

## 8.0 TRANSPORTATION AND CIRCULATION

This chapter describes existing transportation facilities in the project area and vicinity. It describes the existing roadway network, as well as other current circulation elements (bikeways, bridges, and parking conditions), and discusses the transportation impacts of the proposed project. There are no transit, light rail, or airport facilities in the project vicinity; therefore, these types of facilities will not be discussed further in this chapter. Additional information on transportation and circulation in the project vicinity is provided in Appendices B and C.

### 8.1 ENVIRONMENTAL SETTING

#### 8.1.1 ROADWAYS

Public access to the Park is currently provided by Mears Drive, a County road, via Mt. Pleasant Road and Mt. Vernon Road. Restricted access to the Park is provided via Garden Bar Road. The existing condition of these roadways is described as follows and illustrated in Exhibit 8-1.

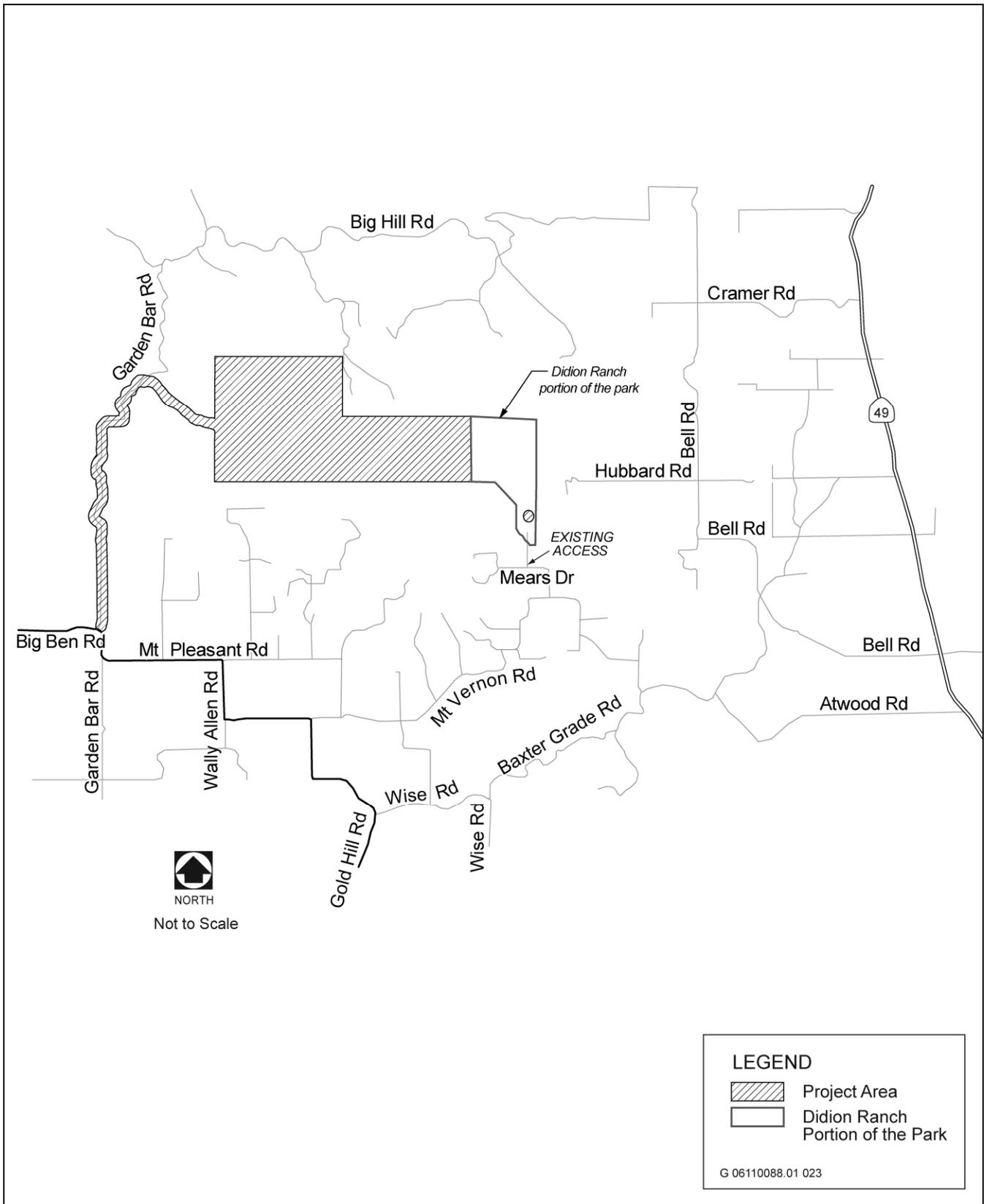
**Mt. Pleasant Road** is a local east-west road that extends for approximately 3 miles linking Big Ben Road and Mt. Vernon Road. Mt. Pleasant Road follows the rolling terrain of the foothills west of Auburn. The road itself is 20–22 feet wide with gravel shoulders of varying width. The County’s ultimate buildout design standard for Mt. Pleasant Road calls for 32 feet of pavement (traveled way and shoulders) within a 60-foot right-of-way with a design speed of 35 mph.

