 14%.

Knighton Road/I-5 NB on-ramp: The addition of project traffic will exacerbate unacceptable operations during the PM peak hour and Saturday mid-day peak hour.

Mitigation Measure #3.12-7r:

Add a third northbound travel lane to I-5 between Knighton Road and Bonnyview Road. This improvement will result in LOS C operations during the PM peak hour and LOS D operations during the Saturday mid-day peak hour. The project's "fair share" of the improvement is 10%.

Knighton Road/I-5 NB off-ramp: The addition of project traffic will exacerbate unacceptable operations during the PM peak hour and Saturday mid-day peak hour.

Mitigation Measure #3.12-7s:

Add a third northbound travel lane to I-5. This improvement will result in LOS C operations during the weekday PM peak hour and LOS D operations during the Saturday mid-day peak hour at the diverge from I-5 to the northbound off-ramp to Bonnyview Road. The project's "fair share" of the improvement is 9%.

Knighton Road/I-5 SB off-ramp: The addition of project traffic will exacerbate unacceptable operations during the PM peak hour.

Mitigation Measure #3.12-7t:

Add a third southbound travel lane to I-5. This improvement will result in LOS D operations during the weekday PM peak hour and LOS C operations during the Saturday mid-day peak hour at the diverge from I-5 to the southbound off-ramp to Knighton Road. The project's "fair share" of the improvement is 14%.

Knighton Road/I-5 SB on-ramp: The addition of project traffic will exacerbate unacceptable operations during the PM peak hour.

Mitigation Measure #3.12-7u:

Add a third southbound travel lane to I-5. This improvement will result in LOS D operations during the weekday PM peak hour and LOS C operations during the Saturday mid-day peak hour at the merge to I-5 from the southbound Knighton Road on-ramp. The project's "fair share" of the improvement is 13%.

Riverside Avenue/I-5 NB on-ramp: The addition of project traffic will exacerbate unacceptable operations during the PM peak hour and Saturday mid-day peak hour.

Mitigation Measure #3.12-7v:

Add a third northbound travel lane to I-5. This improvement will result in LOS C operations during both the weekday PM peak hour and the Saturday mid-day peak hour

at the merge to I-5 from the northbound Riverside Avenue on-ramp. The project's "fair share" of the improvement is 9%.

Riverside Avenue/I-5 NB off-ramp: The addition of project traffic will exacerbate unacceptable operations during the PM peak hour and Saturday mid-day peak hour.

Mitigation Measure #3.12-7w:

Add a third northbound travel lane to I-5. This improvement will result in LOS C operations during both the weekday PM peak hour and the Saturday mid-day peak hour at the diverge from the northbound Riverside Avenue off-ramp. The project's "fair share" of the improvement is 8%.

Riverside Avenue/I-5 SB off-ramp: The addition of project traffic will exacerbate unacceptable operations during the PM peak hour.

Mitigation Measure #3.12-7x:

Add a third southbound travel lane to I-5. This improvement will result in LOS D operations during the weekday PM peak hour and LOS C operations during the Saturday mid-day peak hour at the mainline diverge from I-5 to the southbound off-ramp to Riverside Avenue. The project's "fair share" of the improvement is 13%.

Riverside Avenue/I-5 SB on-ramp: The addition of project traffic will exacerbate unacceptable operations during the PM peak hour.

Mitigation Measure #3.12-7y:

Add a third southbound travel lane to I-5. This improvement will result in LOS D operations during the weekday PM peak hour and LOS B operations during the Saturday mid-day peak hour at the mainline merge to I-5 from the southbound Riverside Avenue on-ramp. The project's "fair share" of the improvement is 10%.

Impact #3.12-8: Potential increase in hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

Discussion/Conclusion: The proposed roadways within the project site and roadways connecting to the regional transportation system may increase hazards due to design features or incompatible land uses. Of particular concern is an existing Travel Centers of America (TA) truck stop located on the south side of Knighton Road, between Churn Creek Road-Pacheco Road and the I-5 Northbound Off-Ramp, directly across from the proposed project site. Four driveways on Knighton Road currently provide access to the TA. Figure 3.12-14 shows the TA study area relative to the proposed project.

As part of the proposed project, a reconfiguration of the access points along Knighton Road is proposed to accommodate the site circulation for the proposed project and the TA and improve

safety along Knighton Road. Figure 3.12-15 shows the existing circulation pattern along Knighton Road for the TA site. As shown in Figure 3.12-15, the existing TA site has four unsignalized access points along Knighton Road. These access points are intended to operate as two truck-only driveways and two auto-only driveways to the site. Although the driveways have recommended access restrictions indicated by signs, field visits observed autos and trucks regularly entering and exiting the site as unrestricted movements via all of the access points. No current access is provided via Churn Creek Road-Pacheco Road to the site. Additionally, the existing access points are closely spaced to each other and Truck Access #2 is located within the left-turn pocket of the signalized intersection of Knighton Road and Churn Creek Road-Pacheco Road.

The vast majority of the trucks traveling to and from the west access the TA site via the I-5/Knighton Road interchange. With this travel pattern, trucks leaving the site make a northbound left-turn maneuver onto Knighton Road via Truck Access #1 or #2 and travel westbound to the I5/Knighton Road interchange. Both maneuvers occur within close proximity to an adjacent intersection creating an unsafe and hazardous maneuver on Knighton Road. This impact is ***potentially significant***.

TRAFFIC VOLUMES

The existing traffic volumes used in the analysis of the TA access component of the proposed project were developed using turning movement counts collected by Quality Counts in July 2010 at the TA driveways and traffic volumes provided by Quad Knopf in August 2010. The traffic volumes along Knighton Road were balanced (in accordance with common traffic planning principles) with the turning movement counts at the TA driveways to develop the existing traffic volumes for the study intersections. The existing no project traffic volumes were analyzed based on the current configuration of access points on Knighton Road. Figure 3.12-16 illustrates the existing traffic volumes during the weekday p.m. peak hour. As shown in Figure 3.12-16, the existing TA driveways serve approximately 100 trucks (in and out) and 185 autos (in and out) during the weekday p.m. peak hour. Appendix A of Appendix D (Kittelson & Associates, Inc. Memorandum dated 10/5/10) includes the traffic count data.

