This section of the EIR analyzes the potential impacts of the Project on the surrounding transportation system including freeways, roadways, bicycle/pedestrian facilities, and transit facilities/services. This section identifies the significant impacts of the Project and recommends mitigation measures to lessen their significance. Information in this section is derived from the following:

- City of Rancho Cordova General Plan (adopted June 2006);
- Sacramento Regional Transit (RT) website (http://www.sacrt.com/);
- *Highway Capacity Manual* Transportation Research Board (2010);
- Memorandum RE: Jaeger Ranch Supplemental Traffic Analyses, Draft Traffic Impact Analysis Services (Kimley-Horn, February 2019);
- Memorandum RE: Jaeger Ranch Traffic Impact Study, Draft Other Considerations (Kimley-Horn, August 2018);
- Sacramento Area Council of Governments (SACOG) 2036 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS);
- Traffic Impact Analysis, Jaeger Ranch, City of Rancho Cordova, California (Kimley-Horn, August 2018);
- Memorandum RE: Jaeger Ranch Supplemental Traffic Analyses, Draft Trip Generation Memorandum (Kimley-Horn, June 2019); and
- *Trip Generation Manual, 9th Edition* (Institute of Transportation Engineers [ITE], 2012).

Comments were received during the public review period for the Notice of Preparation (NOP) regarding this topic from the following: County of Sacramento Department of Transportation (July 8, 2019) and Cordova Recreation & Park District (August 3, 2018). Each of the comments related to this topic is addressed within this section, and comments are included within Appendix A.

ANALYSIS METHODS

The traffic analysis was performed in accordance with the County of Sacramento's traffic study guidelines[1] and standards established by the Circulation Element of the City of Rancho Cordova's General Plan [2].

Level of Service Definitions

Analysis of transportation facility significant environmental impacts is based on the concept of Level of Service (LOS). The LOS of a facility is a qualitative measure used to describe operational conditions. LOS ranges from A (best), which represents minimal delay, to F (worst), which represents heavy delay and a facility that is operating at or near its functional capacity.

Intersection Analysis

LOS was determined using methods defined in the *Highway Capacity Manual* (HCM) *2010* and appropriate traffic analysis software. The HCM includes procedures for analyzing side-street stop

[1] *Traffic Impact Analysis Guidelines, July 2004*, County of Sacramento.
[2] *City of Rancho Cordova General Plan: Circulation Element,* May 2015, City of Rancho Cordova

controlled (SSSC), all-way stop controlled (AWSC), and signalized intersections. The SSSC procedure defines LOS as a function of average control delay for each minor street approach movement. The AWSC and signalized intersection procedure defines LOS as a function of average control delay for the intersection as a whole. Table 3.13-1 presents intersection LOS definitions as defined in the HCM.

TABLE 3.13-1: INTERSECTION LOS CRITERIA

LOS	DESCRIPTION	AVERAGE CONTROL DELAY PER VEHICLE (SECONDS)	
		SIGNALIZED INTERSECTIONS	UNSIGNALIZED INTERSECTIONS
A	Little or no delays	≤ 10.0	≤ 10.0
B	Short traffic delays	> 10.0 TO 20.0	> 10.0 to 15.0
C	Average traffic delays	> 20.0 TO 35.0	> 15.0 to 25.0
D	Long traffic delays	> 35.0 TO 55.0	> 25.0 to 35.0
E	Very long traffic delays	> 55.0 TO 80.0	> 35.0 to 50.0
F	Extreme traffic delays with intersection capacity exceeded	> 80.0	> 50.0

SOURCE: HIGHWAY CAPACITY MANUAL (TRANSPORTATION RESEARCH BOARD, 2010).

Roadway Segment Analysis

The analysis of roadway segments involves the comparison of daily segment volumes to the LOS criteria provided in the County's traffic impact analysis guidelines. The criteria provide maximum volumes for given service levels for various facility types. Table 3.13-2 replicates the County's roadway segment LOS criteria.

TABLE 3.13-2: ROADWAY SEGMENT LOS CRITERIA

FACILITY TYPE	# LANES	MAXIMUM VOLUME FOR GIVEN LOS				
		A	B	C	D	E
Residential	2	600	1,200	2,000	3,000	4,500
Residential Collector w/ Frontage	2	1,600	3,200	4,800	6,400	8,000
Residential Collector w/o Frontage	2	6,000	7,000	8,000	9,000	10,000
Arterial, Low Access Control	2	9,000	10,500	12,000	13,500	15,000
	4	18,000	21,000	24,000	27,000	30,000
	6	27,000	31,500	36,000	40,500	45,000
Arterial, Moderate Access Control	2	10,800	12,600	14,400	16,200	18,000
	4	21,600	25,200	28,800	32,400	36,000
	6	32,400	37,800	43,200	48,600	54,000
Arterial, High Access Control	2	12,000	14,000	16,000	18,000	20,000
	4	24,000	28,000	32,000	36,000	40,000
	6	36,000	42,000	48,000	54,000	60,000
Rural, 2-lane highway	2	2,400	4,800	7,900	13,500	22,900
Rural, 2-lane road, 24'-36' of pavement, paved shoulders	2	2,200	4,300	7,100	12,200	20,000
Rural, 2-lane road, 24'-36' of pavement, no shoulders	2	1,800	3,600	5,900	10,100	17,000

SOURCE: TRAFFIC IMPACT ANALYSIS GUIDELINES, TABLE 2, COUNTY OF SACRAMENTO DEPARTMENT OF TRANSPORTATION, JULY 2004.

DATA COLLECTION

To establish existing conditions, new traffic counts were collected for the study intersections and roadway segments. Twenty-seven (27) new weekday AM (7:00 to 9:00 AM) and PM (4:00 to 6:00 PM) peak-period intersection turning movement traffic counts were collected on September 28, 2017, with amendments in December 2018. Twenty-nine (29) new roadway segment counts were conducted on September 28, 2017.

Existing (2017) peak hour turn movement volumes are presented in Figure 3.13-3, and the traffic count data sheets are provided in Appendix A of Appendix I.1. Analysis worksheets for this scenario are provided in Appendix B of Appendix I.1.

3.13.1 ENVIRONMENTAL SETTING

PROJECT LOCATION

The Project site consists of approximately 530 acres located in the City of Rancho Cordova city limits. The Project site is bound by existing single-family residential uses and Douglas Road to the north, vacant land and Grant Line Road to the east, vacant land and Kiefer Boulevard to the south, and Rancho Cordova Parkway, single family residential, and vacant land on the west.

Rancho Cordova Parkway provides access to the site from south of Chrysanthy Boulevard. Rancho Cordova Parkway is currently paved north of Chrysanthy Boulevard, but is not paved along the Project frontage. The Project location, study intersections, and study segments are depicted in Figure 3.13-1. Figure 3.13-2 illustrates the existing study intersections facilities, traffic control, and lane configurations.

PROJECT AREA ROADWAYS

The following are descriptions of the primary roadways in the vicinity of the Project.

United States Route 50 (US-50) is an east-west interstate facility located approximately five-miles north of the Project. US-50 connects Rancho Cordova to Sacramento to the west and El Dorado County to the east. Primary access to the Project site from US-50 is provided at the Sunrise Boulevard, Zinfandel Drive, and Mather Field Road interchanges. Near Zinfandel Drive, US-50 carries approximately 170,000 vehicles per day[3] with five lanes in each direction.

Jackson Road (State Route [SR] 16) is an expressway connecting Amador County and Sacramento County located along the southern edge of Rancho Cordova's city limits. Jackson Road connects with US-50 west of the Project site. South of the Project site, between Sunrise Boulevard and Grant Line Road, Jackson Road carries approximately 13,000 vehicles per day.

Sunrise Boulevard is a north-south arterial which connects the Project site to north Rancho Cordova and Placer County.

[3] Caltrans Traffic Counts, 2015. http://www.dot.ca.gov/trafficops/census/

Zinfandel Drive is a north-south arterial which connects the Project site to US-50, as well as the commercial, industrial, and residential areas northwest of the Project site.

Chrysanthy Boulevard is a local roadway adjacent to and through the Project site. The Project would include construction of the segment of Chrysanthy Boulevard from Rancho Cordova Parkway/Jaeger Road to the eastern extent of the Project site. Traffic lights will be constructed at intersections within the Project as deemed necessary.

Rancho Cordova Parkway/Jaeger Road is a local roadway adjacent to the western edge of the Project site. The Project is required to widen Rancho Cordova Parkway along the Project extents from two to four lanes.

STUDY FACILITIES

The following transportation facilities are included in this evaluation:

Existing (2017) Intersections

1. Jackson Rd/SR-16 @ Bradshaw Rd
2. Jackson Rd/SR-16 @ Excelsior Rd
3. Jackson Rd/SR-16 @ Eagles Nest Rd
4. Jackson Rd/SR-16 @ Sunrise Blvd
5. Jackson Rd/SR-16 @ Grant Line Rd
6. Rancho Cordova Pkwy @ Chrysanthy Blvd
7. Florin Rd @ Sunrise Blvd
8. Grant Line Rd @ Kiefer Blvd
9. Grant Line Rd @ Sunrise Blvd
10. Douglas Rd @ Zinfandel Dr
11. Douglas Rd @ Sunrise Blvd
12. Douglas Rd @ Grant Line Rd
13. Mather Field Rd @ Folsom Blvd
14. Mather Field Rd @ US-50 Westbound (WB) Ramps
15. Mather Field Rd @ US-50 Eastbound (EB) Ramps
16. Mather Field Rd @ International Dr
17. Zinfandel Dr @ International Dr
18. Zinfandel Dr @ White Rock Rd
19. Zinfandel Dr @ US-50 EB Ramps
20. Zinfandel Dr @ US-50 WB Ramps
21. Sunrise Blvd @ White Rock Rd
22. Sunrise Blvd @ Folsom Blvd
23. Sunrise Blvd @ US-50 EB Ramps
24. Sunrise Blvd @ US-50 WB Ramps
25. Sunrise Blvd @ Zinfandel Dr
26. White Rock Rd @ Grant Line Rd

27. White Rock Rd @ Prairie City Rd

Additional Cumulative (2040) Intersections

28. Rancho Cordova Pkwy @ Folsom Blvd
29. Rancho Cordova Pkwy @ White Rock Rd
30. Rancho Cordova Pkwy @ Rio Del Oro Pkwy
31. Rancho Cordova Pkwy @ Douglas Rd
32. Rancho Cordova Pkwy @ Kiefer Blvd
33. Rancho Cordova Pkwy @ Grant Line Rd
34. Americanos Blvd @ International Dr
35. Americanos Blvd @ Centennial Dr
36. Americanos Blvd @ Douglas Rd
37. Americanos Blvd @ Chrysanthy Blvd
38. Americanos Blvd @ Kiefer Blvd
39. Chrysanthy Blvd @ Sunrise Blvd
40. Chrysanthy Blvd @ Grant Line Rd

Existing (2017) Roadway Segments

1. Jackson Rd/SR-16 between Bradshaw Rd and Excelsior Rd
2. Jackson Rd/SR-16 between Excelsior Rd and Eagles Nest Rd
3. Jackson Rd/SR-16 between Eagles Net Rd and Sunrise Blvd
4. Jackson Rd/SR-16 between Sunrise Blvd and Grant Line Rd
5. Excelsior Rd between Jackson Rd/SR-16 and Kiefer Blvd
6. Kiefer Blvd between Grant Line Rd and Jackson Rd/SR-16
7. International Dr between Zinfandel Dr and Sunrise Blvd
8. Mather Blvd between Femoyer St and Douglas Rd
9. Douglas Rd between Mather Blvd and Sunrise Blvd
10. Douglas Rd between Sunrise Blvd and Grant Line Rd
11. White Rock Rd between Zinfandel Dr and Sunrise Blvd
12. White Rock Rd between Sunrise Blvd and Grant Line Rd
13. White Rock Rd between Grant Line Rd and Prairie City Rd
14. Mather Field Rd between Folsom Blvd and US-50 WB Ramps
15. Mather Field Rd between US-50 WB Ramps and US-50 EB Ramps
16. Mather Field Rd between US-50 EB Ramps and International Dr
17. Zinfandel Dr between Folsom Blvd and US-50 Westbound Ramps
18. Zinfandel Dr between US-50 EB Ramps and White Rock Rd
19. Zinfandel Dr between White Rock Rd and International Dr
20. Zinfandel Dr between International Dr and Douglas Rd
21. Sunrise Blvd between US-50 WB Ramps and US-50 EB Ramps
22. Sunrise Blvd between US-50 EB Ramps to Folsom Blvd
23. Sunrise Blvd between Folsom Blvd and White Rock Rd

24. Sunrise Blvd between White Rock Rd and Douglas Rd
25. Sunrise Blvd between Douglas Rd and Jackson Rd/SR-16
26. Sunrise Blvd between Jackson Rd/SR-16 and Grant Line Rd
27. Grant Line Rd between White Rock Rd and Douglas Rd
28. Grant Line Rd between Douglas Rd and Jackson Rd/SR-16
29. Grant Line Rd between Jackson Rd/SR-16 and Sunrise Blvd

Additional Cumulative (2040) Roadway Segments

30. Kiefer Blvd between Eagles Nest Rd and Sunrise Blvd
31. Kiefer Blvd between Sunrise Blvd and Rancho Cordova Pkwy
32. Kiefer Blvd between Rancho Cordova Blvd and Americanos Blvd
33. Kiefer Blvd between Americanos Blvd and Grant Line Rd
34. Chrysanthy Blvd between Sunrise Blvd and Rancho Cordova Pkwy
35. Chrysanthy Blvd between Rancho Cordova Pkwy and Americanos Blvd (Within Project)
36. Chrysanthy Blvd between Americanos Blvd and Grant Line Rd
37. Rancho Cordova Pkwy between Folsom Blvd and White Rock Rd
38. Rancho Cordova Pkwy between White Rock Rd and Rio Del Oro Pkwy
39. Rancho Cordova Pkwy between Rio Del Oro Pkwy and Douglas Rd
40. Rancho Cordova Pkwy between Douglas Rd and Chrysanthy Blvd
41. Rancho Cordova Pkwy between Chrysanthy Blvd and Kiefer Blvd
42. Rancho Cordova Pkwy between Kiefer Blvd and Grant Line Rd
43. Americanos Blvd between International Dr and Centennial Dr
44. Americanos Blvd between Centennial Dr and Douglas Rd
45. Americanos Blvd between Douglas Rd and Chrysanthy Blvd
46. Americanos Blvd between Chrysanthy Blvd and Kiefer Blvd

EXISTING PEDESTRIAN AND BICYCLE FACILITIES

This section describes the existing pedestrian and bicycle facilities in the study area.

Pedestrian Facilities

The City of Rancho Cordova has an extensive system of multi-use pathways, sidewalks, and crosswalks available for use by pedestrians. Pedestrian facilities do not exist along the east side of Rancho Cordova Parkway along the Project frontage as this area has not been developed. However, sidewalks exist along the west side of Rancho Cordova Parkway along nearly the entire Project frontage. Sidewalks have not yet been constructed for approximately 0.11 miles of the western Project frontage (located at the northwestern corner of the Project site) as this portion of Rancho Cordova Parkway has not yet been constructed.

Additionally, pedestrian facilities are located along the roadways of the adjacent residential subdivisions to the north and west. Separated pedestrian paths are located on the east side of

Sunrise Boulevard, which is located west of the Project site. Similarly, separated pedestrian paths are located on the south side of Douglas Road, which is located north of the Project site.

BICYCLE FACILITIES

The following types of bicycle facilities exist within the City of Rancho Cordova:

- Shared-use paths (Class I) – are paved trails that are separated from roadways, and allow for shared use by both cyclists and pedestrians.
- On-street bike lanes (Class II) – are designated for use by bicycles by striping, pavement legends, and signs.
- On-street bike routes (Class III) – are designated by signage for shared bicycle use with vehicles but do not include any additional pavement width.

Class II bike lanes are located along both sides of Rancho Cordova Parkway along the Project frontage. Bicycle facilities have not yet been constructed for approximately 0.11 miles of the western Project frontage (located at the northwestern corner of the Project site) as this portion of Rancho Cordova Parkway has not yet been constructed.

Additionally, Class III bike routes are located along the roadways of the adjacent residential subdivisions to the north and west. Class II bike lanes are located on both sides of Sunrise Boulevard and Douglas Road in the Project vicinity.

TRANSIT SERVICE

Transit service in the City of Rancho Cordova is provided by Sacramento Regional Transit (RT) (local) and Rancho CordoVan (paratransit).

According to the SacRT website (http://www.sacrt.com/), the following bus routes exist in the study area: 1, 21, 22, 23, 24, 25, 28, 29, 72, 74, 75, 80, 82, 93, 95, 103, and 109. Additionally, the SacRT Gold Line light rail route follows US-50 in the City.

The Rancho CordoVan currently operates three routes that serve the Villages of Zinfandel (commonly known as Stone Creek), Anatolia neighborhoods, Kavala Ranch, and Sunridge Park. These routes operate Monday through Friday in the mornings and evenings to provide access to light rail at the Zinfandel RT Light Rail Station.

EXISTING (2017) CONDITION OPERATIONS

Intersections

Table 3.13-3 presents the peak hour intersection operating conditions for this analysis scenario. As indicated in the table, the study intersections operate from LOS A to LOS F during the AM and PM peak hours.