**Mt. Vernon Road** is a rural collector road that extends east from an intersection with Wise Road for about 7 miles into the City of Auburn. The County’s ultimate buildout design standard for Mt. Vernon Road from Wise Road to Joerger Road is for 32 feet of pavement (traveled way and shoulders) within a 60-foot right-of-way with a design speed of 35 mph.

**Mears Drive** is a local street that connects the Didion Ranch portion of the Park with Mt. Vernon Road. This two-lane road features 20 feet of pavement and limited shoulders. The County’s ultimate buildout design standard for Mears Drive north of Mt. Vernon Road is for 32 feet of pavement (traveled way and shoulders) within a 60-foot right-of-way with a design speed of 30 mph.

**Garden Bar Road** is a local road that extends north from an intersection with Fruitvale Road across Mt. Pleasant Road along the west side of the Park and terminates at a private gated road approximately 1.5 miles north of the Park. The northern portion of Garden Bar Road (i.e., Garden Bar Road North) extends from the intersection with Mt. Pleasant Road to the northern terminus. The southern portion of Garden Bar Road (i.e., Garden Bar Road South) extends from the intersection with Fruitvale Road to the intersection with Mt. Pleasant Road. The alignment and width of Garden Bar Road vary greatly along its length. In the area of the proposed project the road varies from approximately 15 to 20 feet in width. Shoulders are most often nonexistent and horizontal curves with radii as short as 80 feet exist at various locations. The County’s ultimate buildout design standard for Garden Bar Road is for 32 feet of pavement (traveled way and shoulders) within a 60-foot right-of-way with a design speed of 35 mph.

The existing daily traffic volumes for roadways in the project vicinity are presented in Table 8-1, including the applicable levels of service (LOS). (See Section 8.2.1, “Federal Plans, Policies, Regulations, and Laws,” below for LOS definitions.)



Source: Data provided by Kd Anderson & Associates in 2008

**Roadways in the Project Vicinity**

**Exhibit 8-1**

Table 8-1 Existing Daily Traffic Volumes and Levels of Service									
Road	From	To	Class	Pavement	Weekday		Weekend		
					Daily Volume	Level of Service	Daily Volume	Level of Service	
Garden Bar Road (N)	Mt. Pleasant Road	Park Entrance	Mountainous Rural	<18 feet	285	B	260	A	
Mt. Pleasant Road	Big Bend Road	Garden Bar Road (N)	Rolling Rural	>18 feet	375	A	310	A	
Mt. Pleasant Road	Garden Bar Road (S)	Wally Allen Road	Rolling Rural	>18 feet	910	B	710	B	
Garden Bar Road (S)	Mt. Pleasant Road	Wise Road	Rolling Rural	>18 feet	885	B	715	B	
Mears Drive	Mt. Vernon Road	Mears Place	Rolling Rural	>18 feet	377	A	314	A	

Source: Data provided by Kd Anderson & Associates in 2008

## 8.1.2 INTERSECTIONS

The quality of traffic flow is often governed by the operation of key intersections. The intersections in the project vicinity described below were evaluated in consultation with County staff. Existing LOS for project-area intersections are shown in Table 8-2.