To develop the existing with project volumes, the existing no project volumes were rerouted based on the proposed circulation plan and the proposed project generated traffic was added to the existing volumes. These volumes were analyzed on the proposed Knighton Road configuration. Figure 3.12-17 illustrates the existing plus project traffic volumes during the weekday p.m. peak hour.

The cumulative with project traffic volumes were developed using cumulative no project volumes from the proposed project analysis and driveway turning movement counts from July 2010. The volumes were then rerouted based on the proposed configuration. Proposed project generated traffic was added to the rerouted cumulative no project volumes to develop the cumulative with project volumes. These volumes were analyzed on the proposed Knighton Road configuration. Figure 3.12-18 illustrates the cumulative plus project traffic volumes during the weekday p.m. peak hour.

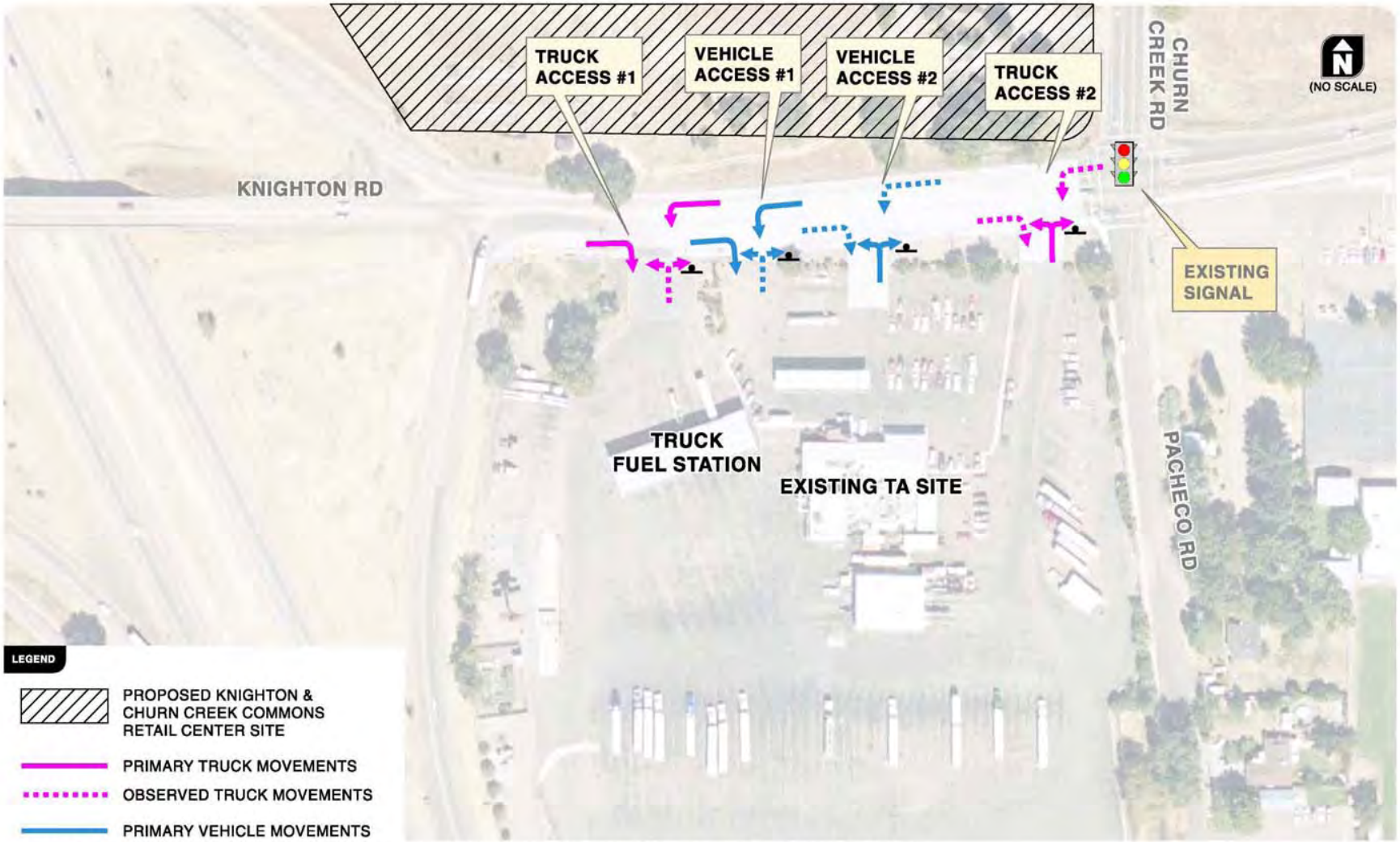
Source: Kittelson & Associates, Inc., 2010 / Quad Knopf, 2010

Quad Knopf

KNIGHTON & CHURN CREEK COMMONS
KNIGHTON ROAD/CHURN CREEK ROAD/PACHECO ROAD – TA TRUCK STOP
STUDY AREA

Figure 3.12-14

Job No.: 080287



Note: All of the existing access points provide full access to the TA site, with some recommended access restrictions indicated by signs.

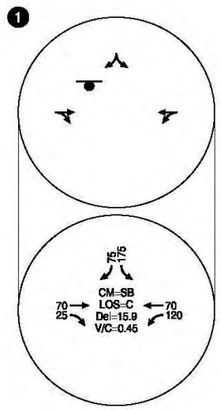
Source: Kittelson & Associates, Inc., 2010 / Quad Knopf, 2010