TABLE 3.13-3: EXISTING (2017) INTERSECTION LOS

LOCATION	CONTROL	EXISTING (2017)			
		AM PEAK HOUR		PM PEAK HOUR	
		DELAY (SECS)	LOS	DELAY (SECS)	LOS
1. Jackson Rd/SR-16 @ Bradshaw Rd	Signal	**122.2**	**F**	**79.1**	**F**
2. Jackson Rd/SR-16 @ Excelsior Rd	Signal	74.1	E	51.8	D
3. Jackson Rd/SR-16 @ Eagles Nest Rd	SSSC	**17.2 (89.1 NB)**	**F**	**20.1 (253.1 NB)**	**F**
4. Jackson Rd/SR-16 @ Sunrise Rd	Signal	66.0	E	44.3	D
5. Jackson Rd/SR-16 @ Grant Line Rd	Signal	**113.8**	**F**	**136.4**	**F**
6. Rancho Cordova Pkwy @ Chrysanthy Blvd	Signal	Does Not Exist			
7. Florin Rd @ Sunrise Blvd	Signal	9.5	A	10.6	B
8. Grant Line Rd @ Kiefer Blvd	Signal	15.2	C	27.2	D
9. Grant Line Rd @ Sunrise Blvd	Signal	**113.1**	**F**	52.1	D
10. Douglas Rd @ Zinfandel Dr	Signal	44.3	D	19.1	B
11. Douglas Rd @ Sunrise Blvd	Signal	28.4	C	41.5	D
12. Douglas Rd @ Grant Line Rd	Signal	12.0	B	15.6	B
13. Mather Field Rd @ Folsom Blvd	Signal	27.5	C	51.7	D
14. Mather Field Rd @ US-50 WB Ramps	Signal	**142.9**	**F**	22.1	C
15. Mather Field Rd @ US-50 EB Ramps	Signal	53.5	D	24.3	C
16. Mather Field Rd @ International Dr	Signal	10.9	B	23.9	C
17. Zinfandel Dr @ International Dr	Signal	22.4	C	32.9	C
18. Zinfandel Dr @ White Rock Rd	Signal	33.4	C	39.1	D
19. Zinfandel Dr @ US-50 EB Ramps	Signal	**85.1**	**F**	23.2	C
20. Zinfandel Dr @ US-50 WB Ramps	Signal	29.7	C	18.1	B
21. Sunrise Blvd @ White Rock Rd	Signal	35.7	D	**56.5**	**E**
22. Sunrise Blvd @ Folsom Blvd	Signal	36.6	D	41.5	D
23. Sunrise Blvd @ US-50 EB Ramps	Signal	23.9	C	23.0	C
24. Sunrise Blvd @ US-50 WB Ramps	Signal	15.3	B	17.8	B
25. Sunrise Blvd @ Zinfandel Dr	Signal	**112.8**	**F**	**58.6**	**E**
26. White Rock Rd @ Grant Line Rd	Signal	6.1	A	13.4	B
27. White Rock Rd @ Prairie City Rd	Signal	61.5	E	59.4	E

NOTES: ***BOLD*** *REPRESENTS UNACCEPTABLE OPERATIONS. AWSC = ALL WAY STOP CONTROL. SSSC = SIDE STREET STOP CONTROL.*

SOURCE: KIMLEY-HORN, 2018.

Roadway Segments

Table 3.13-4 presents the peak hour intersection operating conditions for this analysis scenario. As indicated in the table, the study roadway segments operate from LOS A to LOS F.

TABLE 3.13-4: EXISTING (2017) ROADWAY SEGMENT LOS

ROADWAY SEGMENT	EXISTING (2017)				
	# LANES	FACILITY TYPE	DAILY VOL.	V/C RATIO	LOS
1. Jackson Rd/SR-16: Bradshaw Rd and Excelsior Rd	2	Arterial M	12,341	0.69	B
2. Jackson Rd/SR-16: Excelsior Rd and Eagles Nest Rd	2	Rural Hwy	11,760	0.51	D
3. Jackson Rd/SR-16: Eagles Net Rd and Sunrise Blvd	2	Rural Hwy	11,806	0.52	D
4. Jackson Rd/SR-16: Sunrise Blvd and Grant Line Rd	2	Rural Hwy	14,980	**0.65**	**E**
5. Excelsior Rd: Jackson Rd/SR-16 and Kiefer Blvd	2	Arterial M	4,552	0.25	A
6. Kiefer Blvd: Grant Line Rd and Jackson Rd/SR-16	2	Rural S	941	0.05	A
7. International Dr: Zinfandel Dr and Sunrise Blvd	6	Arterial M	11,246	0.21	A
8. Mather Blvd: Femoyer St and Douglas Rd	2	Arterial M	5,540	0.31	A
9. Douglas Rd: Mather Blvd and Sunrise Blvd	2	Arterial M	12,404	0.69	B
10. Douglas Rd: Sunrise Blvd and Grant Line Rd	2	Arterial M	7,510	0.42	A
11. White Rock Rd: Zinfandel Dr and Sunrise Blvd	6	Arterial M	15,943	0.30	A
12. White Rock Rd: Sunrise Blvd and Grant Line Rd	2	Rural NS	3,533	0.21	B
13. White Rock Rd: Grant Line Rd and Prairie City Rd	4	Arterial M	15,436	0.43	A
14. Mather Field Rd: Folsom Blvd and US-50 WB Ramps	4	Arterial M	22,543	0.63	B
15. Mather Field Rd: US-50 WB Ramps and US-50 EB Ramps	4	Arterial M	35,028	**0.97**	**E**
16. Mather Field Rd: US-50 EB Ramps and International Dr	6	Arterial M	42,228	0.78	C
17. Zinfandel Dr: Folsom Blvd and US-50 WB Ramps	4	Arterial M	22,380	0.62	B
18. Zinfandel Dr: US-50 EB Ramps and White Rock Rd	6	Arterial M	50,515	**0.94**	**E**
19. Zinfandel Dr: White Rock Rd and International Dr	6	Arterial M	23,685	0.44	A
20. Zinfandel Dr: International Dr and Douglas Rd	4	Arterial M	13,705	0.38	A
21. Sunrise Blvd: US-50 WB Ramps and US-50 EB Ramps	6	Arterial M	67,276	**1.25**	**F**
22. Sunrise Blvd: US-50 EB Ramps to Folsom Blvd	6	Arterial M	53,504	**0.99**	**E**
23. Sunrise Blvd: Folsom Blvd and White Rock Rd	6	Arterial M	41,238	0.76	C
24. Sunrise Blvd: White Rock Rd and Douglas Rd	6	Arterial M	30,941	0.57	A
25. Sunrise Blvd: Douglas Rd and Jackson Rd/SR-16	4	Arterial M	22,635	0.63	B
26. Sunrise Blvd: Jackson Rd/SR-16 and Grant Line Rd	2	Rural S	11,748	0.59	D
27. Grant Line Rd: White Rock Rd and Douglas Rd	2	Rural NS	12,804	**0.75**	**E**
28. Grant Line Rd: Douglas Rd and Jackson Rd/SR-16	2	Rural S	8,524	0.43	D
29. Grant Line Rd: Jackson Rd/SR-16 and Sunrise Blvd	2	Rural S	7,745	0.39	D

*NOTE: **BOLD** REPRESENTS UNACCEPTABLE OPERATIONS.*
SOURCE: KIMLEY-HORN, 2018.

3.13.2 REGULATORY SETTING

Existing transportation polices, laws, and regulations that would apply to the Project are summarized below. This information provides a context for the impact discussion related to the

Project's consistency with applicable regulatory conditions and development of significance criteria for evaluating Project impacts.

SACOG MTP/SCS

SACOG is responsible for the preparation of, and updates to, the 2016 MTP/SCS and the corresponding Metropolitan Transportation Improvement Program (MTIP) for the six-county Sacramento region. The MTP/SCS provides a 20-year transportation vision and corresponding list of projects. The MTIP identifies short-term projects (7-year horizon) in more detail. The current MTP/SCS was adopted by the SACOG board in 2016.

Senate Bill 743

Senate Bill 743, passed in 2013, requires the California Governor's Office of Planning and Research (OPR) to develop new guidelines that address traffic metrics under CEQA. As stated in the legislation, upon adoption of the new guidelines, "automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment pursuant to this division, except in locations specifically identified in the guidelines, if any."

In December 2018, after over five years of stakeholder-driven development through over 200 stakeholder meetings, public convenings, and other outreach events, the California Natural Resources Agency certified and adopted the CEQA Guidelines update package, including the Guidelines section implementing Senate Bill 743 (§ 15064.3). However, because the NOP for the Project was released in July 2018 and because lead agencies are not required to replace the LOS threshold until July 2020, this Draft EIR relies on the previous 2018 version of the CEQA Guidelines related to analysis of transportation impacts. As such, VMT analysis is not required or included in this section.

Sacramento County General Plan

The Circulation Element of the latest County of Sacramento General Plan includes the following relevant provisions:

> ***CI-9:*** *Plan and design the roadway system in a manner that meets Level of Service (LOS) D on rural roadways and LOS E on urban roadways, unless it is infeasible to implement project alternatives or mitigation measures that would achieve LOS D on rural roadways or LOS E on urban roadways. The urban areas are those areas within the Urban Service Boundary as shown in the Land Use Element of the Sacramento County General Plan. The areas outside the Urban Service Boundary are considered rural.*
>
> ***CI-35:*** *The applicant/developer of land development projects shall be responsible to install bicycle and pedestrian facilities in accordance with Sacramento County Improvement Standards and may be responsible to participate in the fair share funding of regional multi-use trails identified in the Sacramento County Bicycle Master Plan.*

Sacramento County's traffic study guidelines provide guidelines for the implementation of the General Plan provisions: "The County defines the minimum acceptable operation level for its roadways and intersections to be LOS D for rural areas and LOS E for urban areas. The urban areas are those areas within the Urban Service Boundary as shown in the Land Use Element of the Sacramento County General Plan. The areas outside the Urban Service Boundary are considered rural."

All of the Sacramento County study facilities are within the Urban Services Boundary. Therefore, LOS E is the minimum acceptable LOS for all County facilities.

Rancho Cordova General Plan

The Circulation Element of the Rancho Cordova's General Plan includes the following relevant provisions:

> ***Policy C.1.2****: Seek to maintain operations on all roadways and intersections at Level of Service D or better at all times, including peak travel times, unless maintaining this Level of Service would, in the City's judgment, be infeasible and/or conflict with the achievement of other goals. Congestion in excess of Level of Service D may be accepted in these cases, provided that provisions are made to improve traffic flow and/or promote non-vehicular transportation as part of a development project or a City-initiated project. Please see Policy C.1.3 for additional policy guidance related to this issue.*
>
> *Examples of system improvements which may be accepted when Level of Service D cannot be maintained include the following, where the improvement or funding is in excess of standard City requirements:*
>
> - *Development of on- or off-street bicycle or pedestrian circulation (not including sidewalks that are constructed as part of roadway improvements);*
> - *Providing or funding public transportation facilities or services;*
> - *Other features as determined appropriate by the City.*
>
> ***Policy C.1.3****: Recognize that regional traffic beyond the City's control, as well as circulation system decisions made prior to incorporation or by other agencies, will make it infeasible to achieve the City's desired Level of Service on all roadways. Subject development projects which affect these roadways to the provisions of Policy C.1.2 to provide offsetting improvements to the vehicular and/or non-vehicular transportation system*.

City of Rancho Cordova Pedestrian Master Plan

Adopted in 2011, the Pedestrian Master Plan strengthens the City's existing policy framework by providing specific information related to pedestrian infrastructure and demand, as well as updated policy language. Additionally, the Pedestrian Master Plan includes an implementation chapter that outlines the highest-priority pedestrian projects in Rancho Cordova and the estimated cost to complete them. The Pedestrian Master Plan addresses the overall state of the pedestrian network as well as an assessment of the level of effort needed to improve the network citywide.

The Pedestrian Master Plan includes the following goals:

> ***Goal 1:*** *Improve the pedestrian network to increase pedestrian activity in Rancho Cordova.*
>
> ***Goal 2:*** *Provide universally safe and equal access.*
>
> ***Goal 3:*** *Establish and enhance routes to school that will enable and encourage more students to safely walk to school.*
>
> ***Goal 4:*** *Develop pedestrian-supportive encouragement and enforcement programs.*
>
> ***Goal 5:*** *Pursue innovative funding sources and partnership opportunities to enhance pedestrian facilities, and provide education and encouragement opportunities.*

City of Rancho Cordova Bicycle Master Plan

Adopted in 2016, the Bicycle Master Plan provides a strategy for the development of a comprehensive bicycle transportation network, support facilities, and support education, encouragement, enforcement and evaluation programs. The Bicycle Master Plan documents what bicycling is like now in Rancho Cordova, reasons for improvements, and a strategy to make the City safer and more comfortable to bicycle for recreation and transportation for all ages and abilities.

The Bicycle Master Plan includes the following goals:

> ***Goal 1:*** *Develop a continuous, convenient, and family friendly bikeway network as described in the Bicycle Master Plan.*
>
> ***Goal 2:*** *Ensure new development extends the bicycle network to all neighborhoods and attractors.*
>
> ***Goal 3:*** *Ensure adequate support facilities throughout Rancho Cordova's bicycle network.*
>
> ***Goal 4:*** *Increase awareness if bicyclist safety and responsibility through education and enforcement of bicyclists and drivers.*
>
> ***Goal 5:*** *Eliminate all traffic fatalities and reduce the number of bicycle related injuries by 50 percent by 2027.*
>
> ***Goal 6:*** *Pursue innovative funding sources and partnership opportunities to enhance bicycle facilities, and provide education and encouragement opportunities.*
>
> ***Goal 7:*** *Increase the percentage of all trips made by bicyclists from 1.1 percent to 2.2 percent in Rancho Cordova by 2021.*
>
> ***Goal 8:*** *Establish Rancho Cordova as a destination for recreational bicycling through creation of a signature trail network and encouragement of bicycling and bicycling events.*

City of Rancho Cordova Transit Master Plan

Adopted in 2006, the purpose of the Transit Master Plan is to provide a multi-modal approach to support mobility as presented in the City of Rancho Cordova's General Plan. The City of Rancho Cordova Transit Master Plan is the first of several planning documents that are intended to detail the City's recently adopted General Plan. The Transit Master Plan proposes a system of city, neighborhood and regional services. The "Signature Service" will connect residents to businesses, shopping and recreation, and will provide a branding mechanism that will serve broader economic planning goals. According to Figure 1 of the Transit Master Plan, the Signature Service would generally follow Rancho Cordova Parkway, adjacent west of the Project site. The nearest Signature Transit Station to the Project site would be located at the intersection of Chrysanthy Boulevard and Rancho Cordova Parkway.

City of Rancho Cordova Municipal Code

Section 17.64.100, Bicycle parking requirements, of the City's Municipal Code outlines the bicycle parking requirements for all new construction, additions of ten percent or more floor area to existing buildings, and changes in land use classification. Single-family homes, duplexes, and multi-family dwellings of less than four units are exempt. Short- and long-term bicycle parking requirements are as follows:

1. *Short-term bicycle parking*. If a land use or project is anticipated to generate visitor traffic, the project must provide permanently anchored bicycle racks within 50 feet of the visitor's entrance. To enhance security and visibility the bicycle racks shall be readily visible to passers-by. The bicycle capacity of the racks must equal an amount equivalent to five percent of all required motorized vehicle parking. There shall be a minimum of one rack with capacity for two bicycles.
2. *Long-term bicycle parking*. Buildings with over ten tenant-occupants (e.g., multi-family tenants, owners, employees) shall provide secure bicycle parking for five percent of required motorized vehicle spaces, with a minimum of one space. Acceptable parking facilities shall be convenient from the street and include one or a combination of the following:
    a. Covered, lockable enclosures with permanently anchored racks for bicycles,
    b. Lockable bicycle rooms with permanently anchored racks,
    c. Lockable, permanently anchored bicycle lockers.
3. In the case of residential development, a standard garage is sufficient, if available.

3.13.3 IMPACTS AND MITIGATION MEASURES

THRESHOLDS OF SIGNIFICANCE

This section describes the thresholds or criteria that determine whether the Project causes a significant impact on the roadway, bicycle, pedestrian, or transit systems. These thresholds are based on policies from the Rancho Cordova General Plan and recommended thresholds from the CEQA Guidelines.

The Project would have a significant impact if it would:

- Conflict with an applicable program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities:
    - Roadway/Signalized Intersections:
        - result in a roadway or a signalized intersection operating at an acceptable LOS to deteriorate to an unacceptable LOS:
            - LOS E within the unincorporated area,
            - LOS D within the City, except if additional features are provided consistent with General Plan policy,
            - Require roadway widening,
            - Require traffic signalization based on the peak hour traffic signal analysis;
        - increase the volume-to-capacity (V/C) ratio by more than 0.05 at a roadway or at a signalized intersection that is operating at an unacceptable LOS without the Project.
    - Unsignalized Intersections:
        - result in an unsignalized intersection movement/approach operating at an acceptable LOS to deteriorate to an unacceptable LOS, and also cause the intersection to meet a traffic signal warrant; or
        - for an unsignalized intersection that meets a signal warrant, increase the delay by more than 5 seconds at a movement/approach that is operating at an unacceptable LOS without the Project.
    - Transit: conflict with an applicable program, plan, ordinance, or policy addressing the transit system; and/or
    - Bicycle and Pedestrian: conflict with an applicable program, plan, ordinance, or policy addressing the bicycle and pedestrian system;
- Substantially increase hazards due to geometric design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); and/or
- Result in inadequate emergency access.

METHODOLOGY

Project Trip Generation and Distribution

Project-generated vehicle trips are approximated using data included in *Trip Generation, 9th Edition,* published by the Institute of Transportation Engineers (ITE).

The land use considered for this analysis included 735 market rate single family detached units (SFR), 215 multi-family housing units, 737 age-restricted senior single family units, 38 age-restricted senior multifamily units, and 32,000 square feet of commercial uses for the Project site. This land use type is understood to have trip characteristics that generate fewer daily trips when compared to non-age restrictive land use types. In fact, the daily trip rate for the senior single family units is 61% less than

the daily trip rate for the market-rate single family units. In addition, the AM and PM peak hour trip rates for senior single family units are 71% and 73% less than the AM peak hour and PM peak hour trip rates for the market-rate single family units, respectively.

To represent this development, ITE Land Use Codes 210 (Single Family Detached Housing), 220 (Apartment), 251 (Senior Adult Housing - Detached), 252 (Senior Adult Housing - Attached), and 820 (Shopping Center) were applied. Internal capture rates of 2.84% and 8.92% were applied to the AM and PM peak hours, respectively. For the commercial uses, a pass-by reduction of 34% was applied for the PM peak hour, in accordance with the Trip Generation Handbook. The anticipated trip generation characteristics for the Project are presented in Table 3.13-5.