Table 8-2 Existing Intersection Levels of Service							
Intersection	Control	Weekday				Traffic Signal Warrants Met?	
		A.M. Peak Hour (7:00 to 9:00 a.m.)		P.M. Peak Hour (4:00 to 6:00 p.m.)		a.m. peak hour	p.m. peak hour
		LOS	Average Delay (seconds per vehicle)	LOS	Average Delay (seconds per vehicle)		
Mt. Pleasant Road/ Garden Bar Road (North)	SB Stop					No	No
EB left turn		A	7.3	A	7.3		
SB left+right turn		A	8.7	A	8.8		
Mt. Pleasant Road/ Garden Bar Road (South)	NB Stop					No	No
EB left turn		A	7.4	A	7.3		
NB left+right turn		A	8.9	A	8.7		

Notes:  
EB = eastbound; NB = northbound; SB = southbound; LOS = level of service  
Source: Data provided by Kd Anderson & Associates in 2008

## GARDEN BAR ROAD (NORTH)/MT. PLEASANT ROAD

The Garden Bar Road (North)/Mt. Pleasant Road intersection is a “tee” intersection controlled by a stop sign on the southbound Garden Bar Road approach. The intersection is located on a horizontal curve along Mt. Pleasant Road. There are no turn lanes on Mt. Pleasant Road at the northern Garden Bar Road intersection.

## GARDEN BAR ROAD (SOUTH)/MT. PLEASANT ROAD

The Garden Bar Road (South)/Mt. Pleasant Road intersection is a “tee” intersection controlled by a stop sign on the northbound Garden Bar Road approach. The intersection is located on a horizontal curve along Mt. Pleasant Road. There are no turn lanes on Mt. Pleasant Road at the southern Garden Bar Road intersection.

### 8.1.3 PEDESTRIAN/BICYCLE FACILITIES

Dedicated pedestrian and bicycle facilities are limited in this area of the county. *The Placer County Regional Bikeway Plan (2002)* notes the location of existing and planned bicycle facilities in the incorporated and unincorporated areas of the county. There are no designated facilities in the immediate area of the proposed project.

The Didion Ranch portion of the Park provides natural-surface multiple-use trails that are used by equestrians, bikers, and hikers. However, use of the Didion Ranch trails typically requires trail users to haul their horses or bicycles to the Park by car or truck.

## 8.2 REGULATORY SETTING

### 8.2.1 FEDERAL PLANS, POLICIES, REGULATIONS, AND LAWS

#### LEVELS OF SERVICE

As defined by the Transportation Research Board, LOS describes the operating conditions of a roadway based on such factors as speed, travel time, maneuverability, delay, and safety. The LOS for a given facility is designated with a letter between A and F, with A representing the best operating conditions and F representing the worst. These letter designations are described in more detail in Table 8-3.

LOS	Description
A	Free Flow: Almost no platoons of three or more cars. Driver delayed no more than 30% by slow-moving vehicles.
B	Free Flow: Some platoons form. Driver delayed no more than 45% by slow-moving vehicles.
C	Stable Flow: Noticeable increase in platoon formation and size. Drivers delayed no more than 60% by slow-moving vehicles.
D	Approaching Unstable Flow: Heavy platooning. Passing becomes more difficult. Drivers delayed no more than 75% by slow-moving vehicles.
E	Unstable Flow: Intense platooning. Passing is virtually impossible. Drivers delayed more than 75% by slow-moving vehicles.
F	Forced Flow: Queues form behind breakdown points.

Note: LOS = level of service  
Source: Transportation Research Board 2000

## 8.2.2 STATE PLANS, POLICIES, REGULATIONS, AND LAWS

No state plans, policies, regulations, or laws related to transportation and circulation are applicable to the proposed project.

## 8.2.3 LOCAL PLANS, POLICIES, REGULATIONS, AND ORDINANCES

### PLACER COUNTY GENERAL PLAN

The following are the relevant policies identified by the *Placer County General Plan* (Placer County 1994) for transportation and circulation.