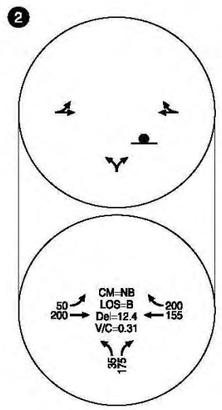
Quad Knopf

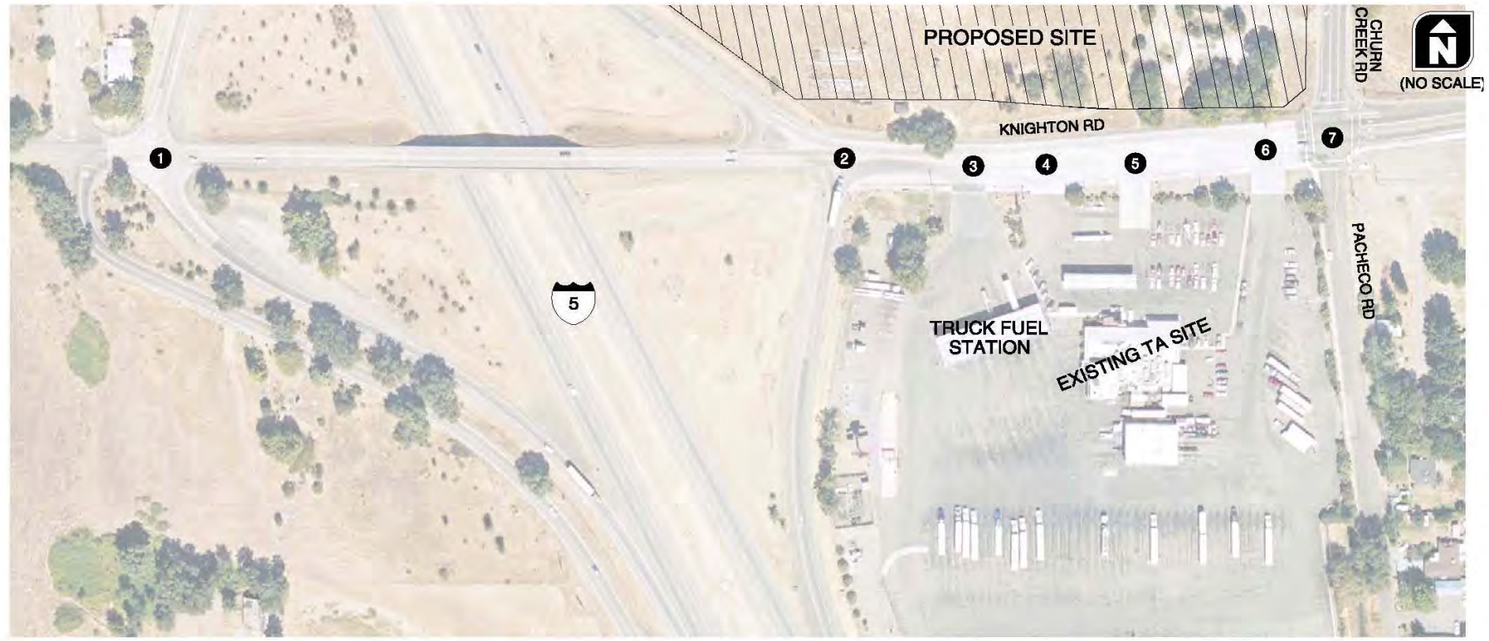
KNIGHTON & CHURN CREEK COMMONS
KNIGHTON ROAD/CHURN CREEK ROAD/PACHECO ROAD – TA TRUCK STOP
EXISTING CIRCULATION PLAN

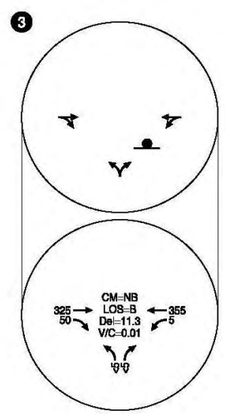
Figure 3.12-15

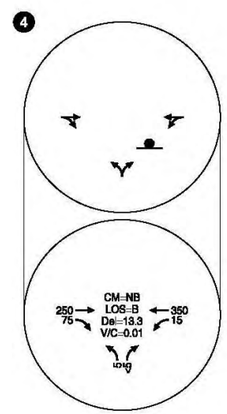
Job No.: 080287

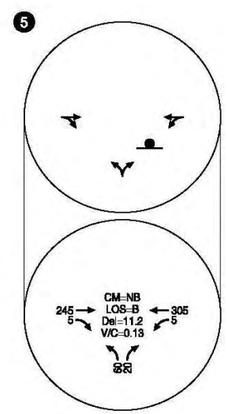


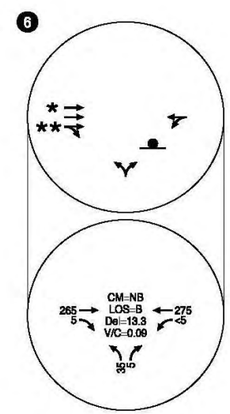


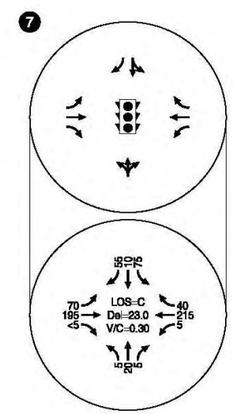












LEGEND

- STOP SIGN
- TRAFFIC SIGNAL

CM = CRITICAL MOVEMENT (UNSIGNALIZED)
LOS = INTERSECTION LEVEL OF SERVICE (SIGNALIZED)/CRITICAL MOVEMENT LEVEL OF SERVICE (UNSIGNALIZED)
Del = INTERSECTION AVERAGE CONTROL DELAY (SIGNALIZED)/CRITICAL MOVEMENT CONTROL DELAY (UNSIGNALIZED)
V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

Source: Kittelson & Associates, Inc., 2010 / Quad Knopf, 2010

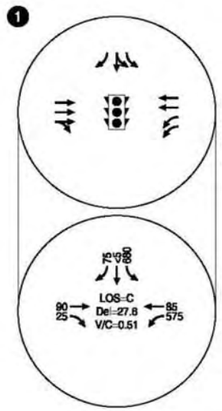
* Inside through lane is the left-turn lane at the downstream signalized intersection.
** Outside through lane is the right-turn lane at the downstream signalized intersection.