TABLE 3.13-5: PROPOSED PROJECT TRIP GENERATION

LAND USE (ITE CODE)	*SIZE*	*DAILY TRIPS*	*AM PEAK HOUR*			*PM PEAK HOUR*		
			TOTAL	*IN*	*OUT*	*TOTAL*	*IN*	*OUT*
Single-Family Detached Housing (210)	735 DU	6,796	537	136	411	716	451	265
Apartment (220)	215 DU	1,225	105	21	84	114	74	40
Senior Adult Housing – Detached (251)	737 DU	2,519	158	55	103	181	110	71
Senior Adult Housing – Attached (252)	38	112	8	3	5	10	6	4
Shopping Center (820)	32.000 KSF	954	23	14	9	81	39	42
Total		**11,606**	**841**	**229**	**612**	**1,102**	**680**	**422**

SOURCE: KIMLEY-HORN, 2019.

As shown in Table 3.13-5, the Project is estimated to generate approximately 11,606 new daily trips, with 841 and 1,102 trips occurring during the AM and PM peak hours, respectively.

The Project trip distribution percentages are provided in Figure 3.13-4. The assignments of Project trips are depicted in Figure3.13-5.

Rancho Cordova Parkway Widening Trigger Analysis

The need to widen Rancho Cordova Parkway from two lanes to four lanes along the Project extents was analyzed between Existing (2017) and Cumulative (2040) Plus Proposed Project conditions. This trigger analysis incorporated not only the development assumptions that would increase traffic along this roadway segment, but also the connection of the roadway south to Grant Line Road and north to US-50.

Peak Hour Traffic Signal Warrant Analysis

The need for traffic signalization was assessed based on the peak-hour warrant methodologies noted in Section 4.C of the *California Manual on Uniform Traffic Control Devices* (CaMUTCD), *2014 Edition with April 2017 revisions* (CaMUTCD). The peak-hour traffic signal warrant analysis was performed for the two unsignalized intersections in the Existing (2017) scenario, including the SSSC intersection at Jackson Road and Eagles Nest Road (Intersection #3), and the AWSC intersection at Grant Line Road and Kiefer Boulevard (Intersection #8).

IMPACTS AND MITIGATION MEASURES

Impact 3.13-1: Under Existing (2017) Plus Project conditions, Project may conflict with an applicable program, plan, ordinance or policy addressing the circulation system – Roadway Segments and Intersections (Significant and Unavoidable)

As previously discussed, the number of trips anticipated to be generated by the Project was derived using the *Trip Generation Manual, 9th Edition,* published by the ITE. These trips were assigned to the roadway network based on existing traffic volumes, output from the SACSIM travel demand model, and professional judgment. Using these volumes, LOS were determined at the study facilities. Existing (2017) Plus Proposed Project peak hour turn movement volumes are presented in Figure 3.13-6. LOS were then determined at the study facilities. Analysis worksheets for this scenario are provided in Appendix C of Appendix I.1.

Intersections

Table 3.13-6 presents the intersection operating conditions for this analysis scenario. As indicated in the table, the study intersections operate from LOS A to LOS F during the AM and PM peak hours.

As reflected in Table 3.13-6, the addition of the Project results in potentially significant impacts at five study intersections:

- Intersection #3, Jackson Road at Eagles Nest Road (located in the County of Sacramento);
- Intersection #9, Grant Line Road at Sunrise Boulevard (located in the County of Sacramento);
- Intersection #11, Douglas Road at Sunrise Boulevard;
- Intersection #21, Sunrise Boulevard at White Rock Road; and
- Intersection #25, Sunrise Boulevard at Zinfandel Drive.

Following Table 3.13-6 is a discussion of each potentially significant impact associated with the study intersections.

TABLE 3.13-6: EXISTING (2017) PLUS PROJECT INTERSECTION LOS

LOCATION	CONTROL	EXISTING (2017)				EXISTING (2017) PLUS PROJECT			
		AM PEAK HOUR		PM PEAK HOUR		AM PEAK HOUR		PM PEAK HOUR	
		DELAY (SECS)	LOS	DELAY (SECS)	LOS	DELAY (SECS)	LOS	DELAY (SECS)	LOS
1. Jackson Rd/SR-16 @ Bradshaw Rd	Signal	**122.2**	**F**	**79.1**	**F**	**126.1**	**F**	**80.1**	**F**
2. Jackson Rd/SR-16 @ Excelsior Rd	Signal	74.1	E	51.8	D	59.1	E	43.2	D
3. Jackson Rd/SR-16 @ Eagles Nest Rd	SSSC	**17.2 (89.1 NB)**	**F**	**20.1 (253.1 NB)**	**F**	**18.0 (95.3 NB)**	**F**	**19.1 (ECL NB)**	**F**
4. Jackson Rd/SR-16 @ Sunrise Rd	Signal	66.0	E	44.3	D	**69.3**	**E**	47.0	D
5. Jackson Rd/SR-16 @ Grant Line Rd	Signal	**113.8**	**F**	**136.4**	**F**	**114.1**	**F**	**136.9**	**F**
6. Rancho Cordova Pkwy @ Chrysanthy Blvd	Signal	Does Not Exist				1.4	A	1.2	A
7. Florin Rd @ Sunrise Blvd	Signal	9.5	A	10.6	B	9.8	A	11.1	B
8. Grant Line Rd @ Kiefer Blvd	Signal	15.2	C	27.2	D	15.2	C	27.2	D
9. Grant Line Rd @ Sunrise Blvd	Signal	**113.1**	**F**	52.1	D	**120.9**	**F**	54.9	D
10. Douglas Rd @ Zinfandel Dr	Signal	44.3	D	19.1	B	44.8	D	19.3	B
11. Douglas Rd @ Sunrise Blvd	Signal	28.4	C	41.5	D	35.0	D	**63.7**	**E**
12. Douglas Rd @ Grant Line Rd	Signal	12.0	B	15.6	B	12.4	B	16.4	B
13. Mather Field Rd @ Folsom Blvd	Signal	27.5	C	51.7	D	27.2	C	51.1	D
14. Mather Field Rd @ US-50 WB Ramps	Signal	**142.9**	**F**	22.1	C	**142.5**	**F**	22.0	C
15. Mather Field Rd @ US-50 EB Ramps	Signal	53.5	D	24.3	C	53.6	D	24.4	C
16. Mather Field Rd @ International Dr	Signal	10.9	B	23.9	C	10.8	B	23.9	C
17. Zinfandel Dr @ International Dr	Signal	22.4	C	32.9	C	23.7	C	35.2	D
18. Zinfandel Dr @ White Rock Rd	Signal	33.4	C	39.1	D	33.9	C	40.7	D
19. Zinfandel Dr @ US-50 EB Ramps	Signal	**85.1**	**F**	23.2	C	**88.7**	**F**	25.7	C
20. Zinfandel Dr @ US-50 WB Ramps	Signal	29.7	C	18.1	B	29.6	C	18.0	B
21. Sunrise Blvd @ White Rock Rd	Signal	35.7	D	**56.5**	**E**	33.2	C	**61.9**	**E**
22. Sunrise Blvd @ Folsom Blvd	Signal	36.6	D	41.5	D	38.0	D	42.2	D
23. Sunrise Blvd @ US-50 EB Ramps	Signal	23.9	C	23.0	C	23.7	C	22.7	C
24. Sunrise Blvd @ US-50 WB Ramps	Signal	15.3	B	17.8	B	15.5	B	18.5	B
25. Sunrise Blvd @ Zinfandel Dr	Signal	**112.8**	**F**	**58.6**	**E**	117.7	F	**70.2**	**E**
26. White Rock Rd @ Grant Line Rd	Signal	6.1	A	13.4	B	6.1	A	13.5	B
27. White Rock Rd @ Prairie City Rd	Signal	61.5	E	59.4	E	63.2	E	61.8	E

*NOTE: **BOLD** REPRESENTS UNACCEPTABLE OPERATIONS. SHADED REPRESENTS A POTENTIALLY SIGNIFICANT IMPACT. AWSC: ALL WAY STOP CONTROL. SSS: SIDE STREET STOP CONTROL. ECL: EXCEEDS CALCULABLE LIMIT.*

SOURCE: KIMLEY-HORN, 2018.

INTERSECTION #3, JACKSON ROAD AT EAGLES NEST ROAD

As shown in Table 3.13-6, this intersection operates at unacceptable LOS F during the AM and PM peak hours without the Project, and the Project adds more than five seconds of delay to the northbound left turn movement during the AM and PM peak hours. This is a potentially significant impact.

The significant impact at Intersection #3 during the AM and PM peak hours can be mitigated by converting the intersection from side street stop controlled to signalized, which would result in the intersection operating at LOS B during the AM and PM peak hours as shown in Table 3.13-7. Mitigation Measure 3.13-1 requires the Project applicant to fund the Project's fair-share of converting this intersection from a side street stop controlled intersection to a signalized intersection. However, since the identified improvement falls under the jurisdiction of the County, neither the City nor the Project applicant would have control over the timing or implementation of this improvement. Thus, this impact would remain ***significant and unavoidable***. If the County allows the improvement to move forward, the impact would be classified as significant in the short-term, but eventually would be reduced to a less-than-significant level in the long-term.

INTERSECTION #9, GRANT LINE ROAD AT SUNRISE BOULEVARD

As shown in Table 3.13-6, this intersection operates at unacceptable LOS F during the AM peak hour without the Project, and the Project adds more than five seconds of delay to the intersection. This is a potentially significant impact.

The significant impact at this intersection during the AM peak hour can be mitigated by changing the southbound approach to include a right turn lane and an all-purpose lane, which would result in the intersection operating at LOS D or better during the AM and PM peak hours as shown in Table 3.13-7. The intersection improvements would include restriping the southbound approach to move the bicycle lane from its existing location between the two travel lanes to the right shoulder and add hatching for the right turns, consistent with the Optional Through Right and Right-Turn-Only lane configuration included in Figure 9C-4a (CA) of the CaMUTCD. Mitigation Measure 3.13-2 requires the Project applicant to fund the Project's fair-share of the southbound approach improvements to this intersection. However, since the identified improvement falls under the jurisdiction of the County, neither the City nor the Project applicant would have control over their timing or implementation. Thus, this impact would remain ***significant and unavoidable***. If the County allows the improvement to move forward, the impact would be classified as significant in the short-term, but eventually would be reduced to a less-than-significant level in the long-term.

INTERSECTION #11, DOUGLAS ROAD AT SUNRISE BOULEVARD

As shown in Table 3.13-6, this intersection operates at LOS D during the PM peak hour without the Project, and the Project results in LOS E. This is a potentially significant impact.

The significant impact at this intersection during the PM peak hour can be mitigated through Mitigation Measure 3.13-3, which requires signal timing optimization and the addition of a right-

turn overlap signal phase for the eastbound right-turn, overlapping with the northbound left-turn movement. As shown in Table 3.13-7, Mitigation Measure 3.13-3, included below, results in the intersection operating at LOS D or better during the AM and PM peak hours. With implementation of Mitigation Measure 3.13-3, this impact is ***less than significant*.**

INTERSECTION #21, SUNRISE BOULEVARD AT WHITE ROCK ROAD

As shown in Table 3.13-2, this intersection operates at unacceptable LOS E during the PM peak hour without the Project, and the Project adds more than five seconds of delay to the intersection. This is a potentially significant impact.

The significant impact at this intersection during the PM peak hour can be mitigated through Mitigation Measure 3.13-4, which requires optimizing the signal timings. As shown in Table 3.13-7, Mitigation Measure 3.13-4, included below, results in the intersection operating at LOS D or better during the AM and PM peak hours. With implementation of Mitigation Measure 3.13-4, this impact is ***less than significant*.**

INTERSECTION #25, SUNRISE BOULEVARD AT ZINFANDEL DRIVE

As shown in Table 3.13-6, this intersection operates at unacceptable LOS E during the PM peak hour without the Project, and the Project adds more than five seconds of delay to the intersection. This is a potentially significant impact.

The significant impact at this intersection during the PM peak hour can be mitigated by Mitigation Measure 3.13-5, which requires restriping the eastbound and westbound approaches to include a left turn lane and through-right lane. As shown in Table 3.13-7, Mitigation Measure 3.13-5, included below, results in the intersection operating at LOS D or better during the AM and PM peak hours. With implementation of Mitigation Measure 3.13-5, this impact is ***less than significant*.**

TABLE 3.13-7: INTERSECTION LOS – EXISTING (2017) PLUS PROJECT MITIGATED CONDITION

INTERSECTION	*EXISTING (2017) PLUS PROJECT*				*EXISTING (2017) PLUS PROJECT – WITH MITIGATION*			
	AM PEAK HOUR		*PM PEAK HOUR*		*AM PEAK HOUR*		*PM PEAK HOUR*	
	DELAY (SEC)	*LOS*	*DELAY (SEC)*	*LOS*	*DELAY (SEC)*	*LOS*	*DELAY (SEC)*	*LOS*
3. Jackson Rd/SR-16 @ Eagles Nest Rd	**18.0 (95.3 NB)**	**F**	**19.1 (ECL NB)**	**F**	19.5	B	15.7	B
9. Grant Line Rd @ Sunrise Blvd	**120.9**	**F**	54.9	D	61.9	E	32.1	C
11. Douglas Rd @ Grant Line Rd	35.0	D	**63.7**	**E**	35.0	D	53.2	D
21. Sunrise Blvd @ White Rock Rd	33.2	C	**61.9**	**E**	33.2	C	54.3	D
25. Sunrise Blvd @ Zinfandel Dr	117.7	F	**70.2**	**E**	89.0	F	54.5	D

*NOTES: **BOLD** REPRESENTS UNACCEPTABLE OPERATIONS. SHADED REPRESENTS A POTENTIALLY SIGNIFICANT IMPACT. ECL = EXCEEDS CALCULABLE LIMIT.*

ANALYSIS WORKSHEETS FOR THE PROPOSED MITIGATION MEASURES FOR THIS SCENARIO ARE PROVIDED IN APPENDIX F OF APPENDIX I.1.

SOURCE: KIMLEY-HORN, 2018.

Roadway Segments

Table 3.13-8 presents the roadway segment operating conditions for this analysis scenario. As indicated in the table, the study roadway segments operate from LOS A to LOS F.

As shown in Table 3.13-8, the addition of the Project results in a potentially significant impact at one study segment: Roadway Segment #22, Sunrise Boulevard between US-50 and Folsom Boulevard.

SEGMENT #22, SUNRISE BOULEVARD BETWEEN US 50 AND FOLSOM BOULEVARD

As shown in Table 3.13-8, this roadway segment operates at unacceptable LOS E without the Project and the Project increases the volume-to-capacity ratio by more than 0.05. This is a potentially significant impact. The General Plan DEIR indicated that widening beyond 6 lanes would not be consistent with the City's vision for Sunrise Blvd as articulated in the General Plan, including the Circulation Plan, which doesn't anticipate local roads wider than 6 lanes.

The GP EIR addressed this for roadway segments with the following explanation "*In addition, during the development of the Roadway System Sizing Map and the General Plan, the City Council identified that no local roadway would be designed larger than a 6-lane facility, given that large roadway facilities (8 lanes and greater) conflicts with pedestrian and bicycle use and results in the "barrier effect" of such roadways dividing portions of the City*." Therefore, widening this segment would conflict with the General Plan and impacts to Roadway Segment #22 would remain ***significant and unavoidable***.

CONCLUSION

Under the Existing (2017) Plus Project condition, the addition of the Project results in potentially significant impacts at five study intersections, including: Intersection #3, Jackson Road at Eagles Nest Road, Intersection #9, Grant Line Road at Sunrise Boulevard, Intersection #11, Douglas Road at Sunrise Boulevard, Intersection #21, Sunrise Boulevard at White Rock Road, and Intersection #25, Sunrise Boulevard at Zinfandel Drive, and unacceptable operations at on roadway segment, Roadway Segment #22, Sunrise Boulevard between US-50 and Folsom Boulevard.

Implementation of Mitigation Measure 3.13-1 would result in acceptable operations at Intersection #3, Mitigation Measure 3.13-2 would result in acceptable operations at Intersection #9, Mitigation Measure 3.13-3 would result in acceptable operations at Intersection #11, Mitigation Measure 3.13-4 would result in acceptable operations at Intersection #21, and Mitigation Measure 3.13-5 would result in acceptable operations at Intersection #25 and would reduce impacts at these five intersections to less than significant. However, the improvement identified in Mitigation Measures 3.13-1 and 3.13-2 fall under the jurisdiction of the County; therefore, neither the City nor the Project applicant would have control over the timing or implementation of these improvements. If the County allows the improvements to Intersections #3 and #9 to move forward, the impacts to these intersections would be classified as significant in the short-term, but eventually would be reduced to a less-than-significant level in the long-term.