- ▶ **Policy 3.A.7.** [Placer] County shall develop and manage its roadway system to maintain the following minimum LOS.
  - LOS “C” on rural roadways, except within one-half mile of state highways where the standard shall be LOS “D.”
  - LOS “C” on urban/suburban roadways except within one-half mile of state highways where the standard shall be LOS “D.”
- ▶ **Policy 3.A.10.** The County shall strive to meet the level of service standards through a balanced transportation system that provides alternatives to the automobile.
- ▶ **Policy 3.D.1.** The County shall promote the development of a comprehensive and safe system of recreational and commuter bicycle routes that provides connections between the County’s major employment and housing areas and between its existing and planned bikeways.
- ▶ **Policy 3.D.2.** The County shall work with neighboring jurisdictions to coordinate planning and development of the County’s bikeways and multipurpose trails with those of neighboring jurisdictions.
- ▶ **Policy 3.D.3.** The County shall pursue all available sources of funding for the development and improvement of trails for nonmotorized transportation (bikeways, pedestrian, and equestrian).
- ▶ **Policy 3.D.4.** The County shall promote nonmotorized travel (bikeways, pedestrian, and equestrian) through appropriate facilities, programs, and information.
- ▶ **Policy 3.D.6.** The County shall support the development of parking areas near access to hiking and equestrian trails.

## 8.3 IMPACTS

### 8.3.1 ANALYSIS METHODOLOGY

Impacts on transportation and circulation that would result from the proposed project were identified by comparing existing service capacity and facilities against anticipated future demand associated with implementation of the proposed project. The *Traffic Safety Study for Garden Bar Road* (Placer County 2007) (Appendix C) was also prepared for the project to analyze traffic safety issues related to Garden Bar Road.

### 8.3.2 THRESHOLDS OF SIGNIFICANCE

Based on the Placer County CEQA checklist and the State CEQA Guidelines, the proposed project would result in a potentially significant impact on traffic or circulation if it would:

- ▶ cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system;
- ▶ result in inadequate emergency access;
- ▶ result in insufficient parking capacity on-site or off-site;
- ▶ cause a substantial increase in hazards attributable to a design feature;
- ▶ exceed, individually or cumulatively, a LOS standard established by the county congestion management agency for designated roadways; or
- ▶ conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).

As mentioned above, there are no transit, light rail, or airport facilities in the project vicinity; therefore, the proposed Park would not have an impact on any of these types of facilities. The proposed Park would not conflict with any policies supporting alternative transportation. Because the proposed project would have no impact on these resources, they are not discussed further in this chapter.

### 8.3.3 IMPACT ANALYSIS

**IMPACT 8-1**      **Transportation and Circulation—Temporary Increase in Traffic during Construction.** *During construction of the proposed Park, local roadways would experience an increase in traffic from daily commutes by construction workers and delivery trucks. However, this increase in traffic would be temporary and is not expected to be substantial in relation to the existing traffic load and capacity of area roadways.*

**Significance**      *Less than Significant*

**Mitigation Proposed**      *None Warranted*

**Residual Significance**      *Less than Significant*

During construction of the proposed project, there would be a temporary increase in construction-related traffic from delivery trucks and construction workers traveling to and from the project area. The number of workers would vary over the life of the construction activity. The maximum number of workers who would be commuting to the project area at any given time would be four 15-person California Conservation Corps crews and 10–15 other workers/delivery drivers. The crews would commute in four vans, one per 15-person crew. Therefore, it is expected that the maximum number of vehicle trips generated in any one day would be four vans and 10–15 other worker/delivery vehicles.

This would be in addition to ongoing daily trips generated by County maintenance staff and members of the public visiting the Didion Ranch portion of the Park. Carpooling among construction workers would be encouraged by the County to reduce the number of vehicle trips to the extent possible. Construction of the trail system and associated recreational facilities is expected to generate a total of 400 delivery trucks over the duration of project construction (i.e., several years) to haul needed materials (e.g., concrete and lumber) to and from the project area. For Phase 1 of construction, truck traffic is expected to be approximately 10–20% of the total number of truck trips (i.e., 40–80 truck trips).