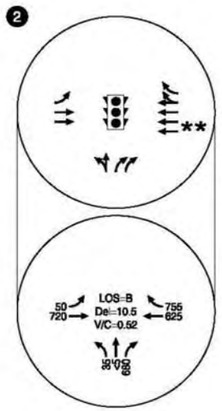
Quad Knopf

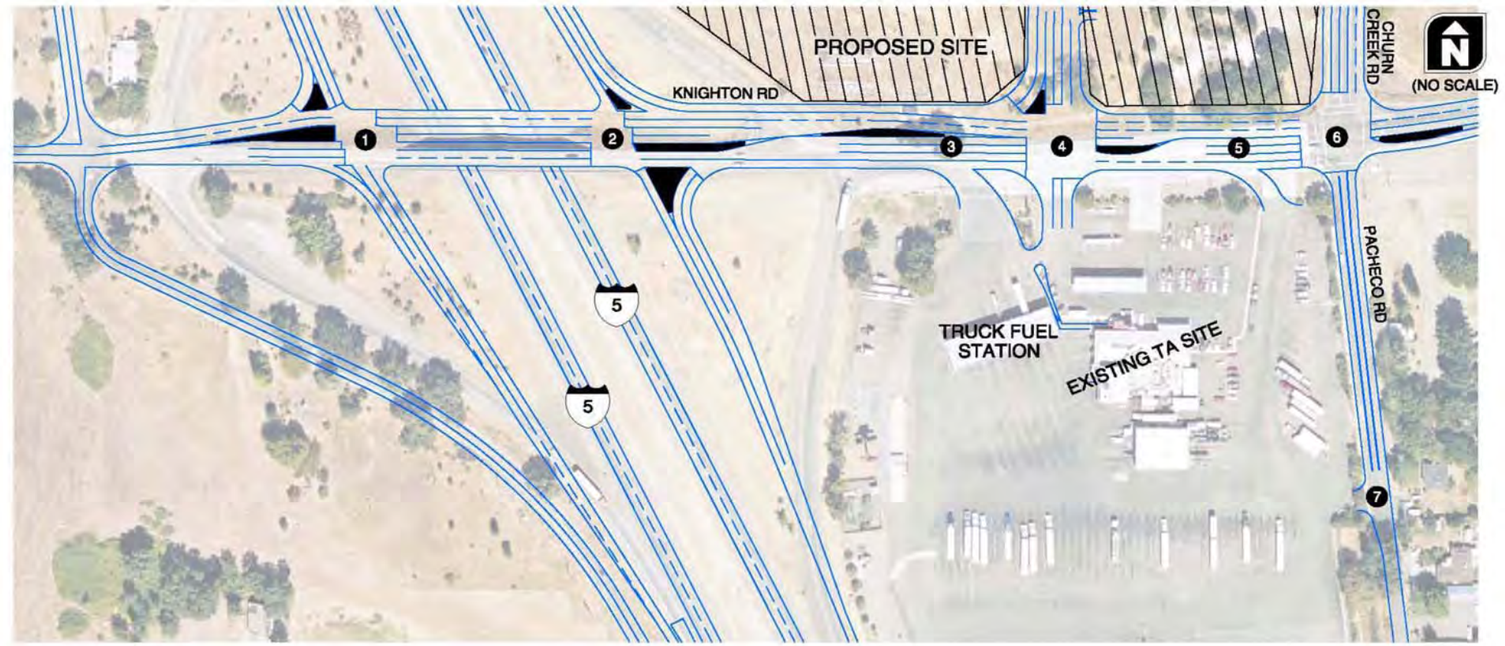
KNIGHTON & CHURN CREEK COMMONS
KNIGHTON ROAD/CHURN CREEK ROAD/PACHECO ROAD – TA TRUCK STOP
EXISTING CONDITIONS – WEEKDAY PM PEAK HOUR TRAFFIC

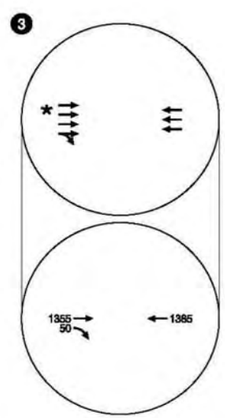
Figure 3.12-16

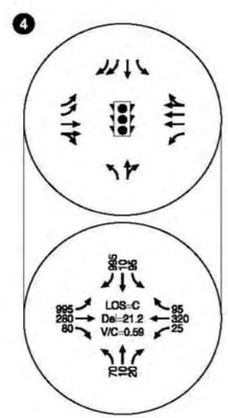
Job No.: 080287

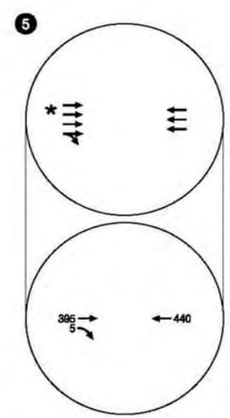


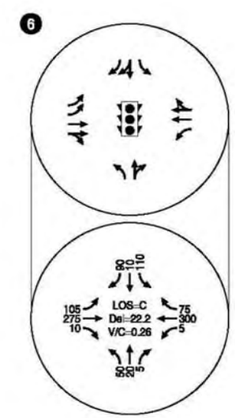


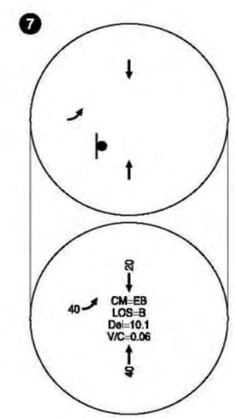












LEGEND

- STOP SIGN
- TRAFFIC SIGNAL

CM = CRITICAL MOVEMENT (UNSIGNALIZED)
LOS = INTERSECTION LEVEL OF SERVICE (SIGNALIZED)/CRITICAL MOVEMENT LEVEL OF SERVICE (UNSIGNALIZED)
Del = INTERSECTION AVERAGE CONTROL DELAY (SIGNALIZED)/CRITICAL MOVEMENT CONTROL DELAY (UNSIGNALIZED)
V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

* The two inside through lanes are the left-turn lanes at the downstream signalized intersection.
** The two inside through lanes are auxiliary lanes for the left turns at the downstream signalized intersection.