TABLE 3.13-8: EXISTING (2017) PLUS PROJECT ROADWAY SEGMENT LOS

ROADWAY SEGMENT	EXISTING (2017)					EXISTING (2017) PLUS PROJECT					LOS THRESH-OLD
	# LANES	FACILITY TYPE	DAILY VOL.	V/C	LOS	# LANES	FACILITY TYPE	DAILY VOL.	V/C	LOS	
1. Jackson Rd/SR-16: Bradshaw Rd and Excelsior Rd	2	Arterial M	12,341	0.69	B	2	Arterial M	12,443	0.69	B	E
2. Jackson Rd/SR-16: Excelsior Rd and Eagles Nest Rd	2	Rural Hwy	11,760	0.51	D	2	Rural Hwy	11,965	0.52	D	E
3. Jackson Rd/SR-16: Eagles Net Rd and Sunrise Blvd	2	Rural Hwy	11,806	0.52	D	2	Rural Hwy	12,011	0.52	D	D
4. Jackson Rd/SR-16: Sunrise Blvd and Grant Line Rd	2	Rural Hwy	14,980	**0.65**	**E**	2	Rural Hwy	15,082	**0.66**	**E**	E
5. Excelsior Rd: Jackson Rd/SR-16 and Kiefer Blvd	2	Arterial M	4,552	0.25	A	2	Arterial M	4,552	0.25	A	E
6. Kiefer Blvd: Grant Line Rd and Jackson Rd/SR-16	2	Rural S	941	0.05	A	2	Rural S	941	0.05	A	D
7. International Dr: Zinfandel Dr and Sunrise Blvd	6	Arterial M	11,246	0.21	A	6	Arterial M	13,909	0.26	A	D
8. Mather Blvd: Femoyer St and Douglas Rd	2	Arterial M	5,540	0.31	A	2	Arterial M	6,052	0.34	A	D
9. Douglas Rd: Mather Blvd and Sunrise Blvd	2	Arterial M	12,404	0.69	B	2	Arterial M	13,019	0.72	C	D
10. Douglas Rd: Sunrise Blvd and Grant Line Rd	2	Arterial M	7,510	0.42	A	2	Arterial M	7,920	0.44	A	D
11. White Rock Rd: Zinfandel Dr and Sunrise Blvd	6	Arterial M	15,943	0.30	A	6	Arterial M	16,148	0.30	C	D
12. White Rock Rd: Sunrise Blvd and Grant Line Rd	2	Rural NS	3,533	0.21	B	2	Rural NS	3,635	0.21	A	E
13. White Rock Rd: Grant Line Rd and Prairie City Rd	4	Arterial M	15,436	0.43	A	4	Arterial M	15,743	0.44	B	D
14. Mather Field Rd: Folsom Blvd and US-50 WB Ramps	4	Arterial M	22,543	0.63	B	4	Arterial M	22,645	0.63	E	D
15. Mather Field Rd: US-50 WB Ramps and US-50 EB Ramps	4	Arterial M	35,028	**0.97**	**E**	4	Arterial M	35,130	**0.98**	**C**	D
16. Mather Field Rd: US-50 EB Ramps and International Dr	6	Arterial M	42,228	0.78	C	6	Arterial M	42,433	0.79	B	D
17. Zinfandel Dr: Folsom Blvd and US-50 WB Ramps	4	Arterial M	22,380	0.62	B	4	Arterial M	22,687	0.63	E	D
18. Zinfandel Dr: US-50 EB Ramps and White Rock Rd	6	Arterial M	50,515	**0.94**	**E**	6	Arterial M	52,563	**0.97**	**E**	D
19. Zinfandel Dr: White Rock Rd and International Dr	6	Arterial M	23,685	0.44	A	6	Arterial M	25,733	0.48	A	D
20. Zinfandel Dr: International Dr and Douglas Rd	4	Arterial M	13,705	0.38	A	4	Arterial M	13,807	0.38	A	D
21. Sunrise Blvd: US-50 WB Ramps and US-50 EB Ramps	6	Arterial M	67,276	**1.25**	**F**	6	Arterial M	70,041	**1.30**	**F**	D
22. Sunrise Blvd: US-50 EB Ramps to Folsom Blvd	6	Arterial M	53,504	**0.99**	**E**	**6**	**Arterial M**	**56,986**	**1.06**	**F**	D
23. Sunrise Blvd: Folsom Blvd and White Rock Rd	6	Arterial M	41,238	0.76	C	6	Arterial M	45,540	0.84	D	D
24. Sunrise Blvd: White Rock Rd and Douglas Rd	6	Arterial M	30,941	0.57	A	6	Arterial M	38,725	0.72	C	D
25. Sunrise Blvd: Douglas Rd and Jackson Rd/SR-16	4	Arterial M	22,635	0.63	B	4	Arterial M	31,546	0.88	D	D
26. Sunrise Blvd: Jackson Rd/SR-16 and Grant Line Rd	2	Rural S	11,748	0.59	D	2	Rural S	12,567	0.63	E	E
27. Grant Line Rd: White Rock Rd and Douglas Rd	2	Rural NS	12,804	**0.75**	**E**	2	Rural NS	13,111	**0.77**	**E**	D
28. Grant Line Rd: Douglas Rd and Jackson Rd/SR-16	2	Rural S	8,524	0.43	D	2	Rural S	8,524	0.43	D	D
29. Grant Line Rd: Jackson Rd/SR-16 and Sunrise Blvd	2	Rural S	7,745	0.39	D	2	Rural S	7,745	0.39	D	E

*NOTE: **BOLD** REPRESENTS UNACCEPTABLE OPERATIONS. SHADED REPRESENTS A POTENTIALLY SIGNIFICANT IMPACT. AWSC: ALL WAY STOP CONTROL. SSS: SIDE STREET STOP CONTROL. ECL: EXCEEDS CALCULABLE LIMIT.*

SOURCE: KIMLEY-HORN, 2018.

The unacceptable operation at Roadway Segment #22 is an existing deficiency and the segment currently has the maximum number of lanes for the General Plan designation and, as discussed above, the City has determined that widening to larger than a 6-lane facility would conflict with bicycle and pedestrian use. Therefore, there is no feasible construction mitigation and no alternative mitigation that has been identified as feasible. Overall, under the Existing (2017) Plus Project condition, impacts to Intersections #3 and #9 and Roadway Segment #22 would be ***significant and unavoidable***.

MITIGATION MEASURE(S)

Mitigation Measure 3.13-1: *Intersection #3, Jackson Road at Eagles Nest Road*: *The intersection shall be converted from side street stop controlled to signalized. Prior to issuance of the occupancy permit for the 400th dwelling unit, the Project applicant shall fund its fair share of the improvement. The Project's fair share of the improvement is 1.69 percent.*

Mitigation Measure 3.13-2: *Intersection #9, Grant Line Road at Sunrise Boulevard*: *The southbound approach shall be changed to include a right turn lane and an all-purpose lane. This would require restriping the southbound approach to move the bicycle lane from its existing location between the two travel lanes to the right shoulder and add hatching for the right turns, consistent with the Optional Through Right and Right-Turn-Only lane configuration included in Figure 9C-4a (CA) of the CaMUTCD[4]. Prior to issuance of the occupancy permit for the 400th dwelling unit, the Project applicant shall fund its fair share of the improvement. The Project's fair share of the improvement is 2.46 percent.*

Mitigation Measure 3.13-3: *Intersection #11, Douglas Road at Sunrise Boulevard*: *Signal timing optimization shall be completed at this intersection. Additionally, a right-turn overlap signal phase shall be added for the eastbound right-turn, overlapping with the northbound left-turn movement. The improvement shall be completed prior to issuance of the occupancy permit for the 400th dwelling unit.*

Mitigation Measure 3.13-4: *Intersection #21, Sunrise Boulevard at White Rock Road: Signal timing optimization shall be completed at this intersection. The improvement shall be completed prior to issuance of the occupancy permit for the 400th dwelling unit.*

Mitigation Measure 3.13-5: *Intersection #25, Sunrise Boulevard at Zinfandel Drive*: *The eastbound and westbound approaches shall be restriped to include a left turn lane and through-right lane. The improvement shall be completed prior to issuance of the occupancy permit for the 400th dwelling unit.*

[4] California MUTCD 2014 Edition. Chapter 9C-Markings: Part 9 Traffic Control for Bicycle Facilities. November 2014

Impact 3.13-2: Under Cumulative (2040) Plus Project conditions, Project may conflict with an applicable program, plan, ordinance or policy addressing the circulation system – Roadway Segments and Intersections (Significant and Unavoidable)

Future traffic estimates were prepared using the modified SACSIM travel demand model developed by the City of Rancho Cordova for the 2040 General Plan. The difference between the resulting traffic estimate and the 2012 baseline model results (the growth) was then added to Existing (2017) traffic volumes to establish Cumulative (2040) traffic estimates. Using these volumes and network changes, LOS were determined at the study facilities. Analysis worksheets for this scenario are provided in Appendix D of Appendix I.1.

The future roadway network and additional study facilities for the Cumulative (2040) scenario are shown in Figure 3.13-7. Figures 3.13-8a and 3.13-8b depict the assumed lane geometries for the Cumulative (2040) scenario. Cumulative peak hour turning movement volumes are presented in Figures 3.13-9a and 3.13-9b. Table 3.13-9 presents the peak hour intersection operating conditions for this analysis scenario. As indicated in Table 3.13-9, the study intersections operate from LOS A to LOS F during the AM and PM peak hours.

Table 3.13-1 presents the roadway segment operating conditions for this analysis scenario. As indicated in the table, the study roadway segments operate from LOS A to LOS F.

Cumulative (2040) Plus Project Trip Distribution

As previously discussed, the number of trips anticipated to be generated by the Project was derived using the *Trip Generation Manual, 9th Edition,* published by the ITE. The Project trips were assigned to the future roadway network based on modified SACSIM travel demand model, as provided by the City of Rancho Cordova. Using these volumes, levels of service were determined at the study facilities.

The Cumulative (2040) Plus Project trip distribution and trip assignment are shown in Figure 3.13-10, Figure 3.13-11a, and Figure 3.13-11b. The Cumulative (2040) Plus Proposed Project peak hour turning movement volumes are presented in Figures 3.13-12a and 3.13-12b. Analysis worksheets for this scenario are provided in Appendix E of Appendix I.1.

Intersections

Table 3.13-9 presents the peak hour intersection operating conditions for the Cumulative (2040) scenario under baseline and plus project conditions. As reflected in Table 3.13-9, the addition of the Project results in potentially significant impacts at five study intersections. Analysis worksheets for the mitigations for this scenario are provided in Appendix F of Appendix I.1. Following Table 3.13-9 is a discussion of each potentially significant impact.

TABLE 3.13-9: CUMULATIVE (2040) BASELINE AND PLUS PROJECT INTERSECTION LOS

LOCATION	CONTROL	CUMULATIVE (2040) BASELINE				CUMULATIVE (2040) PLUS PROJECT			
		AM PEAK HOUR		PM PEAK HOUR		AM PEAK HOUR		PM PEAK HOUR	
		DELAY (SECS)	LOS	DELAY (SECS)	LOS	DELAY (SECS)	LOS	DELAY (SECS)	LOS
1. Jackson Rd/SR-16 @ Bradshaw Rd	Signal	**146.9**	**F**	**194.9**	**F**	**147.6**	**F**	**195.8**	**F**
2. Jackson Rd/SR-16 @ Excelsior Rd	Signal	66.4	E	53.8	D	67.2	E	54.8	D
3. Jackson Rd/SR-16 @ Eagles Nest Rd	Signal	11.0	B	14.1	B	11.2	B	14.4	B
4. Jackson Rd/SR-16 @ Sunrise Rd	Signal	**104.6**	**F**	53.9	D	**105.3**	**F**	54.7	D
5. Jackson Rd/SR-16 @ Grant Line Rd	Signal	**114.7**	**F**	**62.7**	**E**	**118.7**	**F**	65.9	E
6. Rancho Cordova Pkwy @ Chrysanthy Blvd	Signal	11.8	B	10.6	B	19.3	B	14.8	B
7. Florin Rd @ Sunrise Blvd	Signal	9.8	A	12.6	B	9.8	A	12.9	B
8. Grant Line Rd @ Kiefer Blvd	Signal	20.8	C	18.5	B	21.2	C	18.9	B
9. Grant Line Rd @ Sunrise Blvd	Signal	**150.1**	**F**	**109.2**	**F**	**151.5**	**F**	**108.7**	**F**
10. Douglas Rd @ Zinfandel Dr	Signal	**145.2**	**F**	35.3	D	**161.7**	**F**	43.9	D
11. Douglas Rd @ Sunrise Blvd	Signal	**97.1**	**F**	**107.6**	**F**	**114.5**	**F**	**109.6**	**F**
12. Douglas Rd @ Grant Line Rd	Signal	14.3	B	22.1	C	14.5	B	23.9	C
13. Mather Field Rd @ Folsom Blvd	Signal	46.3	D	**142.2**	**F**	46.1	D	141.2	F
14. Mather Field Rd @ US-50 WB Ramps	Signal	30.1	C	12.4	B	30.1	C	12.5	B
15. Mather Field Rd @ US-50 EB Ramps	Signal	28.5	C	6.1	A	29.3	C	6.2	A
16. Mather Field Rd @ International Dr	Signal	6.8	A	9.6	A	6.8	A	9.7	A
17. Zinfandel Dr @ International Dr	Signal	45.3	D	**68.2**	**E**	45.1	D	**72.4**	**E**
18. Zinfandel Dr @ White Rock Rd	Signal	41.7	D	**71.2**	**E**	43.2	D	**72.9**	**E**
19. Zinfandel Dr @ US-50 EB Ramps	Signal	**79.4**	**E**	**166.4**	**F**	**83.7**	**F**	**170.7**	**F**
20. Zinfandel Dr @ US-50 WB Ramps	Signal	13.2	B	9.8	A	13.2	B	9.8	A
21. Sunrise Blvd @ White Rock Rd	Signal	**65.5**	**E**	**120.1**	**F**	66.8	E	**125.9**	**F**
22. Sunrise Blvd @ Folsom Blvd	Signal	41.2	D	**56.5**	**E**	41.6	D	56.6	E
23. Sunrise Blvd @ US-50 EB Ramps	Signal	14.0	B	11.4	B	14.0	B	11.5	B
24. Sunrise Blvd @ US-50 WB Ramps	Signal	11.3	B	15.4	B	11.5	B	15.6	B
25. Sunrise Blvd @ Zinfandel Dr	Signal	**209.8**	**F**	**93.9**	**F**	**215.0**	**F**	101.3	F
26. White Rock Rd @ Grant Line Rd	Signal	11.4	B	41.6	D	11.7	B	45.8	D
27. White Rock Rd @ Prairie City Rd	Signal	**140.3**	**F**	**157.0**	**F**	**144.8**	**F**	**171.0**	**F**
28. Rancho Cordova Pkwy @ Folsom Blvd	Signal	15.4	B	42.1	D	15.4	B	42.1	D

LOCATION	CONTROL	CUMULATIVE (2040) BASELINE				CUMULATIVE (2040) PLUS PROJECT			
		AM PEAK HOUR		PM PEAK HOUR		AM PEAK HOUR		PM PEAK HOUR	
		DELAY (SECS)	LOS	DELAY (SECS)	LOS	DELAY (SECS)	LOS	DELAY (SECS)	LOS
29. Rancho Cordova Pkwy @ White Rock Rd	Signal	32.6	C	27.0	C	32.5	C	27.3	C
30. Rancho Cordova Pkwy @ Rio Del Oro Pkwy	Signal	22.1	C	20.7	C	22.3	C	20.9	C
31. Rancho Cordova Pkwy @ Douglas Rd	Signal	16.9	D	16.4	B	20.3	C	37.5	D
32. Rancho Cordova Pkwy @ Kiefer Blvd	Signal	21.9	C	19.7	B	21.6	C	19.4	B
33. Rancho Cordova Pkwy @ Grant Line Rd	Signal	8.0	A	8.0	A	8.0	A	8.0	A
34. Americanos Blvd @ International Dr	Signal	6.8	A	5.8	A	6.7	A	5.8	A
35. Americanos Blvd @ Centennial Dr	Signal	18.7	B	16.5	B	18.7	B	16.5	B
36. Americanos Blvd @ Douglas Rd	Signal	22.2	C	19.6	B	22.2	C	19.6	B
37. Americanos Blvd @ Chrysanthy Blvd	Signal	19.2	B	19.3	B	19.9	B	19.4	B
38. Americanos Blvd @ Kiefer Blvd	Signal	8.0	A	8.0	A	8.0	A	8.0	A
39. Chrysanthy Blvd @ Sunrise Blvd	Signal	12.4	B	4.4	A	14.0	B	5.0	A
40. Chrysanthy Blvd @ Grant Line Rd	Signal	7.0	A	3.2	A	8.7	A	3.9	A

*NOTES: **BOLD** REPRESENTS UNACCEPTABLE OPERATIONS. SHADED REPRESENTS A POTENTIALLY SIGNIFICANT IMPACT. AWSC = ALL WAY STOP CONTROL. SSSC = SIDE STREET STOP CONTROL. ECL = EXCEEDS CALCULABLE LIMIT.*

SOURCE: KIMLEY-HORN, 2018.

INTERSECTION #10, DOUGLAS ROAD AT ZINFANDEL DRIVE

As shown in Table 3.13-9, this intersection operates at unacceptable LOS F during the AM peak hour without the Project, and the Project adds more than five seconds of delay to the intersection during the AM peak hour. This is a potentially significant impact.

The significant impact at this intersection during the AM peak hour can be mitigated by converting the westbound right turn from permitted to a free right turn with a receiving lane, which results in the intersection operating at LOS D during the AM and PM peak hours as shown in Table 3.13-10. Mitigation Measure 3.13-6, included below, requires the Project applicant to fund the Project's fair-share of these improvements to the intersection. However, since the identified improvement falls under the jurisdiction of the County; therefore, neither the City nor the Project applicant would have control over their timing or implementation. Thus, this impact would remain ***significant and unavoidable***. If the County allows the improvement to move forward, the impact would be classified as significant in the short-term, but eventually would be reduced to a less-than-significant level in the long-term.

TABLE 3.13-10: INTERSECTION LOS – CUMULATIVE (2040) PLUS PROJECT MITIGATED CONDITION

INTERSECTION	CUMULATIVE (2040) PLUS PROJECT				CUMULATIVE (2040) PLUS PROJECT – WITH MITIGATION			
	AM PEAK HOUR		PM PEAK HOUR		AM PEAK HOUR		PM PEAK HOUR	
	DELAY (SEC)	LOS	DELAY (SEC)	LOS	DELAY (SEC)	LOS	DELAY (SEC)	LOS
10. Douglas Rd @ Zinfandel Dr	**161.7**	**F**	43.9	D	51.7	D	43.0	D
11. Douglas Rd @ Sunrise Blvd	**114.5**	**F**	**109.6**	**F**	**114.5**	**F**	**109.6**	**F**
21. Sunrise Blvd @ White Rock Rd	**66.8**	**E**	**125.9**	**F**	**66.8**	**E**	**125.9**	**F**
25. Sunrise Blvd @ Zinfandel Dr	**215.0**	**F**	**101.3**	**F**	**215.0**	**F**	**101.3**	**F**
27. White Rock Rd @ Prairie City Rd	144.8	F	**171.0**	**F**	36.7	D	31.8	C

NOTES: ***BOLD*** *REPRESENTS UNACCEPTABLE OPERATIONS. SHADED REPRESENTS A POTENTIALLY SIGNIFICANT IMPACT.*
SOURCE: KIMLEY-HORN, 2018.