Because the local roads providing access to the Park are currently operating at LOS C or better, this increase in traffic would constitute a temporary and very small increase in traffic and would not be substantial in relation to existing traffic load and capacity of Mt. Vernon Road, Mears Drive, Mt. Pleasant Road, or Garden Bar Road. In addition, this increase in traffic would be intermittent with the active periods of construction. Therefore, this impact would be less than significant.

**IMPACT 8-2**      **Transportation and Circulation—Increase in Traffic Impacts Associated with Use of Garden Bar Road.** *Additional automobiles and trucks with equestrian trailers entering and exiting the proposed Park entrance via Garden Bar Road could cause an increase in traffic impacts in the project area. Garden Bar Road would be improved with the project and the Park entrance would be designed for safe ingress and egress of trucks and trailers.*

**Significance**      *Less than Significant*

**Mitigation Proposed**      *None Warranted*

**Residual Significance**      *Less than Significant*

Planned improvements to Garden Bar Road are presented in *Traffic Safety Study for Garden Bar Road* (Placer County 2007) (Appendix C). The improvements are proposed in 3 phases. In Phase 1, the access road between Garden Bar Road and the Park would be improved. Daily public automobile access would not be allowed into this Park entrance in Phase 1; County maintenance access and potential classroom-sized events with restricted bus and automobile travel to the Park would be allowed by appointment. Prior to opening the Park to general public vehicle access, the improvements in Phase 2 are intended to provide a minimum 18-foot roadway width, where feasible. In areas along Garden Bar Road and the access road from Garden Bar Road to the Park entrance where the County determines that status trees, significant rock outcroppings, and other valuable natural features within the proposed widening corridor should be preserved or where adequate road right-of-way does not currently exist and is not obtainable through market value based willing seller negotiations, alternatives such as turnouts, striping, and/or signage may be considered and approved in lieu of full width widening for those discreet areas. Public automobile and bus access would be allowed into the Spears Ranch portion of the Park via Garden Bar Road with Phase 2 improvements; however, horse trailer access would not be allowed. Prior to allowance of general access by horse trailers, Phase 3 improvements would provide a 20-foot roadway width and parking suitable for horse trailers. Ultimately, in Phase 3 horizontal and vertical curve radii would be designed to 35 mph and 25 mph standards. While recognizing that the 25-mph design does not meet the County’s requirements for a rural secondary road, the safety study notes:

Due to the nature of the existing roadway the standard for a rural secondary roadway is not considered appropriate for this setting and would result in unnecessary widening of the existing road and change in character of the roadway given the existing and future use levels. The County Fire Department’s requirement is an 18 foot wide all-weather surface and is considered appropriate for Phase 3.

A traffic safety hazard could result if portions of a street are designed to substantially lower speeds than others and motorists are surprised to encounter reduced speed conditions. However, in this case, warning signage would be established and the results of the improvements proposed in the safety study would be consistent with the expectations of motorists on Garden Bar Road north of Mt. Pleasant Road.

Although the proposed improvements would not bring all of Garden Bar Road north of Mt. Pleasant Road up to adopted County standards for minimum horizontal and vertical curves, substantive and strategic improvements would be made to enhance traffic safety. Proper signage would also improve safety.

In addition to proposed improvements along Garden Bar Road, the proposed entrance to the Park would be realigned and may be converted to a three-way stop. These improvements would improve sight distance at this location. Signage in both directions noting the presence of the Park entrance would also improve driver awareness and safety of entering and exiting the Park. The need for a three-way stop at the entrance would be reviewed by the County Department of Public Works after the Park is opened.

Trucks with equestrian trailers using Garden Bar Road to travel to and from the Park could increase impacts to traffic in the project area after they are allowed to access the Park with completion of Phase 3. However, additional improvements would be made to Garden Bar Road under Phase 3 of the project to allow safe access for trucks and trailers. Improvements made to the Park entrance would also be designed for safe ingress and egress of these trucks and trailers. Because Garden Bar Road and the Park entrance would be improved before trucks and trailers would be allowed to access the Park from Garden Bar Road, this impact would be less than significant.