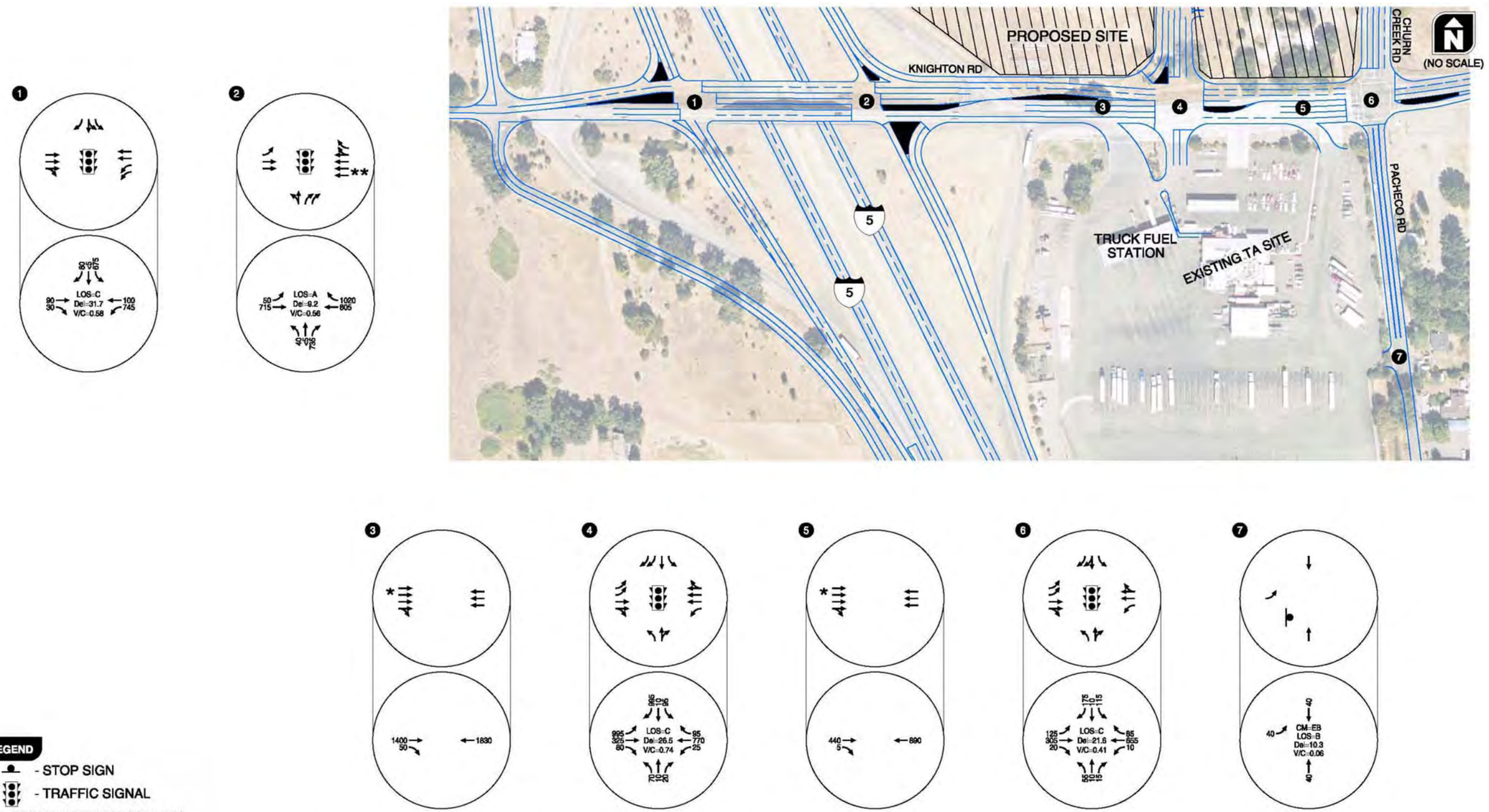
Source: Kittelson & Associates, Inc., 2010 / Quad Knopf, 2010

Quad Knopf

KNIGHTON & CHURN CREEK COMMONS
KNIGHTON ROAD/CHURN CREEK ROAD/PACHECO ROAD – TA TRUCK STOP
EXISTING PLUS PROJECT CONDITIONS – WEEKDAY PM PEAK HOUR TRAFFIC

Figure 3.12-17

Job No.: 080287



LEGEND

- STOP SIGN
- TRAFFIC SIGNAL

CM = CRITICAL MOVEMENT (UNSIGNALIZED)
LOS = INTERSECTION LEVEL OF SERVICE (SIGNALIZED)/CRITICAL MOVEMENT LEVEL OF SERVICE (UNSIGNALIZED)
Del = INTERSECTION AVERAGE CONTROL DELAY (SIGNALIZED)/CRITICAL MOVEMENT CONTROL DELAY (UNSIGNALIZED)
V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

* The two inside through lanes are the left-turn lanes at the downstream signalized intersection.
** The two inside through lanes are auxiliary lanes for the left turns at the downstream signalized intersection.

Source: Kittelson & Associates, Inc., 2010 / Quad Knopf, 2010

Quad Knopf

KNIGHTON & CHURN CREEK COMMONS
KNIGHTON ROAD/CHURN CREEK ROAD/PACHECO ROAD – TA TRUCK STOP
CUMULATIVE PLUS PROJECT CONDITIONS – WEEKDAY PM PEAK HOUR TRAFFIC

Figure 3.12-18

Job No.: 080287

LEVEL OF SERVICE ANALYSIS

The traffic operations along Knighton Road were evaluated for the existing no project, existing with project, and cumulative with project scenarios. Figure 3.12-16 shows the weekday p.m. peak hour traffic volumes and operations for the existing no project scenario. As shown in Figure 3.12-16, the study intersections are currently operating at a level of service "C" or better.

Appendix B of Appendix D (Kittelson & Associates, Inc. Memorandum dated 10/5/10) includes the level of service worksheets for the existing traffic conditions.

Figure 3.12-17 shows the traffic volumes and operations for the existing with project scenario. It is anticipated that the traffic signals on the Knighton Road corridor would be coordinated as part of a signal system to improve operations. As shown in Figure 3.12-17, all of the study intersections are forecast to operate at level of service "C" or better during the weekday p.m. peak hour. Appendix C of Appendix D (Kittelson & Associates, Inc. Memorandum dated 10/5/10) includes the level of service worksheets for the existing with project scenario traffic conditions.

Figure 3.12-18 shows the traffic volumes and operations for the cumulative with project scenario. As shown in Figure 3.12-18, all of the study intersections are expected to operate at level of service "C" or better during the weekday p.m. peak hour. Appendix D of Appendix D (Kittelson & Associates, Inc. Memorandum dated 10/5/10) includes the level of service worksheets for the cumulative with project scenario traffic conditions.

The proposed signalized access on Knighton Road is expected to operate at level of service "C" with a volume-to-capacity ratio of 0.74. The intersection of Knighton Road and Churn Creek is forecast to operate at level of service "C" and a volume-to-capacity ratio of 0.41.