INTERSECTION #11, DOUGLAS ROAD AT SUNRISE BOULEVARD

As shown in Table 3.13-9, this intersection operates at unacceptable LOS F during the AM peak hour without the Project, and the Project adds more than five seconds of delay to the intersection during the AM peak hour. This is a potentially significant impact.

As shown in Table 3.13-10, signal timing optimization required by Mitigation Measure 3.13-3 is not enough to mitigate the Project impacts to acceptable conditions in the Cumulative (2040) Plus Project condition. It is noted that signal timing optimization would reduce impacts in the Existing (2017) Plus Project condition, as shown in Table 3.13-7. The intersection of Douglas Road and Sunrise Boulevard is fully built out according to the City's General Plan. The City's General Plan Draft EIR indicates that widening beyond six lanes would not be consistent with the City's vision for Sunrise Boulevard as articulated in the General Plan, including the Circulation Plan, which doesn't anticipate local roads wider than six lanes. The General Plan Draft EIR addressed this for roadway segments

with the following explanation "*In addition, during the development of the Roadway System Sizing Map and the General Plan, the City Council identified that no local roadway would be designed larger than a 6-lane facility, given that large roadway facilities (8 lanes and greater) conflicts with pedestrian and bicycle use and results in the "barrier effect" of such roadways dividing portions of the City*." The significant impact at Intersection #11 during the AM peak hour cannot be feasibly mitigated. Therefore, this impact is ***significant and unavoidable***.

INTERSECTION #21, SUNRISE BOULEVARD AT WHITE ROCK ROAD

As shown in Table 3.13-9, this intersection operates at unacceptable LOS F during the AM peak hour without the Project, and the Project adds more than five seconds of delay to the intersection during the AM peak hour. This is a potentially significant impact.

As shown in Table 3.13-10, signal timing optimization, as required by Mitigation Measure 3.13-4, is not enough to mitigate the Project impacts to acceptable conditions in the Cumulative (2040) Plus Project condition. It is noted that signal timing optimization would reduce impacts in the Existing (2017) Plus Project condition, as shown in Table 3.13-7. Further, the intersection of Sunrise Boulevard and White Rock Road is fully built out according to the City's General Plan. The City's General Plan Draft EIR indicates that widening beyond six lanes would not be consistent with the City's vision for Sunrise Boulevard as articulated in the General Plan, including the Circulation Plan, which doesn't anticipate local roads wider than six lanes. The General Plan Draft EIR addressed this for roadway segments with the following explanation "*In addition, during the development of the Roadway System Sizing Map and the General Plan, the City Council identified that no local roadway would be designed larger than a 6-lane facility, given that large roadway facilities (8 lanes and greater) conflicts with pedestrian and bicycle use and results in the "barrier effect" of such roadways dividing portions of the City*." The significant impact at this intersection during the PM peak hour cannot be feasibly mitigated. Therefore, this impact is ***significant and unavoidable***.

INTERSECTION #25, SUNRISE BOULEVARD AT ZINFANDEL DRIVE

As shown in Table 3.13-9, this intersection operates at unacceptable LOS F during the AM peak hour without the Project, and the Project adds more than five seconds of delay to the intersection during the AM peak hour. This is a potentially significant impact.

As shown in 3.13-10, signal timing optimization, as required by Mitigation Measure 3.13-5, is not enough to mitigate the Project impacts to acceptable conditions in the Cumulative (2040) Plus Project condition. It is noted that signal timing optimization would reduce impacts in the Existing (2017) Plus Project condition, as shown in Table 3.13-7. The intersection of Sunrise Boulevard and Zinfandel Drive is fully built out according to the City's General Plan. The City's General Plan Draft EIR indicates that widening beyond six lanes would not be consistent with the City's vision for Sunrise Boulevard as articulated in the General Plan, including the Circulation Plan, which doesn't anticipate local roads wider than six lanes. The General Plan Draft EIR addressed this for roadway segments with the following explanation "*In addition, during the development of the Roadway System Sizing Map and the General Plan, the City Council identified that no local roadway would be designed larger*

than a 6-lane facility, given that large roadway facilities (8 lanes and greater) conflicts with pedestrian and bicycle use and results in the "barrier effect" of such roadways dividing portions of the City." The significant impact at this intersection during the AM peak hour cannot be feasibly mitigated. Therefore, this impact is ***significant and unavoidable***.

INTERSECTION #27, WHITE ROCK ROAD AT PRAIRIE CITY ROAD

As shown in Table 3.13-9, this intersection operates at unacceptable LOS F during the AM and PM peak hour without the Project, and the Project adds more than five seconds of delay to the intersection during the PM peak hour. This is a potentially significant impact.

The significant impact at this intersection during the PM peak hour can be mitigated with the implementation of Mitigation Measure 3.13-7, which requires addition of a second southbound right-turn lane and the addition of a right-turn overlap signal phase for the southbound right-turn. As shown in Table 3.13-10, Mitigation Measure 3.13-8, included below, results in the intersection operating at LOS D during the AM and PM peak hours. Therefore, this impact would be reduced to ***less than significant***.

Roadway Segments

Table 3.13-11 presents the roadway segment operating conditions for this analysis scenario. As indicated in Table 3.13-11, the study roadway segments operate from LOS A to LOS F. Table 3.13-11 presents the roadway segment operating conditions for the Cumulative (2040) scenario. As indicated in Table 3.3-11, the study roadway segments operate from LOS A to LOS F under Cumulative (2040) baseline. As shown in the table, the addition of the Project results in a potentially significant impact at two roadway segments: Roadway Segment #9, Sunrise Boulevard between White Rock Road and Douglas Road, and Roadway Segment #24, Sunrise Boulevard between White Rock Road and Douglas Road.

ROADWAY SEGMENT #9 – DOUGLAS ROAD BETWEEN MATHER BOULEVARD AND SUNRISE BOULEVARD

As shown in Table 3.13-11, the addition of the proposed Project results in a potentially significant impact at Roadway Segment #9, Douglas Road between Mather Boulevard and Sunrise Boulevard. Roadway Segment #9 operates at unacceptable LOS F without the Project, and the Project increases the volume to capacity ratio by more than 0.05. This is a potentially significant impact.

Mitigation Measure 3.13-8 requires the Project applicant to contribute its fair share towards the widening of Douglas Road to the City's maximum allowable capacity of six lanes. With this improvement, the roadway would operate at an acceptable LOS. However, since the identified improvement falls partially under the jurisdiction of the County, neither the City nor the Project applicant would have control over the timing or implementation of this improvement. Thus, this impact would remain ***significant and unavoidable***. If the County allows the improvement to move forward, the impact would be classified as significant in the short-term, but eventually would be reduced to a less-than-significant level in the long-term.

ROADWAY SEGMENT #24 – SUNRISE BOULEVARD BETWEEN WHITE ROCK ROAD AND DOUGLAS ROAD

As shown in Table 3.13-11, the addition of the Project results in a potentially significant impact at Roadway Segment #24, Sunrise Boulevard between White Rock Road and Douglas Road. Roadway Segment #24 operates at unacceptable LOS E without the Project, and the Project increases the volume to capacity ratio by more than 0.05. This is a potentially significant impact.

Roadway Segment #24 operates unacceptably without the Project and currently has the maximum number of lanes for the General Plan designation. The City's General Plan Draft EIR indicates that widening beyond six lanes would not be consistent with the City's vision for Sunrise Boulevard as articulated in the General Plan, including the Circulation Plan, which doesn't anticipate local roads wider than six lanes. The General Plan Draft EIR addressed this for roadway segments with the following explanation "*In addition, during the development of the Roadway System Sizing Map and the General Plan, the City Council identified that no local roadway would be designed larger than a 6-lane facility, given that large roadway facilities (8 lanes and greater) conflicts with pedestrian and bicycle use and results in the "barrier effect" of such roadways dividing portions of the City*." Therefore, further road widening to mitigate this impact would conflict with the General Plan and no alternative feasible measures have been identified by the City. Therefore, this impact is ***significant and unavoidable***.

RANCHO CORDOVA PARKWAY (PROJECT EXTENT)

In addition to roadway segment operations, the need to widen Rancho Cordova Parkway from two lanes to four lanes along the Project extents was analyzed between Existing (2017) and Cumulative (2040) Plus Project conditions. This trigger analysis incorporated not only the development assumptions that would increase traffic along this roadway segment, but also the connection of the roadway south to Grant Line Road and north to US-50. According to the analysis, the roadway segment would need to be widened by 2034; this would equate to approximately 570 single-family residential and 566 active adult residential dwelling units that can be constructed before the roadway segment is required to be widened. This is a potentially significant impact.

Mitigation Measure 3.13-9 requires the Project applicant to widen Rancho Cordova Parkway from two lanes to four lanes along the Project extents. With this improvement, this impact would be reduced to ***less than significant***.

TABLE 3.13-11: CUMULATIVE (2040) PLUS PROJECT ROADWAY SEGMENT LOS

ROADWAY SEGMENT	CUMULATIVE (2040) BASELINE					CUMULATIVE (2040) PLUS PROJECT					LOS THRESH-OLD
	# LANES	FACILITY TYPE	DAILY VOL.	V/C	LOS	# LANES	FACILITY TYPE	DAILY VOL.	V/C	LOS	
1. Jackson Rd/SR-16: Bradshaw Rd and Excelsior Rd	4	Arterial M	22,600	0.63	B	4	Arterial M	22,702	0.63	B	E
2. Jackson Rd/SR-16: Excelsior Rd and Eagles Nest Rd	4	Arterial M	22,740	0.63	B	4	Arterial M	22,945	0.64	B	E
3. Jackson Rd/SR-16: Eagles Net Rd and Sunrise Blvd	2	Rural Hwy	21,500	0.94	E	2	Rural Hwy	21,705	0.95	E	D
4. Jackson Rd/SR-16: Sunrise Blvd and Grant Line Rd	4	Arterial H	23,690	0.59	A	4	Arterial H	23,690	0.59	A	E
5. Excelsior Rd: Jackson Rd/SR-16 and Kiefer Blvd	2	Arterial M	8,950	0.50	A	2	Arterial M	8,950	0.50	A	E
6. Kiefer Blvd: Grant Line Rd and Jackson Rd/SR-16	2	Rural S	2,180	0.11	A	2	Rural S	2,282	0.11	B	D
7. International Dr: Zinfandel Dr and Sunrise Blvd	6	Arterial M	25,690	0.48	A	6	Arterial M	25,997	0.48	A	D
8. Mather Blvd: Femoyer St and Douglas Rd	4	Arterial M	20,870	0.58	A	4	Arterial M	22,406	0.62	B	D
9. Douglas Rd: Mather Blvd and Sunrise Blvd	4	Arterial M	37,150	**1.03**	**F**	4	Arterial M	39,915	**1.11**	**F**	D
10. Douglas Rd: Sunrise Blvd and Grant Line Rd	6	Arterial M	24,290	0.45	A	6	Arterial M	28,694	0.53	A	D
11. White Rock Rd: Zinfandel Dr and Sunrise Blvd	6	Arterial M	27,540	0.51	A	6	Arterial M	27,847	0.52	A	D
12. White Rock Rd: Sunrise Blvd and Grant Line Rd	6	Arterial M	16,960	0.31	A	6	Arterial M	16,960	0.31	A	E
13. White Rock Rd: Grant Line Rd and Prairie City Rd	4	Expwy	41,330	0.57	A	4	Expwy	42,559	0.59	A	D
14. Mather Field Rd: Folsom Blvd and US-50 WB Ramps	6	Arterial M	30,420	0.56	A	6	Arterial M	30,522	0.57	A	D
15. Mather Field Rd: US-50 WB Ramps and US-50 EB Ramps	6	Arterial M	43,380	0.80	D	6	Arterial M	44,199	0.82	D	D
16. Mather Field Rd: US-50 EB Ramps and International Dr	6	Arterial M	56,560	**1.05**	**F**	6	Arterial M	57,379	**1.06**	**F**	D
17. Zinfandel Dr: Folsom Blvd and US-50 WB Ramps	6	Arterial M	23,730	0.44	A	6	Arterial M	23,935	0.44	A	D
18. Zinfandel Dr: US-50 EB Ramps and White Rock Rd	6	Arterial M	72,230	**1.34**	**F**	6	Arterial M	73,152	**1.35**	**F**	D
19. Zinfandel Dr: White Rock Rd and International Dr	6	Arterial M	37,080	0.69	B	6	Arterial M	38,002	0.70	C	D
20. Zinfandel Dr: International Dr and Douglas Rd	4	Arterial M	21,600	0.60	A	4	Arterial M	22,829	0.63	B	D
21. Sunrise Blvd: US-50 WB Ramps and US-50 EB Ramps	6	Arterial M	71,160	**1.32**	**F**	6	Arterial M	71,979	**1.33**	**F**	D
22. Sunrise Blvd: US-50 EB Ramps to Folsom Blvd	6	Arterial M	58,150	**1.08**	**F**	6	Arterial M	58,969	**1.09**	**F**	D
23. Sunrise Blvd: Folsom Blvd and White Rock Rd	6	Arterial M	41,350	0.77	C	6	Arterial M	42,374	0.78	C	D
24. Sunrise Blvd: White Rock Rd and Douglas Rd	6	Arterial M	49,190	**0.91**	**E**	6	Arterial M	51,955	**0.96**	**E**	D
25. Sunrise Blvd: Douglas Rd and Jackson Rd/SR-16	4	Arterial M	45,470	**1.26**	**F**	4	Arterial M	46,085	**1.28**	**F**	D
26. Sunrise Blvd: Jackson Rd/SR-16 and Grant Line Rd	4	Arterial M	20,170	0.50	A	4	Arterial M	20,272	0.51	A	E
27. Grant Line Rd: White Rock Rd and Douglas Rd	4	Expwy	30,330	0.42	A	4	Expwy	31,559	0.44	A	D
28. Grant Line Rd: Douglas Rd and Jackson Rd/SR-16	4	Arterial H	29,380	0.73	C	4	Arterial H	30,814	0.77	C	D
29. Grant Line Rd: Jackson Rd/SR-16 and Sunrise Blvd	4	Arterial H	13,480	0.34	A	4	Arterial H	13,890	0.35	A	E

ROADWAY SEGMENT	CUMULATIVE (2040) BASELINE					CUMULATIVE (2040) PLUS PROJECT					LOS THRESH-OLD
	# LANES	FACILITY TYPE	DAILY VOL.	V/C	LOS	# LANES	FACILITY TYPE	DAILY VOL.	V/C	LOS	
30. Kiefer Blvd: Eagles Nest Rd and Sunrise Blvd	2	Arterial M	2,080	0.12	A	2	Arterial M	2,080	0.12	A	E
31. Kiefer Blvd: Sunrise Blvd and Rancho Cordova Pkwy	4	Arterial M	15,140	0.42	A	4	Arterial M	15,140	0.42	A	D
32. Kiefer Blvd: Rancho Cordova Blvd and Americanos Blvd	2	Arterial M	7,790	0.43	A	2	Arterial M	7,790	0.43	A	D
33. Kiefer Blvd: Americanos Blvd and Grant Line Rd	2	Arterial M	4,170	0.23	A	2	Arterial M	4,170	0.23	A	D
34. Chrysanthy Blvd: Sunrise Blvd and Rancho Cordova Pkwy	2	Arterial M	5,740	0.32	A	2	Arterial M	7,276	0.40	A	D
35. Chrysanthy Blvd: Rancho Cordova Pkwy and Americanos Blvd (Within Project)	2	Arterial M	6,150	0.34	A	2	Arterial M	14,651	0.81	D	D
36. Chrysanthy Blvd: Americanos Blvd and Grant Line Rd	2	Arterial M	7,070	0.39	A	2	Arterial M	8,606	0.48	A	D
37. Rancho Cordova Pkwy: Folsom Blvd and White Rock Rd	6	Arterial M	46,310	0.86	D	6	Arterial M	47,437	0.88	D	D
38. Rancho Cordova Pkwy: White Rock Rd and Rio Del Oro Pkwy	4	Arterial M	42,680	**1.19**	**F**	4	Arterial M	44,114	**1.23**	**F**	D
39. Rancho Cordova Pkwy: Rio Del Oro Pkwy and Douglas Rd	4	Arterial M	17,310	0.48	A	4	Arterial M	19,154	0.53	A	D
40. Rancho Cordova Pkwy: Douglas Rd and Chrysanthy Blvd	4	Arterial M	15,790	0.44	A	4	Arterial M	22,140	0.62	B	D
41. Rancho Cordova Pkwy: Chrysanthy Blvd and Kiefer Blvd	2	Arterial M	8,350	0.46	A	4	Arterial M	8,965	0.25	A	D
42. Rancho Cordova Pkwy: Kiefer Blvd and Grant Line Rd	2	Arterial M	7,190	0.40	A	2	Arterial M	7,600	0.42	A	D
43. Americanos Blvd: International Dr and Centennial Dr	2	Arterial M	4,850	0.27	A	2	Arterial M	4,850	0.27	A	D
44. Americanos Blvd: Centennial Dr and Douglas Rd	2	Arterial M	1,970	0.11	A	2	Arterial M	1,970	0.11	A	D
45. Americanos Blvd: Douglas Rd and Chrysanthy Blvd	2	Arterial M	4,850	0.27	A	2	Arterial M	5,055	0.28	A	D
46. Americanos Blvd: Chrysanthy Blvd and Kiefer Blvd	2	Arterial M	2,800	0.16	A	2	Arterial M	2,800	0.16	A	D

*NOTE: **BOLD** REPRESENTS UNACCEPTABLE OPERATIONS. SHADED REPRESENTS A POTENTIALLY SIGNIFICANT IMPACT.*

SOURCE: KIMLEY-HORN, 2018.

CONCLUSION

Under the Cumulative (2040) Plus Project condition, the addition of the Project results in potentially significant impacts at five study intersections, including: Intersection #10, Douglas Road at Zinfandel Drive, Intersection #11, Douglas Road at Sunrise Boulevard, Intersection #21, Sunrise Boulevard at White Rock Road, Intersection #25, Sunrise Boulevard at Zinfandel Drive and Intersection #27, White Rock Road at Prairie City Road, and two roadway segments, Roadway Segment #9, Sunrise Boulevard between White Rock Road and Douglas Road, and Roadway Segment #24, Sunrise Boulevard between White Rock Road and Douglas Road. The Project also results in a potentially significant impact to Rancho Cordova Parkway along the Project extent.