**IMPACT**      **Transportation and Circulation—Increase in Traffic with Operation of the Park.** *The proposed Park would add approximately 255 one-way vehicle trips per day (weekday) to 460 one-way vehicle trips per day (weekend) during peak visitation periods, with 25–30 of those one-way trips expected during weekday peak commute hours. This traffic increase would not result in conditions in excess of adopted standards at intersections or on individual roadway segments.*

**Significance**    *Less than Significant*

**Mitigation**    *None Warranted*  
**Proposed**

**Residual**      *Less than Significant*  
**Significance**

The impacts associated with the proposed project have been evaluated based on the amount of traffic generated and added to access roads to the project vicinity. Improvements to Garden Bar Road, the Park, Park entrance, and parking areas, as outlined in Exhibit 3-1 and Appendices B and C, would be completed prior to allowance of public access associated with each improvement. At full project buildout (i.e., Phases 1-3) the project could ultimately add approximately 255 one-way vehicle trips per day during the week and 460 one-way vehicle trips per day on weekends to roadways in the project vicinity during peak seasons and favorable weather conditions (See Table 8-4). This would equate to 128 round trips per day on weekdays and 230 round trips per day on weekends visiting the Park. As defined in this EIR, each vehicle visiting the Park makes two trips per visit, one ingress trip and one egress trip. Of the 255 weekday vehicle trips, the project could add approximately 28 one-way trips in the a.m. peak commute hours and 27 one-way trips in the p.m. peak commute hours. During the highest hour on a weekend the project could add approximately 80 trips to area roadways.

Table 8-4 Trip Generation Forecast					
Land Use	Trip Generation				
	Weekday			Weekend	
	Daily Total	a.m.	p.m.	Daily Total	Peak Hour
Hidden Falls Regional Park	255	28	27	460	80

Source: Data provided by Kd Anderson & Associates in 2008

The Park would be used primarily by residents of western Placer County living in an area bounded by State Route (SR) 49 on the east, SR 65 on the west, and the Rocklin–Roseville urban area to the south. The assignment of project trips to roadways in the project vicinity would reflect the location of planned parking facilities and the travel time between those facilities and destinations of Park users. Once the Garden Bar Road improvements and the Didion Ranch parking area expansion are completed, the total number of daily trips is expected to be split between Garden Bar Road and Mears Drive. The exact percentage of the total that would be observed on each roadway is not known; however, to estimate a worst-case evaluation of project impacts on Garden Bar Road, it is assumed that 100% of the project trips would be on Garden Bar Road. Initial use of the Spears Ranch portion of the Park may occur before Garden Bar Road access is developed, and during that time, fewer trips to the Park are expected and 100% of the trips would be on Mears Drive.

Table 8-5 identifies the peak-hour LOS at intersections in the project vicinity under existing and existing plus project conditions. As shown, the addition of project-related traffic would not result in conditions in excess of adopted standards. All local roadways would continue to operate at LOS A or B.

Table 8-5 Existing plus Project Peak Hourly Intersection Levels of Service											
Intersection	Control	Weekday								Traffic Signal Warrants Met?	
		A.M. Peak Hour (7:00 to 9:00 a.m.)				P.M. Peak Hour (4:00 to 6:00 p.m.)					
		Existing		Existing Plus Project		Existing		Existing Plus Project		A.M. Peak Hour	P.M. Peak Hour
		Average Delay LOS (seconds per vehicle)									
Garden Bar Road/Access SB left turn WB left+right turn	WB Stop	–	–	–	–	–	–	–	–	No	No
Mt. Pleasant Road/ Garden Bar Road (N) EB left turn SB left+right turn	SB Stop	A	7.3	A	7.3	A	7.3	A	7.3	No	No
Mt. Pleasant Road/ Garden Bar Road (S) EB left turn NB left+right turn	NB Stop	A	7.4	A	7.4	A	7.3	A	7.3	No	No

Notes:  
EB = eastbound; NB = northbound; SB = southbound; WB = westbound; LOS = level of service;  
Source: Data provided by Kd Anderson & Associates in 2008

Table 8-6 identifies the daily traffic volumes added to roads in the project vicinity if all traffic associated with the project uses Garden Bar Road. As indicated, total volumes do not result in LOS in excess of minimum County standards (i.e., LOS C). In addition, the County would pay a traffic impact fee to the Capital Improvement Program in accordance with Section 15.28.010 of the Placer County Code to further off-set any traffic impacts of the project on area roadways.