The following are key findings of the level of service analysis:

- The existing driveways operate acceptably today at level of service "B."
- With the Knighton & Churn Creek Commons Retail Center and proposed access configuration, the driveways on Knighton Road and Churn Creek Road-Pacheco Road will operate at levels of service "C" and "B," respectively.
- The proposed access configuration in 2030 with the proposed retail center results in levels of service "B" and "C" for the TA site accesses.

95TH PERCENTILE QUEUE ANALYSIS

Figure 3.12-19 shows the 95th percentile queues[2] expected during the weekday p.m. peak hour under the project scenarios. The queuing analysis was evaluated with the proposed circulation plan. As shown in Figure 3.12-19, the northbound vehicle queues at the signalized access on

[2] The 95th-percentile queue is defined to be the queue length (in vehicles) that has only a 5-percent probability of being exceeded during the analysis time period.

Knighton Road are not expected to affect on-site circulation during either scenario. The 95th percentile queues can be accommodated on the northbound approach of the Knighton Road and Churn Creek Road-Pacheco Road intersection under both scenarios.

Based on the above traffic operations analysis, the proposed circulation plan is anticipated to provide acceptable and safe traffic operations on Knighton Road and Churn Creek Road-Pacheco Road.

The results of the analysis indicate that the proposed circulation plan for the TA site and on Knighton Road and Churn Creek Road-Pacheco Road provide acceptable traffic operations and improved safety on Knighton Road. The findings of the analysis are highlighted below.

- The existing circulation pattern on Knighton Road includes four full-access driveways serving the TA site. The proposed circulation pattern consolidates the access points on Knighton Road into one signalized access and two right-in only driveways on Knighton Road and provides truck egress onto Knighton Road via the existing signal at the Knighton Road/Churn Creek Road-Pacheco Road intersection.

- The proposed circulation plan results in the same number of access points for the TA site that currently exist; however, access to a signal is provided for all left turns from the site onto Knighton Road. The proposed circulation plan reduces activity on Knighton Road and decreases the number of potential conflicts by directing traffic to key locations, resulting in improved safety along the corridor.

- All of the study intersections are expected to operate under capacity and at level of service "C" or better during the existing no project, existing with project, and cumulative with project scenarios (assuming the proposed circulation plan for the with project scenarios).

- Currently, approximately 100 trucks access (enter or exit) the TA site from Knighton Road during the weekday p.m. peak hour. The proposed circulation plan reroutes trucks exiting the site onto Churn Creek Road-Pacheco Road, resulting in approximately 40 trucks using Churn Creek Road-Pacheco Road during the weekday p.m. peak hour.

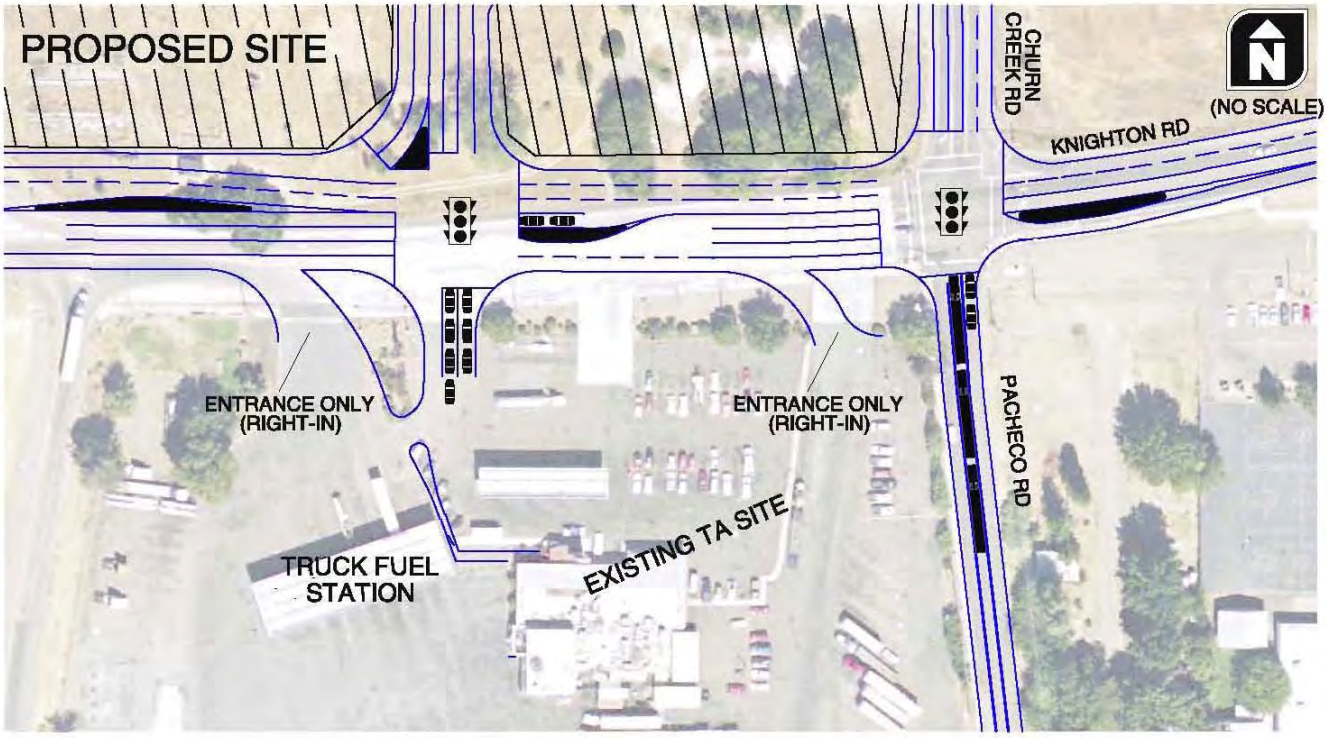
- No queuing issues are anticipated under the with project scenarios.