Mitigation Measure 3.13-7 would result in acceptable operations at Intersection #10 and Mitigation Measure 3.13-9 would widen Rancho Cordova Parkway to accommodate proposed and planned traffic. However, even with signal timing optimization, the impacts to Intersections #11, #21, and #25 would be significant. The improvement identified in Mitigation Measure 3.13-7 falls under the jurisdiction of the County; therefore, neither the City nor the Project applicant would have control over the timing or implementation of this improvement to Intersection #10. Further, Roadway Segment #24 has been built out consistent with the General Plan designation and additional capacity for this roadway is not envisioned by the General Plan. and, as discussed above, the City has determined that widening to larger than a 6-lane facility would conflict with bicycle and pedestrian use. While there may be potential to improve circulation conditions through additional connectivity along Sunrise Boulevard and further build out of the City's General Plan network, this would require an update to the General Plan to address long-range transportation planning to address adverse cumulative conditions regardless of Project implementation. Therefore, under the Cumulative (2040) Plus Project condition, impacts to Intersection #10, #11, #21, and #25 and Roadway Segment #24 would remain ***significant and unavoidable***. If the County allows the improvements Intersection #10 to move forward, the impacts would be classified as significant in the short-term, but eventually would be reduced to a less-than-significant level in the long-term.

MITIGATION MEASURE(S)

Mitigation Measure 3.13-6: *Intersection #10, Douglas Road at Zinfandel Drive: Prior to issuance of the occupancy permit for the 400th dwelling unit, the Project shall pay its fair-share for the westbound right turn to be converted from permitted to a free right turn with a receiving lane. The Project's fair share of the improvement is 10.61 percent.*

Mitigation Measure 3.13-7: *Intersection #27, White Rock Road at Prairie City Road: A second southbound right-turn lane shall be added at this intersection, and a right-turn overlap signal phase shall be added for the southbound right-turn. The Project's fair share of the improvement is 4.77 percent. The improvement fair-share shall be paid prior to issuance of the occupancy permit for the 400th dwelling unit.*

Mitigation Measure 3.13-8: *Roadway Segment #9, Douglas Road between Mather Boulevard and Sunrise Boulevard: Prior to issuance of the occupancy permit for the 400th dwelling unit, the Project*

shall pay its fair-share for the widening of Douglas Boulevard to six lanes. The Project's fair share of the improvement is 10.05 percent.

Mitigation Measure 3.13-9: *Rancho Cordova Parkway shall be widened from two to four lanes along the project extents. The improvement shall be reflected on the Project's improvement plans. The improvement shall be completed before the 570th market rate single family detached unit and the 566th age-restricted senior unit is constructed.*

Impact 3.13-3: Project implementation would not conflict with an applicable program, plan, ordinance, or policy addressing the transit system (Less than Significant)

Development in the Project area could result in an increase in demand for transit service. As noted previously, transit service in the City of Rancho Cordova is provided by SacRT (local) and Rancho CordoVan (paratransit). Additionally, the SacRT Gold Line light rail route follows US-50 in the City. These SacRT bus routes and the SacRT Gold Line do not directly serve the Project site. The Rancho CordoVan currently operates three routes that serve the Villages of Zinfandel (commonly known as Stone Creek), Anatolia neighborhoods, Kavala Ranch and Sunridge Park. These routes operate Monday through Friday in the mornings and evenings to provide access to light rail at the Zinfandel RT Light Rail Station.

The City's Transit Master Plan proposes a system of city, neighborhood and regional services, including a "Signature Service" to connect residents to businesses, shopping and recreation, and will provide a branding mechanism that will serve broader economic planning goals. As shown on Figure 1 of the Transit Master Plan, the Signature Service would generally follow Rancho Cordova Parkway, adjacent to the western boundary of the Project site and a Signature Transit Station is planned at the intersection of Chrysanthy Boulevard and Rancho Cordova Parkway. The Transit Master Plan does not contain policies for new development but does recommend that the City partner with the development community in the early stages of Project development in order to focus land use strategies that will support a robust transit system.

The City has reviewed the Project for consistency with the City's transit goals and requirements. The Project proposes a Signature Transit Station, consistent with the Transit Master Plan, and has implemented transit-supportive features. The Project would include ample pedestrian and bicycle amenities and connections. For example, one of the Project objectives is to implement the City's Bicycle and Pedestrian Master Plans through providing an on-site bicycle and pedestrian network that is accessible by the general public and provides opportunities for connectivity with bicycle and pedestrian facilities on adjacent properties. This extensive network provides non-vehicle connectivity throughout the site, as described in Chapter 2, and increases accessibility of the proposed transit station.

The Project also provides for high density development and a mix of uses, including the multifamily component and commercial components of the Project, adjacent the proposed Signature Transit Station, which will be located along Rancho Cordova Parkway south of Chrysanthy Boulevard.

The Project incorporates appropriate features to implement the City's Transit Master Plan and would not conflict with any applicable program, plan, ordinance, or policy addressing the transit system. Therefore, impacts associated with transit would be ***less than significant***.

Impact 3.13-4: Project implementation would not conflict with an applicable program, plan, ordinance, or policy addressing the bicycle and pedestrian system (Less than Significant)

The applicable bicycle and pedestrian system plans for the Project are the City's Bicycle Master Plan and the City's Pedestrian Master Plan. Additionally, Section 17.64.100 of the City's Municipal Code outlines the bicycle parking requirements for all new construction, additions of ten percent or more floor area to existing buildings, and changes in land use classification. Consistency with each Plan and the Municipal Code is discussed in detail below.

BICYCLE FACILITIES

Figure 4-1 of the Bicycle Master Plan shows pedestrian generators in the City. According to the figure, none of the pedestrian generators are located on or immediately adjacent to the Project site, although existing and future school and park areas to the west of the site are located in the Project vicinity. The Project would include pedestrian generators, such as park and recreational areas.

Additionally, Figure 4-3 of the Bicycle Master Plan shows the long-range vision of the City's regional trail system. A City Bike Route is shown traversing the Project site from the northeastern corner to the southwestern corner of the site. Other City Bike Routes and Regional Trails are also shown in the Project vicinity. The Project includes development of over two miles of bicycle facilities throughout the Project site, including several connections to existing and proposed regional trails. The Project is proposing to construct one 10-foot to 12-foot wide Class I bike trail connecting to an existing trail in the northeastern portion of the Project and two recreational trails connecting to pedestrian and bicycle facilities on the eastern and western portions of the Project. The Project proposes that these facilities be incorporated into the City's Bicycle Master Plan.

Further, Chapter 4 of the Bicycle Master Plan outlies the goals, programs, and projects of the Plan. Most of the goals are broad and not applicable to individual development projects. The goals that are most applicable to the Project include Goals 2 and 3, reproduced below:

> ***Goal 2:*** *Ensure new development extends the bicycle network to all neighborhoods and attractors.*
>
> ***Goal 3:*** *Ensure adequate support facilities throughout Rancho Cordova's bicycle network.*

As discussed above, the Project would include pedestrian generators (i.e., attractors), such as park and recreational areas. The Project proposes an extensive on- and off-street network of bike lanes and trails that extends to all neighborhoods and attractors and ensures connectivity between the residential uses, parks and recreation uses, and commercial uses, as well as providing connections to adjacent roadways to provide access for bicyclists accessing the Project from other areas.

With respect to providing support facilities, such as bicycle parking as required by the Municipal Code, the SPA Handbook requires bicycle support facilities to be included in the multifamily, parks, recreation, and commercial uses, indicating that bicycle support facilities shall include bicycle parking facilities and may include bicycle lockers, showers for employment-generating uses, or bicycle-related signage. It is anticipated that bicycle parking for the single-family homes would be provided in the garages of each unit. The Zoning Code notes that this is sufficient. The Project is consistent with the applicable requirements related to bicycle facilities and the impact would be ***less than significant***.

PEDESTRIAN FACILITIES

Chapter 3 of the Pedestrian Master Plan outlines the goals, programs, and projects of the Plan. Similar to the goals of the Bicycle Master Plan, most of the goals are broad and not applicable to individual development projects. The goals that are most applicable to the Project include Goals 1 and 3, reproduced below:

> ***Goal 1:*** *Improve the pedestrian network to increase pedestrian activity in Rancho Cordova.*
>
> ***Goal 3:*** *Establish and enhance routes to school that will enable and encourage more students to safely walk to school.*

The Project includes development of sidewalks, stop signs, standard pedestrian crossing warning signs, lane striping to provide a bicycle lane along applicable roadways, bicycle parking, signs to identify pedestrian and bicycle paths, pedestrian signal heads, and an off-street trail network. In addition, the Project will construct a tunnel crossing for the Class I trail Chrysanthy Boulevard within the Project site, three pedestrian push button crossings within the Project site, and one pedestrian push button crossing along Rancho Cordova Parkway adjacent to the Project site.

Sidewalks will be constructed as part of the frontage improvements along all new roadway construction for Jaeger Road/Rancho Cordova Parkway and Chrysanthy Boulevard in conformance with City design standards. Circulation and access to all proposed public spaces will include sidewalks that meet Americans with Disabilities Act standards. The proposed pedestrian facilities would increase pedestrian connectivity to existing and planned facilities and destinations in the City. Further, the proposed bicycle and pedestrian facilities could be used by existing and future students as routes to schools in the Project vicinity. Overall, the Project is consistent with applicable requirements related to pedestrian facilities and the impact would be would be **less than significant**.

Impact 3.13-5: Project implementation would not substantially increase hazards due to geometric design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) (Less than Significant)

No site circulation or access issues have been identified that would cause a traffic safety problem/hazard or any unusual traffic congestion or delay. The majority of the existing and future land uses would be compatible with the Project uses (i.e., residential, commercial, and public/quasi-public uses). While there are agricultural uses, primary livestock grazing, in the Project vicinity, the

Project does not have any features that are anticipated to result in any substantial increase in hazards associated with such uses.

All accesses, roads, and intersections would be designed to City standards that accommodate turning requirements for fire trucks, emergency services vehicles, and other large vehicles. There are no safety, capacity, or sight distance issues identified for the Project access roadways. Therefore, impacts associated with design features and emergency access would be considered ***less than significant*.**

Impact 3.13-6: Project implementation would result in adequate emergency vehicle access (Less than Significant)

On-site infrastructure associated with the Project would include the construction of internal and external access roads and a network of bicycle and pedestrian trails. Primary access would be from Rancho Cordova Parkway. The Project would provide for future connections to an extension of Chrysanthy Boulevard east of the Project site.

The site plan for the Project was qualitatively reviewed by Kimley-Horn for general access and on-site circulation. According to the site plan, primary access to the site will be provided from Chrysanthy Boulevard at the intersection of Rancho Cordova Parkway/Jaeger Road. The combination of these access points, as well as the on-site circulation system, appears to provide adequate access to/from Chrysanthy Boulevard, Rancho Cordova Parkway and the surrounding transportation network. Additional access will be provided in the future as Chrysanthy Boulevard, Rancho Cordova Parkway, and Americanos Boulevard are constructed and extended. Sacramento Metropolitan Fire Department and the Rancho Cordova Police Department have reviewed the Project application and tentative subdivision map in 2018 and their requirements regarding access, including roadway widths, entry widths, access to courts and dead-end streets, have been incorporated into the proposed Tentative Subdivision Map and more detailed requirements are required as standard Conditions of Approval to ensure that the standard requirements are reflected on improvement plans. Therefore, this is considered a ***less than significant*** impact.

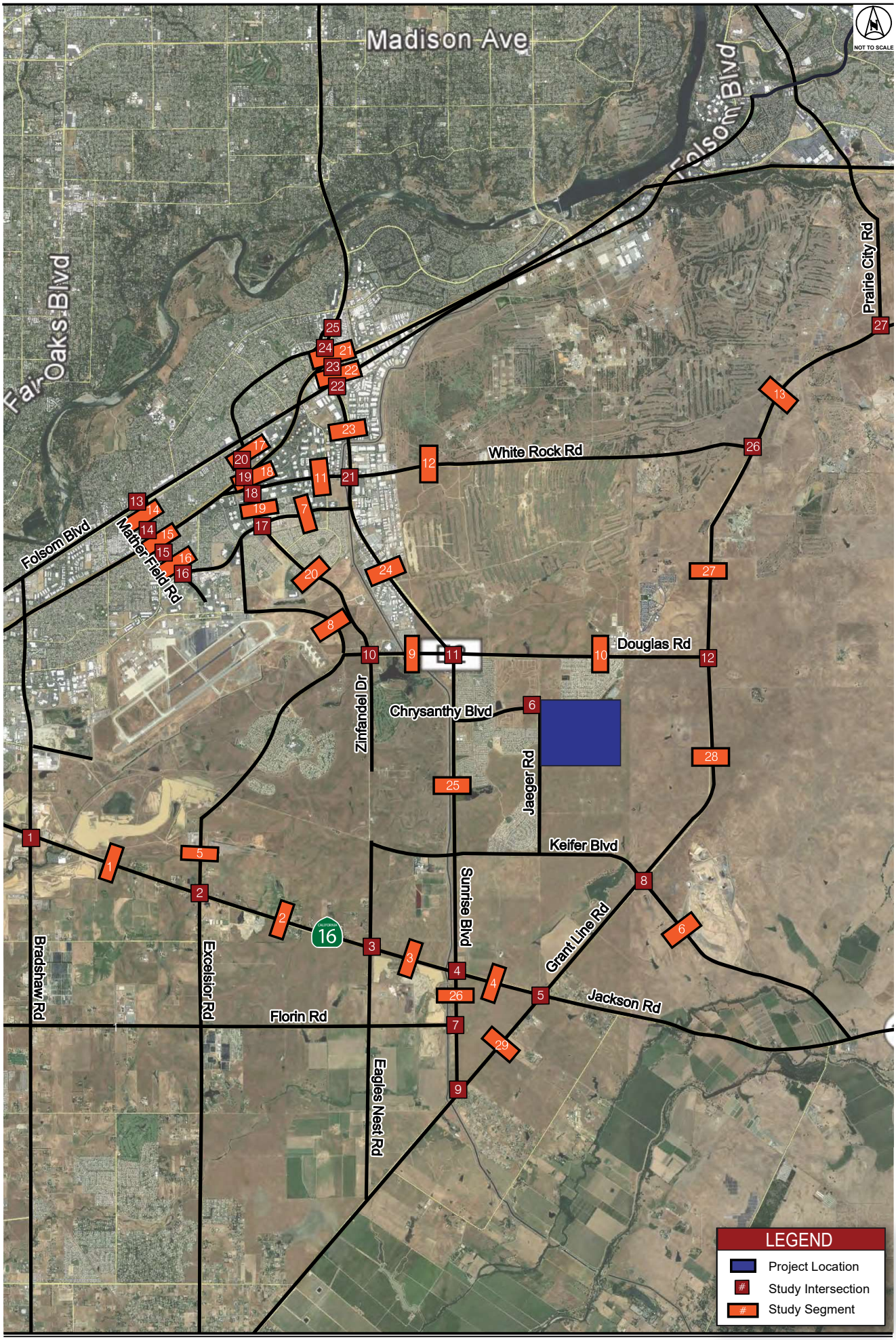

Figure 3.13-1
Existing (2017) Project Vicinity Map

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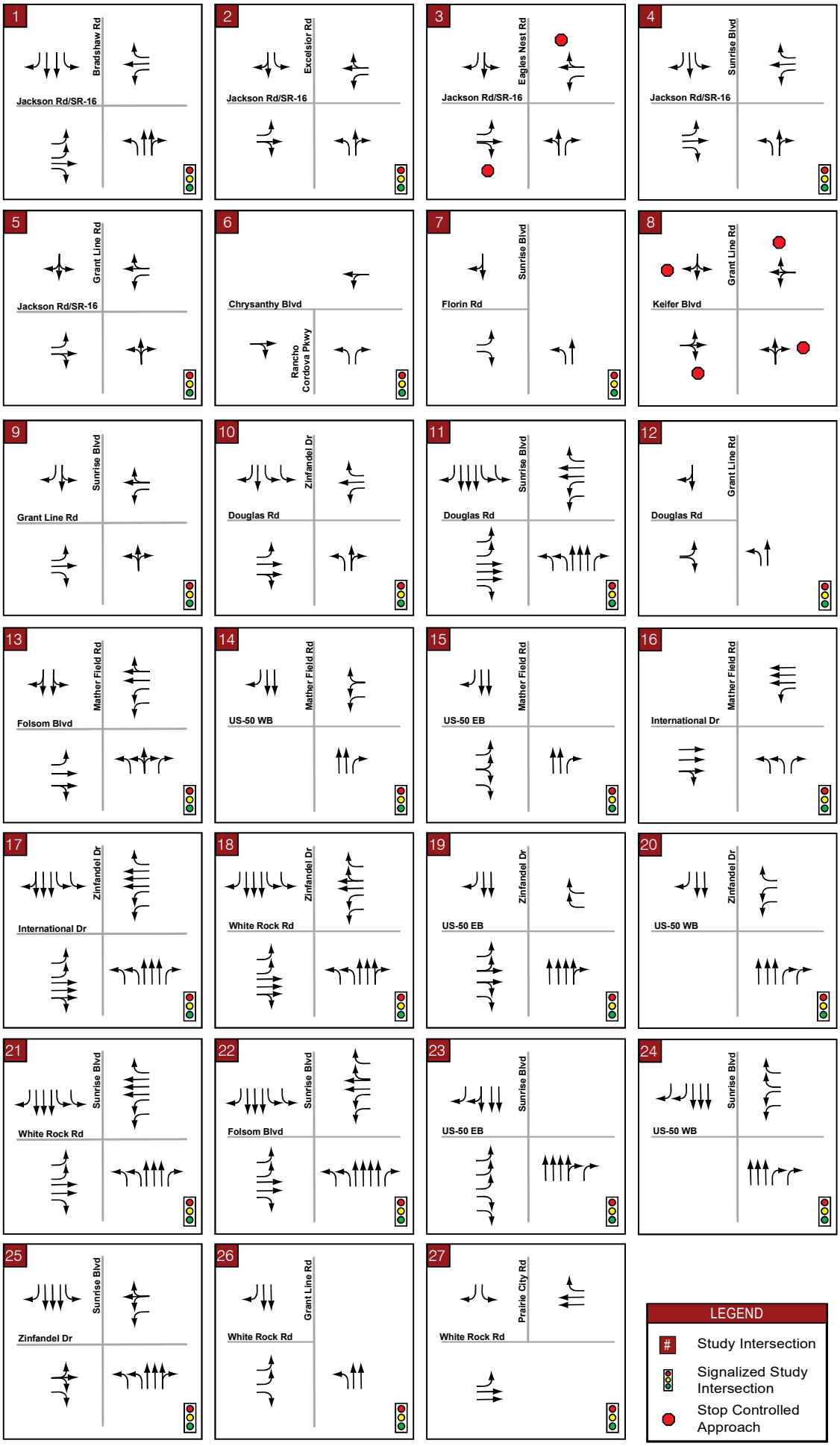