Because the traffic increase associated with operation of the Park would not result in conditions in excess of adopted standards at intersections or on individual roadway segments, this impact would be less than significant. It should also be noted that, while project-related traffic would not exceed adopted standards resulting in a significant impact, safety improvements to existing roadway segments in the project vicinity are proposed in phases as part of the proposed project (summarized in Table 3-1, in Chapter 3.0, “Project Description.”)

<b>Table 8-6 Existing plus Project Daily Traffic Volumes and Levels of Service</b>													
Road	From	To	Class	Weekday					Weekend				
				Existing		Existing Plus Project			Existing		Existing Plus Project		
				Daily Volume	LOS	Daily Volume Project	Daily Volume Total	LOS	Daily Volume	LOS	Daily Volume Project	Daily Volume Total	LOS
<b>Project Access via Garden Bar Road</b>													
Garden Bar (N)	Mt. Pleasant Road	Park Entrance	Mountainous Rural	285	A	256	541	B	260	A	460	720	B
Mt. Pleasant	Big Bend Road	Garden Bar (N)	Mountainous Rural	375	A	82	457	B	310	A	148	458	B
Mt. Pleasant	Garden Bar Road (S)	Wally Allen	Mountainous Rural	910	B	90	1,000	C	710	B	162	872	B
Garden Bar (S)	Mt. Pleasant	Wise	Mountainous Rural	885	B	84	869	B	715	B	152	867	B
<b>Interim Access via Mears Drive Only</b>													
Mears Drive	Mears Place	Mt. Vernon	Mountainous Rolling	377	A	255	632	A	314	A	460	774	B
Source: Data provided by Kd Anderson & Associates in 2008													

**IMPACT 8-4**      **Transportation and Circulation—Increase in Traffic related to Reservation-based Events in the Park.** *Reservation-based events at the Park could cause an increase in automobile, truck, and bus traffic in addition to regular Park use. Use of Garden Bar Road by buses and/or delivery trucks could impact traffic flow along the road.*

**Significance**      *Potentially Significant*

**Mitigation Proposed**      *Mitigation Measure 8-1: Implement Traffic Control Measures During Park Reservation-based Events*

**Residual Significance**      *Less than Significant*

The proposed project may include use of the Park for reservation-based events, such as training and race meets for cross-country runners, and educational field trips. Garden Bar Road would be improved as outlined in Table 3-1 and Appendix C prior to general public access to the Park by trucks and buses along Garden Bar Road. It is expected that reservation-based events requiring reservations (i.e., those involving less than 200 individuals) would generate an increase in vehicular traffic. Peak traffic would be immediately prior to the start and immediately following each event. Buses for reservation-based events could include a combination of school buses and charter buses. Although Garden Bar Road is a designated school bus route and improvements would be made to Garden Bar Road prior to allowing reservation-based events, use of Garden Bar road by charter buses or large trucks could impact traffic flow, if oncoming vehicles are present because of the limited turning radii of large vehicles negotiating the two-lane Garden Bar Road.

Large events (defined as those involving 200 or more individuals on-site at any given time and/or that exceed the parking capacity of the Park) would be required to obtain a Temporary Event Permit from the County and would undergo separate environmental review. Because of the variable nature of large events and event-specific impacts related to large events cannot be fully evaluated at this time and would require separate environmental review.

Therefore, because delivery truck or bus traffic related to reservation-based events could adversely affect traffic flow on Garden Bar Road, this impact would be potentially significant. Implementation of Mitigation Measure 8-1 would reduce this impact to a less-than-significant level.