Mitigation Measures

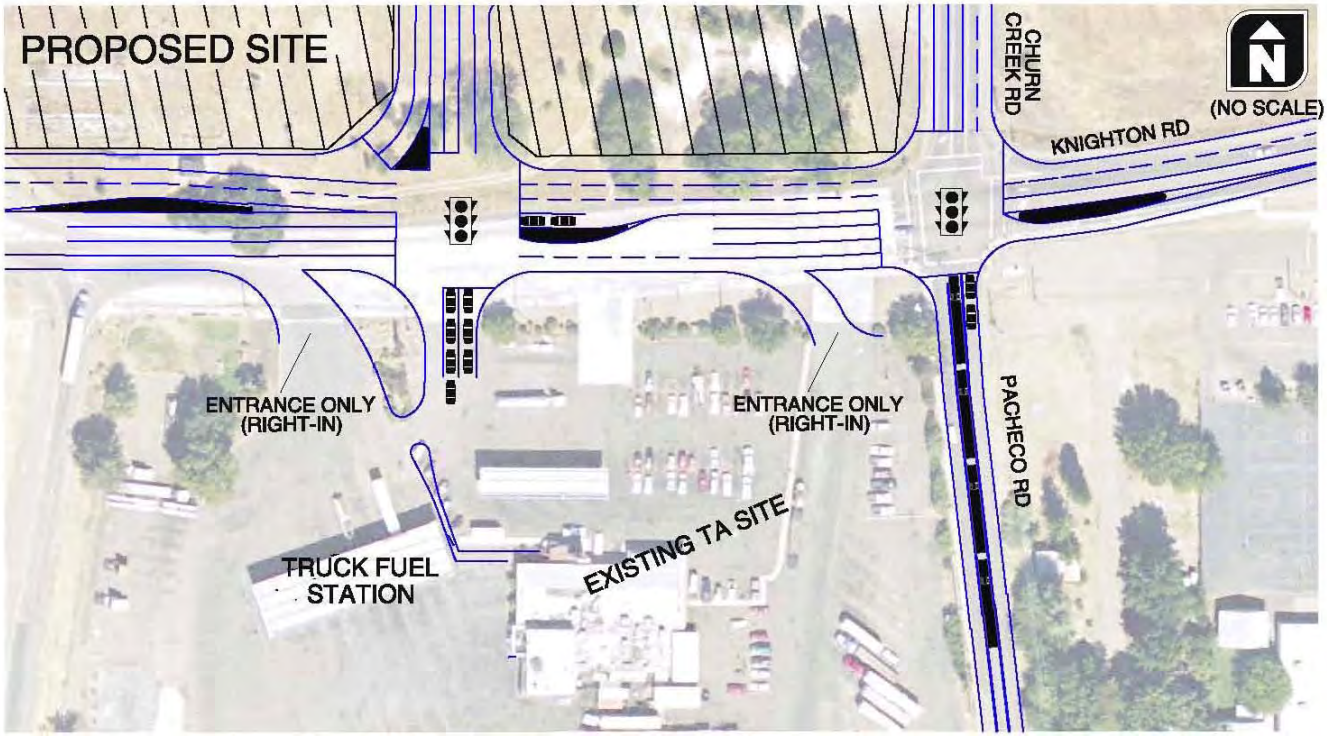
Figure 3.12-20 shows the proposed circulation pattern serving the TA site and proposed project. The proposed circulation plan provides a single, signalized access point for autos and westbound trucks. In addition, the existing two truck-only driveways would be constructed as right-in only truck accesses. Finally, a new outbound access point for trucks would be provided on Churn Creek Road-Pacheco Road.

As shown in Figure 3.12-20, the reconfiguration provides two entrances for eastbound trucks to make a right turn into the TA site. The primary truck access serves trucks using the fuel station. The second (eastern) truck access is provided as another option if trucks miss the first access,

EXISTING WITH PROJECT SCENARIO



CUMULATIVE WITH PROJECT SCENARIO



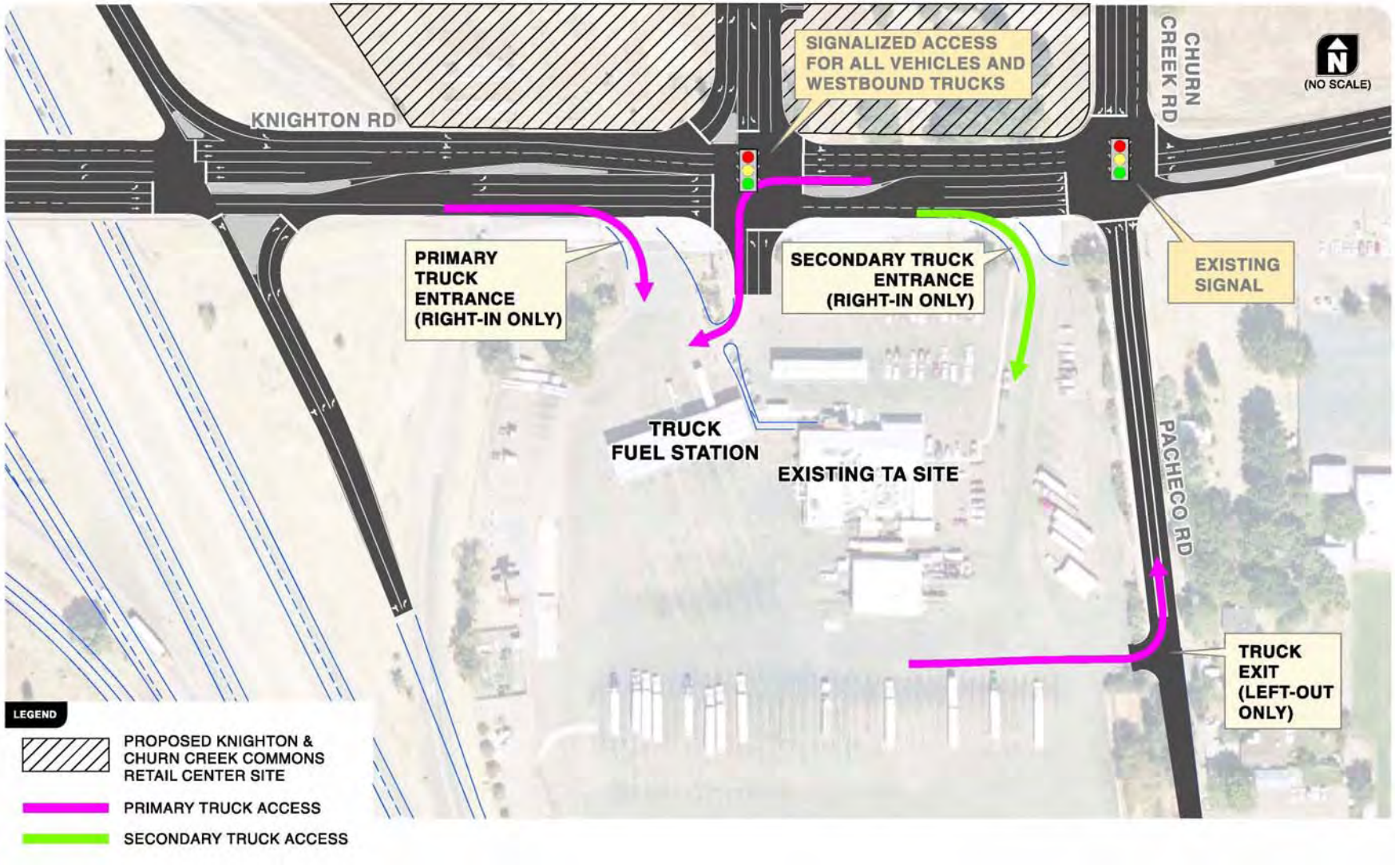
Source: Kittelson & Associates, Inc., 2010 / Quad Knopf, 2010