Figure 3.13-2
Existing (2017) Study Intersections, Traffic Control, and Lane Geometries

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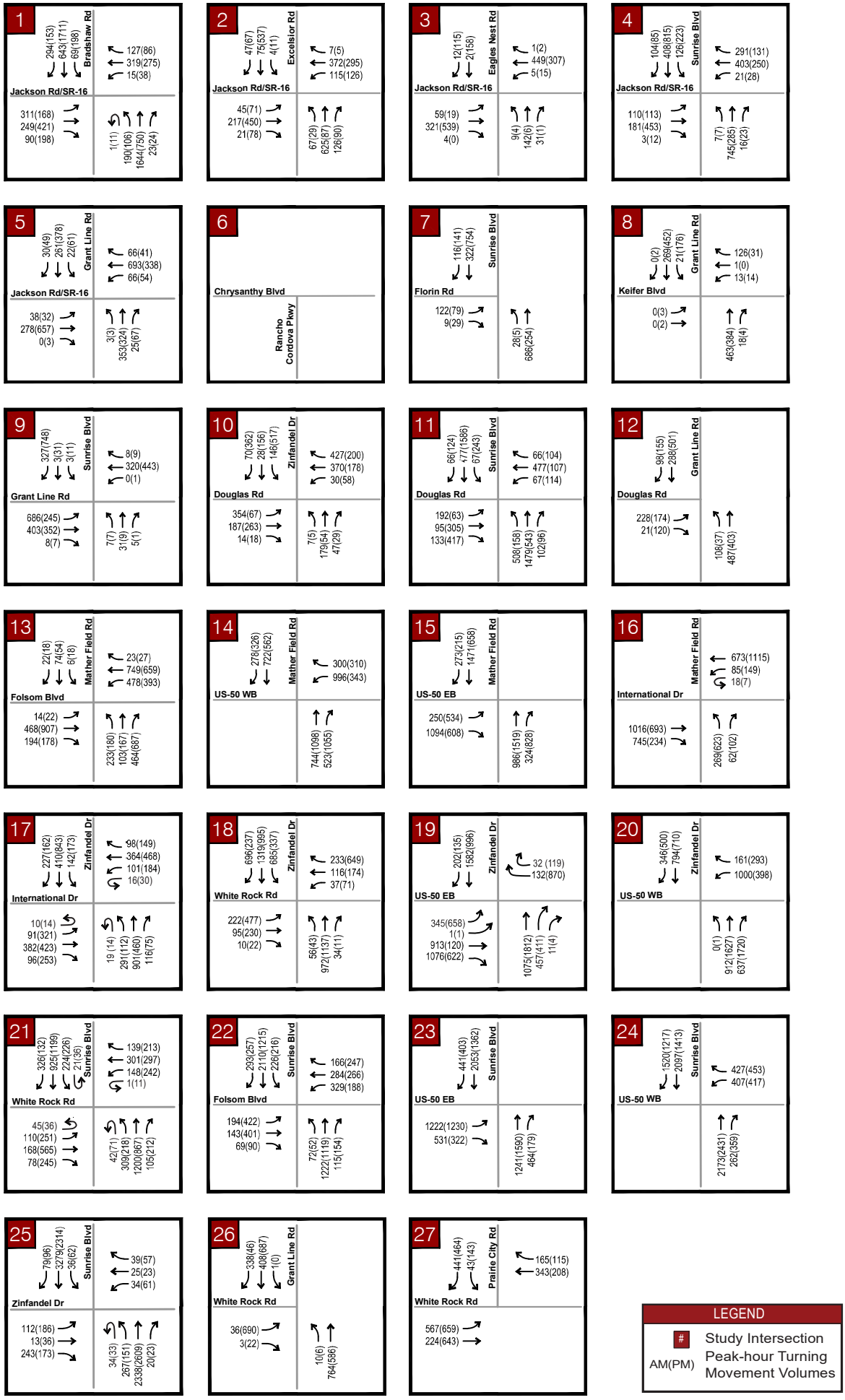

Figure 3.13-3
Existing (2017) Peak Hour Traffic Volumes

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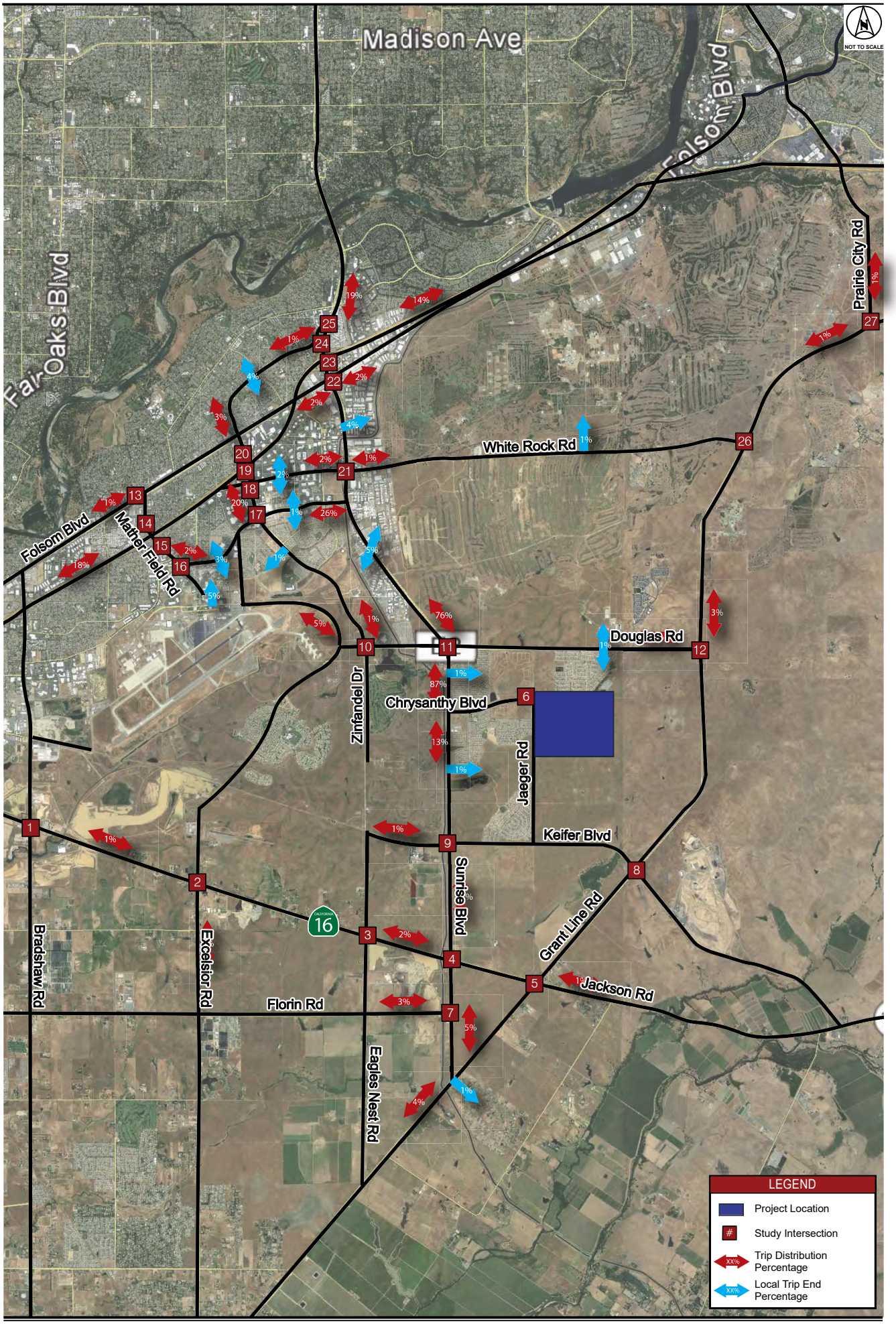

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Figure 3.13-4
Existing (2017) Project Trip Distribution

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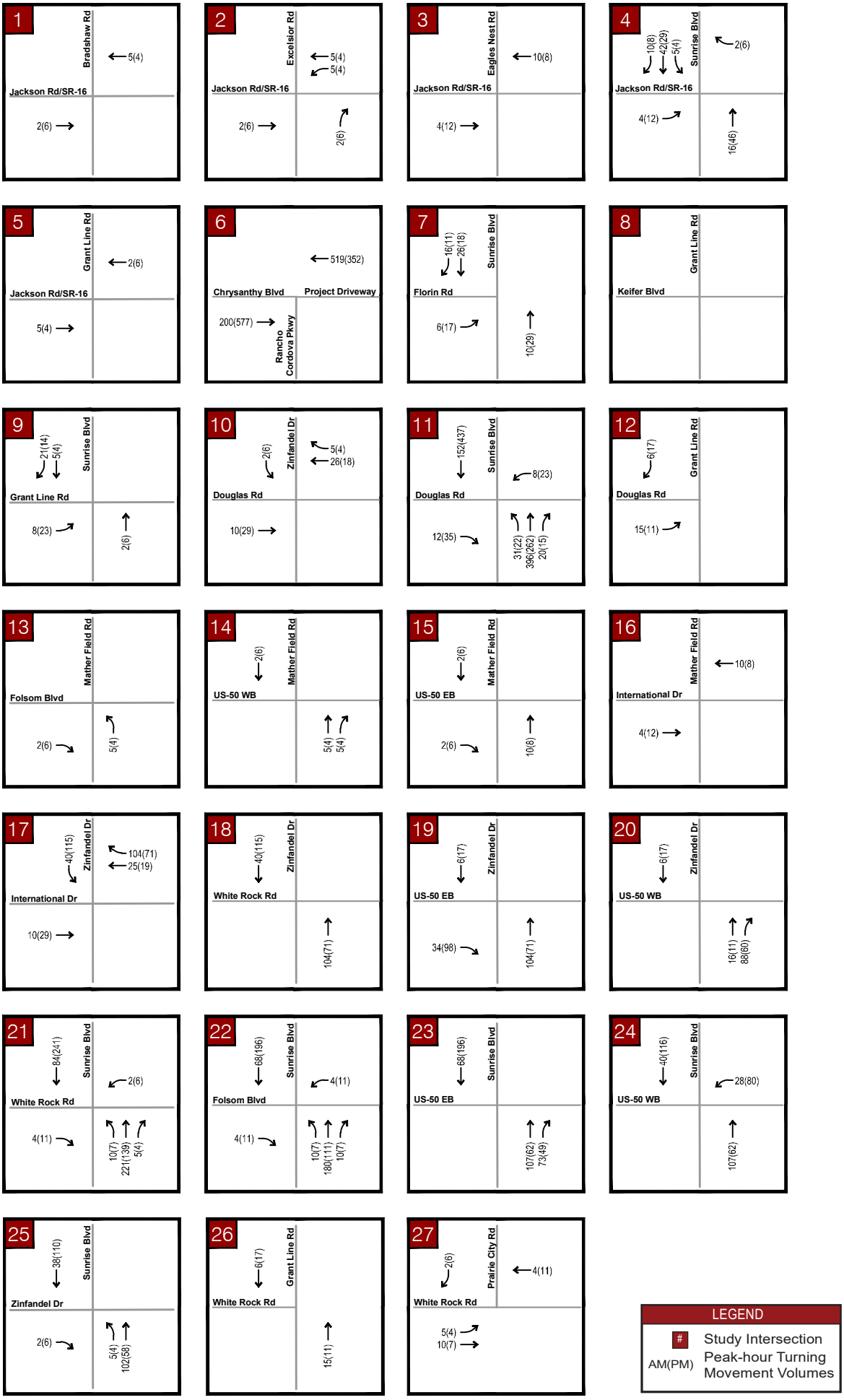

Figure 3.13-5
Existing (2017) Project Trip Assignment

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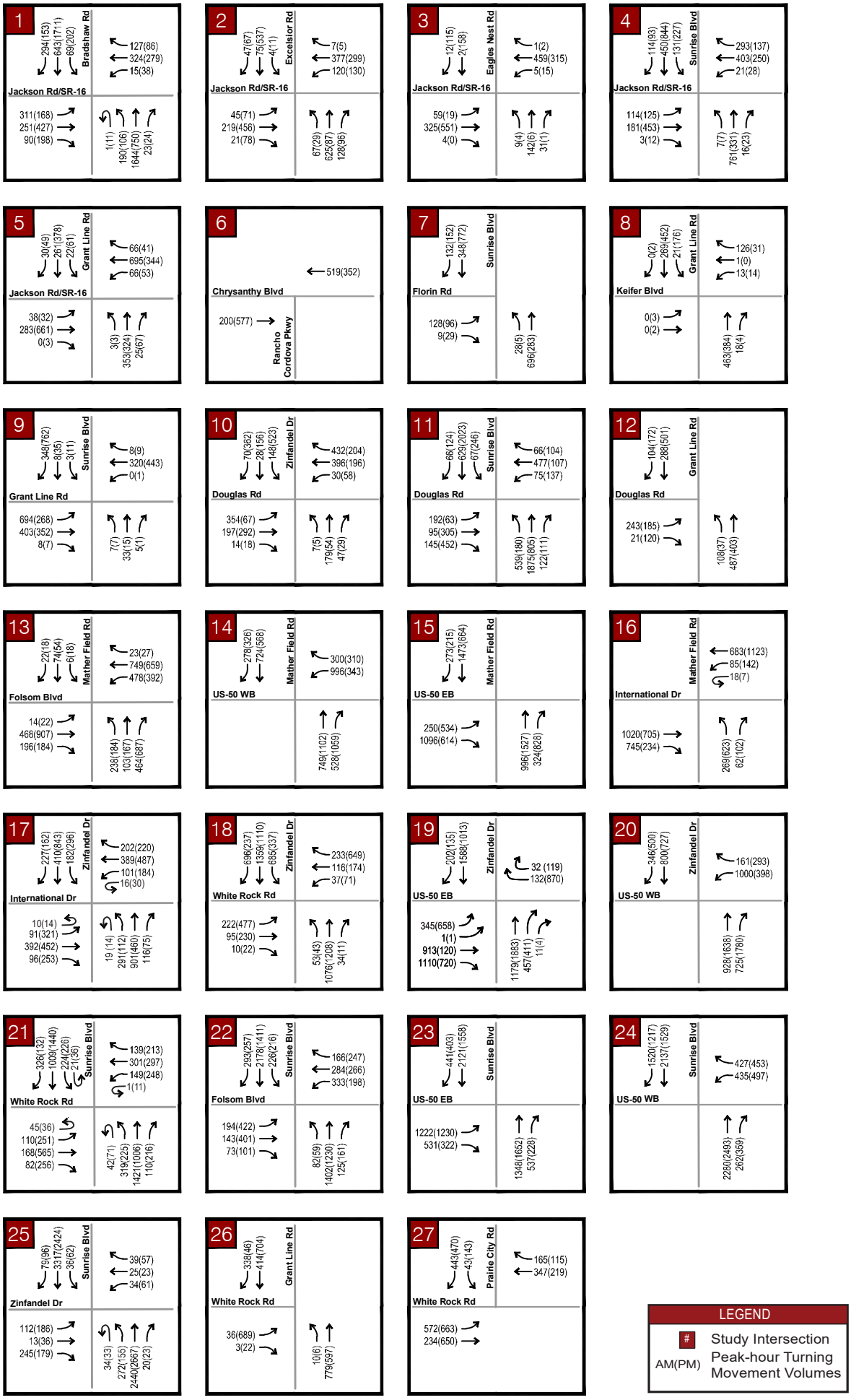

