

APPENDIX C

DKS Letter

MEMORANDUM

TO: David Mohlenbrok, City of Rocklin
FROM: David Tokarski, DKS Associates
DATE: March 25, 2011
SUBJECT: Rocklin Crossings Peer Review

P/A No. P08141-002

For a number of years, DKS Associates has been providing on-call transportation planning and engineering services to the City of Rocklin, as well as preparing the traffic analysis of the City's ongoing General Plan Update effort. As the City's designated on-call consultant, DKS has been retained by the City of Rocklin to peer review a number of traffic studies and impact analyses that have been submitted to the City by other consultant groups.

In 2008, DKS was retained by the City of Rocklin to review the traffic study prepared by LSA Associates for the Rocklin Crossings project. In addition to reviewing the document, DKS also reviewed the methodologies utilized by LSA, including the following:

- Existing traffic counts
- Travel demand model assumptions
- Intersection level of service (LOS) analysis methodology
- "Post-processing" methods used to forecast future traffic volumes
- Interpretation of Rocklin's and other jurisdictions' standards of significance
- Definition of project impacts and identification of potential mitigation measures
- Project trip generation and distribution assumptions

DKS reviewed LSA's assumptions and methodologies prior to LSA preparing an administrative draft traffic study for the proposed project. Once the administrative draft traffic study was prepared, it was thoroughly reviewed by DKS Associates. DKS provided detailed recommendations to the City and LSA. LSA incorporated the DKS recommendations into their Draft Rocklin Crossings Traffic Study.

After a lawsuit was filed, DKS was asked to once again review portions of the revised analysis and document prepared by LSA. One main point of contention was the trip distribution utilized by LSA in

their analysis. DKS provided LSA with maps derived from “select zone” analysis run using the travel demand model currently being used for the City’s General Plan Update. This analysis showed that approximately 16% of project traffic travels to and from the City of Roseville. Of that 16%, approximately 10% utilizes Interstate 80 and approximately 6% utilizes Sierra College Boulevard. DKS reviewed the Trip Distribution figures in the revised LSA study and found that the distribution is reasonably consistent with the data provided by DKS.

Questions have also arisen regarding the use of the Circular 212 level of service methodology utilized in the analysis. It should be noted that Circular 212 was utilized solely for analysis of signalized intersections in Rocklin and Placer County (per their standard practice), while the Highway Capacity Manual (HCM) was utilized for all unsignalized intersections, as well as signalized intersections in the Town of Loomis (per their standard practice). Rocklin is one of many local jurisdictions that prefer to utilize Circular 212 for analyzing signalized intersections. Circular 212, as applied on this project, would generally be considered to be a conservative methodology, and therefore less likely to understate impacts than other methodologies. DKS considers this to be a reasonable methodology to utilize for this impact analysis, as is standard practice for the City of Rocklin and Placer County.

It is the opinion of DKS Associates that LSA Associates has prepared a reasonable analysis of the proposed project and has reasonably adopted comments, concerns, and recommendations identified by DKS.