Quad Knopf

KNIGHTON & CHURN CREEK COMMONS
KNIGHTON ROAD/CHURN CREEK ROAD/PACHECO ROAD – TA TRUCK STOP
95TH PERCENTILE VEHICLE QUEUES, WEEKDAY PM PEAK HOUR
EXISTING & CUMULATIVE PLUS PROJECT SCENARIOS

Figure 3.12-19

Job No.: 080287



Source: Kittelson & Associates, Inc., 2010 / Quad Knopf, 2010

Quad Knopf

KNIGHTON & CHURN CREEK COMMONS
KNIGHTON ROAD/CHURN CREEK ROAD/PACHECO ROAD – TA TRUCK STOP
PROPOSED CIRCULATION PLAN

Figure 3.12-20

Job No.: 080287

and it eliminates trucks using Churn Creek-Pacheco Road to enter the TA site. The auto access points are consolidated into a single, signalized access point that serves entering and exiting vehicles as well as minimal trucks entering from the east. All trucks leaving the site would travel via an exit-only access on Churn Creek Road-Pacheco Road and turn onto Knighton Road via the signalized intersection of Knighton Road and Churn Creek Road-Pacheco Road.

Figure 3.12-20 also shows the truck exit relocated onto Churn Creek Road-Pacheco Road, eliminating the existing unsafe westbound and eastbound maneuvers of trucks turning onto Knighton Road in the vicinity of an adjacent intersection. Based on existing traffic count data for the TA site, it is anticipated that approximately 40 trucks would use the Churn Creek Road-Pacheco Road access during the weekday p.m. peak hour.

The proposed circulation plan improves safety by reducing unsignalized left-turn movements onto Knighton Road and providing signalized left-turn access from the TA site for both automobiles and trucks at the main access and at the Knighton Road/Churn Creek Road-Pacheco Road intersection, respectively. This configuration, reflected as Mitigation Measure #3.12-8a below, significantly improves the long-term capability and capacity of the TA site accesses and will improve long-term safety on Knighton Road and reduces the potentially significant safety impact associated with TA site truck movements in the vicinity of the proposed project to ***less than significant.*** Implementation of Mitigation Measure #3.12-8a shall occur concurrently with other mitigation measures on Knighton Road between I-5 and Churn Creek/Pacheco Road (i.e., Mitigation Measures #3.12-1, #3.12-2b, #3.12-5b, and #3.12-6f).

Since the Shasta County improvement standards are developed to minimize hazards due to design features or incompatible uses, implementation of the following mitigation measure (Mitigation Measure #3.12-8b) would reduce the impact to ***less than significant.***

Mitigation Measure #3.12-8a:

Construct the proposed circulation plan shown in Figure 3.12-20 serving the Travel Centers of America site and proposed project. The proposed circulation plan provides a single, signalized access point for autos and westbound trucks. In addition, the existing two truck-only driveways would be constructed as right-in only truck accesses. Finally, a new outbound access point for trucks would be provided on Churn Creek Road-Pacheco Road.

Mitigation Measure #3.12-8b:

All roadways and access points shall be designed according to current Shasta County roadway and intersection improvement standards, to the satisfaction of the County's Public Works Department.

Impact #3.12-9: Potential inadequate emergency access.

Discussion/Conclusion: The proposed preliminary site plan has been reviewed by the local fire and police departments to ensure adequate emergency access. Preliminary design standards were

provided by the fire and police departments and incorporated into the design of the proposed project site. Because the final site plan has not yet been reviewed by the local fire and police departments, this impact is ***potentially significant***.

Mitigation Measures

The following mitigation measure would reduce the impact to a level that is ***less than significant.***

Mitigation Measure #3.12-9:

The final site plan shall be reviewed by the local fire and police departments to ensure adequate emergency access, to the satisfaction of the County's Public Works Department.

Impact #3.12-10: Potential inadequate parking supply.

Discussion/Conclusion: The proposed preliminary site plan identifies parking supply for the proposed project and is consistent with Shasta County zoning requirements. Because the final site plan has not yet been reviewed by the County Planning Department, this impact is ***potentially significant***.

Mitigation Measures

The following mitigation measure would reduce the impact to a level that is ***less than significant***.

Mitigation Measure #3.12-10:

The final site plan shall be reviewed by the County's Planning Division to ensure parking supply remains consistent with County zoning requirements for commercial retail centers.

Impact #3.12-11: Potential conflict with adopted policies, plans or programs supporting alternative transportation.

Discussion/Conclusion: The Shasta County Regional Bikeway Plan is the only plan supporting alternative transportation adopted by the County. The Regional Bikeway Plan does not identify any facilities in the study area. The applicant will be subject to all County regulations regarding inclusion of bike lanes and other facilities to support alternatives to automotive travel. Therefore, the proposed project does not conflict with adopted policies, plans or programs supporting alternative transportation. This impact is ***less than significant***.

Mitigation Measures

No mitigation measures are required.

Impact #3.12-12: Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks

Discussion/Conclusion: The project will not result in a change in air traffic patterns and is not near a public airport or private airstrip. There will be no tall structures or buildings constructed as a result of the project. There is ***no impact***.

Mitigation Measures

No mitigation measures are required.