**IMPACT 8-5**      **Transportation and Circulation—Adequacy of Parking for Park Visitors.** *There would be increased demand for parking at the Park and adequate parking would be provided to accommodate Park visitors. Large events that could result in an exceedance of parking capacity would be required to obtain a Temporary Event Permit and undergo separate environmental review.*

**Significance**      *Less than Significant*

**Mitigation Proposed**      *None Warranted*

**Residual Significance**      *Less than Significant*

Parking options being considered for the Park include a surfaced parking area to accommodate anticipated uses and a gravel equestrian parking area, a gravel overflow parking area, a parking area to accommodate the nature center, and a handicapped accessible parking area near the emergency access bridge. The western parking area proposed at the Spears Ranch entrance to the Park would include 50 parking spaces for cars, 12 unpaved parking spaces for trucks and trailers, and a gravel overflow area. Currently there are 50 parking spaces for cars and six parking spaces for trucks and equestrian trailers in the Didion Ranch portion of the Park. The parking area in the Didion Ranch portion of the Park would also be expanded as part of the proposed project to include up to 12 additional parking spaces for trucks and trailers. In addition, up to 25 additional paved car parking stalls may be developed adjacent to the existing Didion parking area. Therefore, it is expected that adequate parking would be provided to accommodate daily use of the Park.

Although, adequate parking would be provided for daily use, large events at the Park could exceed the capacity of the parking areas. Therefore, large events would be required to obtain a Temporary Event Permit and would undergo separate environmental review.

Because parking areas would be provided on both sides of the Park and the sizes of the parking areas are expected to be adequate to accommodate Park users, and events that could exceed the capacity of the parking areas would

be required to undergo separate environmental review that would require measures to ensure adequate parking, this impact would be less than significant.

**IMPACT 8-6**      **Transportation and Circulation—Potential Interference with Emergency Response Routes.** *The proposed trail system would have several access points to provide adequate access for emergency response vehicles and personnel within the Park.*

**Significance**      *Less than Significant*

**Mitigation Proposed**      *None Warranted*

**Residual Significance**      *Less than Significant*

There are no known existing emergency response or evacuation routes in the project area. Emergency access within the Park would include 10 miles of existing roads that would be accessible to emergency vehicles and personnel within the Spears Ranch portion of the Park. In addition, an emergency access bridge across Coon Creek would provide emergency access to the northern portion of the Park. Garden Bar Road would be improved to the County Fire Department’s requirements before the Spears Ranch portion of the Park would be opened to public automobile and bus access (with the exception of limited, managed classroom-sized events and handicapped access conducted by appointment). The proposed project would also include a new helistop in the Spears Ranch portion of the Park and a relocated helistop in the Didion Ranch portion of the Park for emergency helicopter access. Because the proposed project would not interfere with any emergency response routes and would provide adequate emergency access on-site, this impact would be less than significant.

## 8.4 MITIGATION MEASURES

**Mitigation Measure 8-1: Implement Traffic Control Measures During Park Reservation-based Events.**

*Mitigation Measure 8-1 applies to Impact 8-4.*

Reservation-based events (involving less than 200 people on-site at a given time) would be regulated by the County Parks Division Reservation System. The Reservation System would include, but not be limited to, applicable restrictions on:

- ▶ event start and end times so as to minimize impacts to traffic along Garden Bar Road and not to exceed peak usage capacity or coincide with scheduled use of the road by school buses;
- ▶ regulation of number and types of vehicles so as not to exceed parking capacity (i.e., 50 paved stalls and 20 truck and trailer gravel stalls) in combination with daily use;
- ▶ the range of vehicle sizes allowed on Garden Bar Road during Phases 1 and 2 to be determined by the County Department of Public Works. Vehicles exceeding the maximum unrestricted size on Garden Bar Road shall be subject to County-imposed traffic controls;

The County may also regulate the days and/or times of reservation-based events to avoid peak days or times such as holiday weekends, as necessary.

Implementation of this mitigation measure would reduce Impact 8-4 to a less-than-significant level.