Figure 3.13-6
Existing (2017) Plus Proposed Project Peak Hour Traffic Volumes

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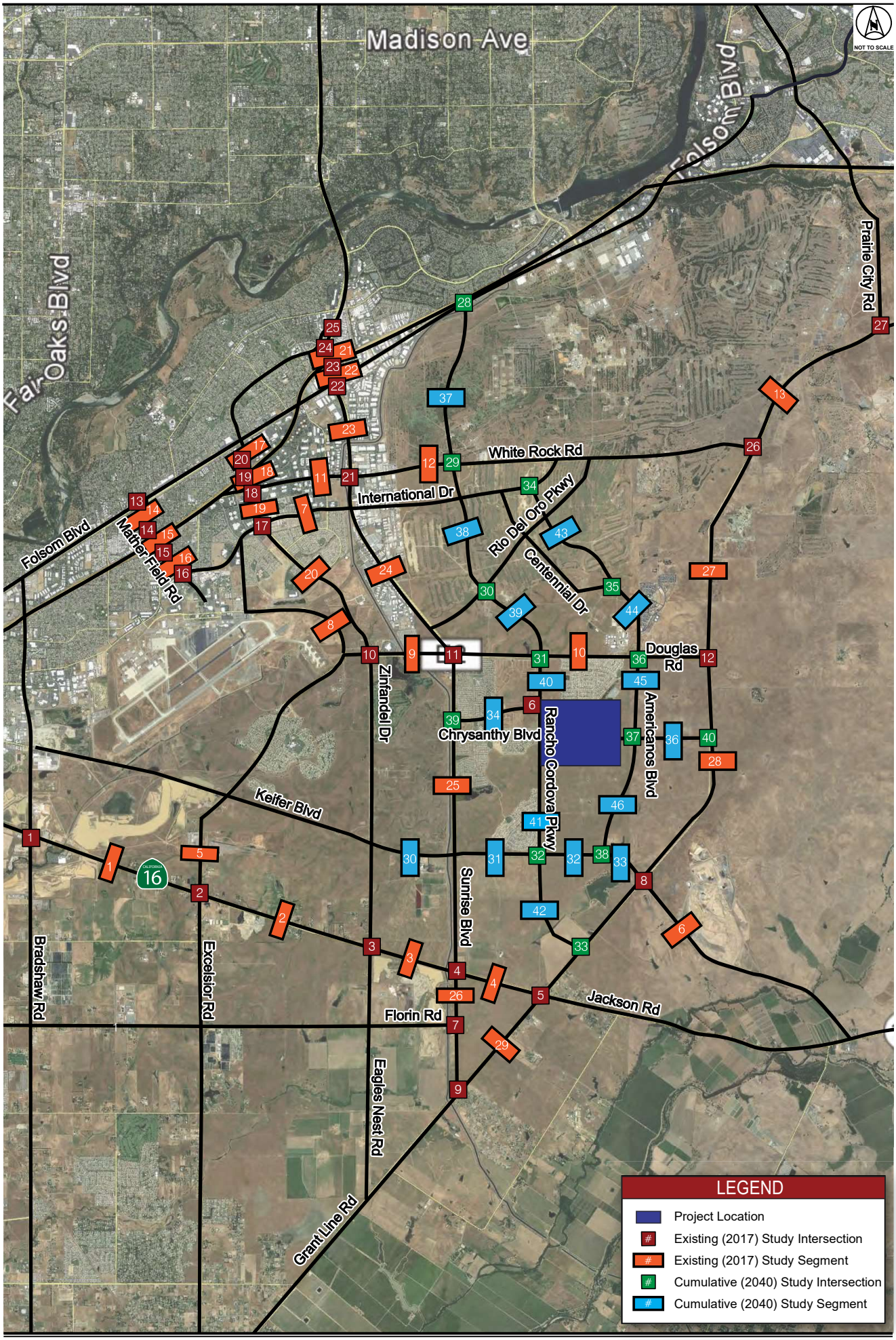

Figure 3.13-7
Cumulative (2040) Study Intersections, Interchanges, and Count Locations

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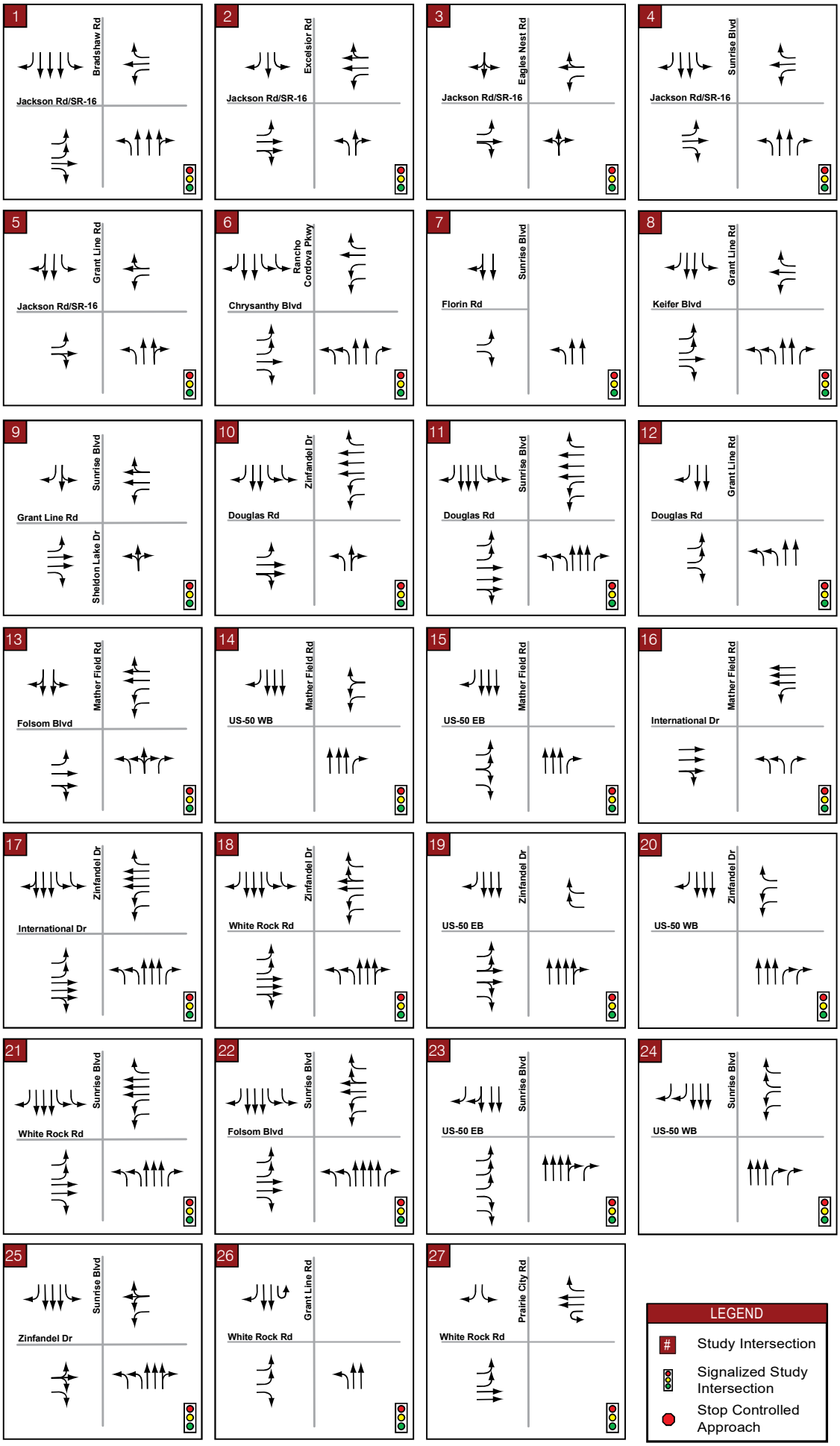

Figure 3.13-8a
Cumulative (2040) Study Intersections, Traffic Control, and Lane Geometries

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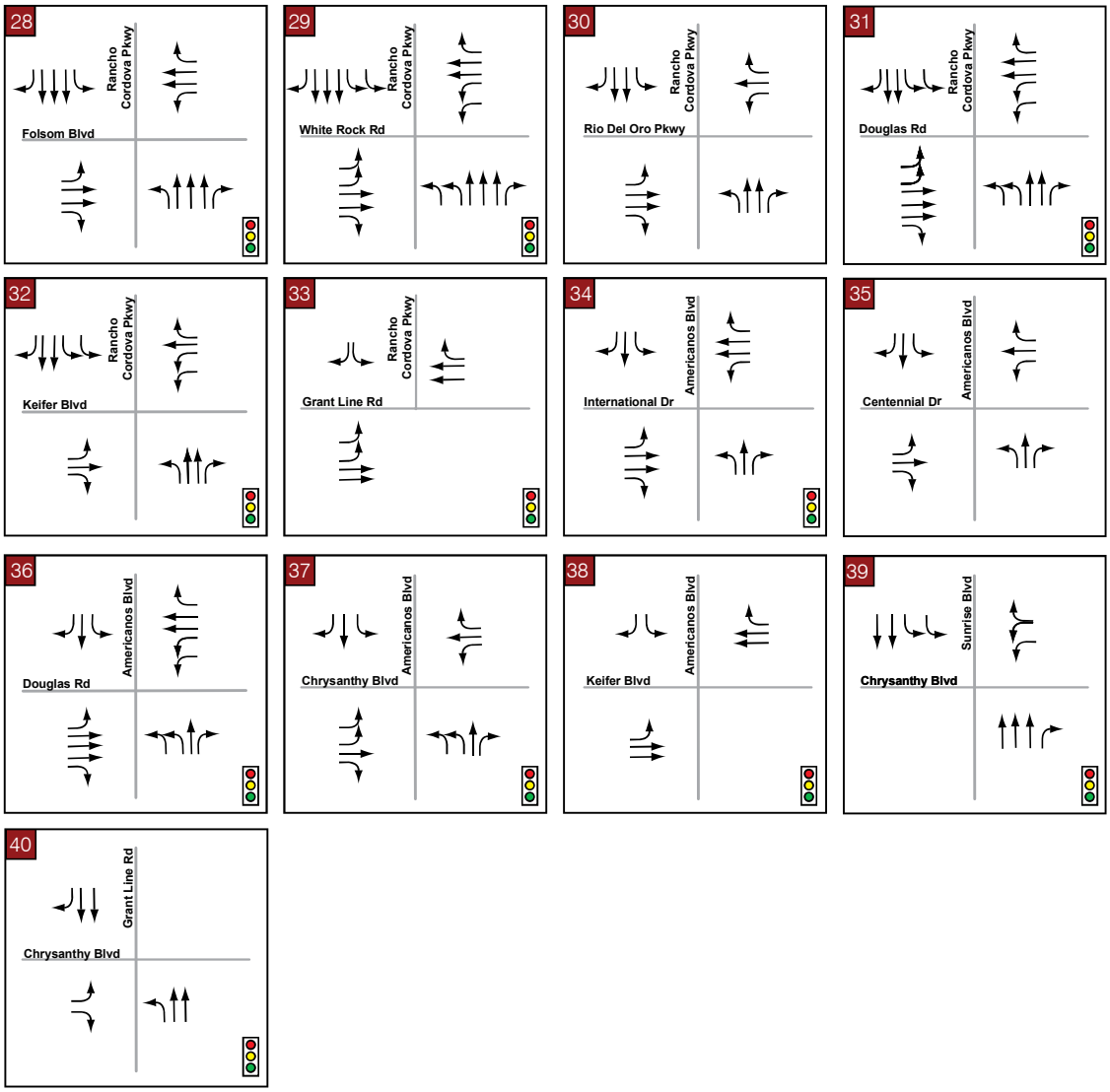

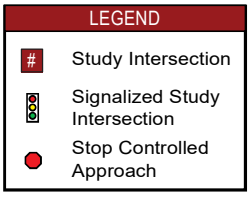

Figure 3.13-8b
Cumulative (2040) Study Intersections, Traffic Control, and Lane Geometries (Continued)

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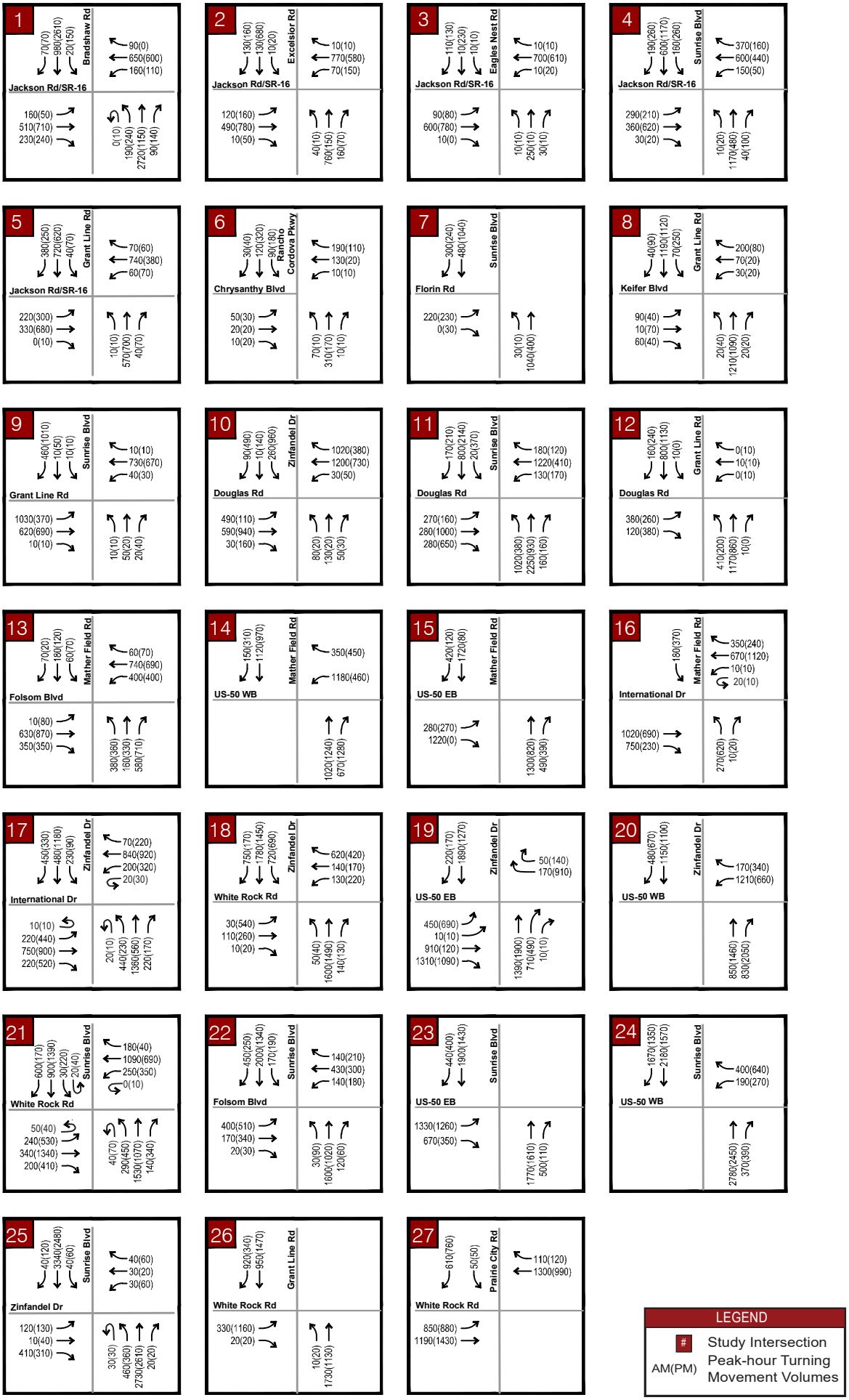

Figure 3.13-9a
Cumulative (2040) Peak Hour Traffic Volumes

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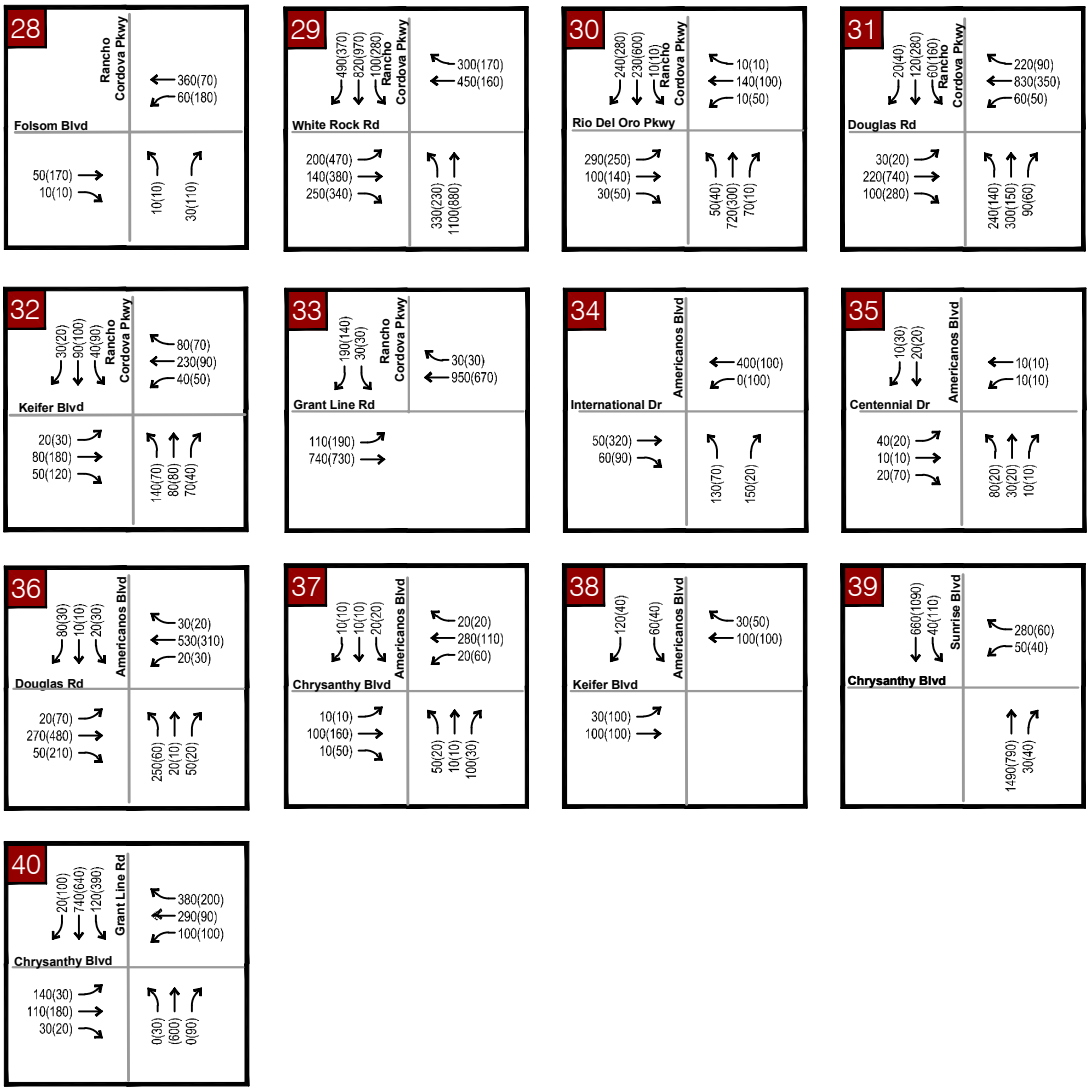

LEGEND

#	Study Intersection
AM(PM)	Peak-hour Turning Movement Volumes

Figure 3.13-9b
Cumulative (2040) Peak Hour Traffic Volumes (Continued)

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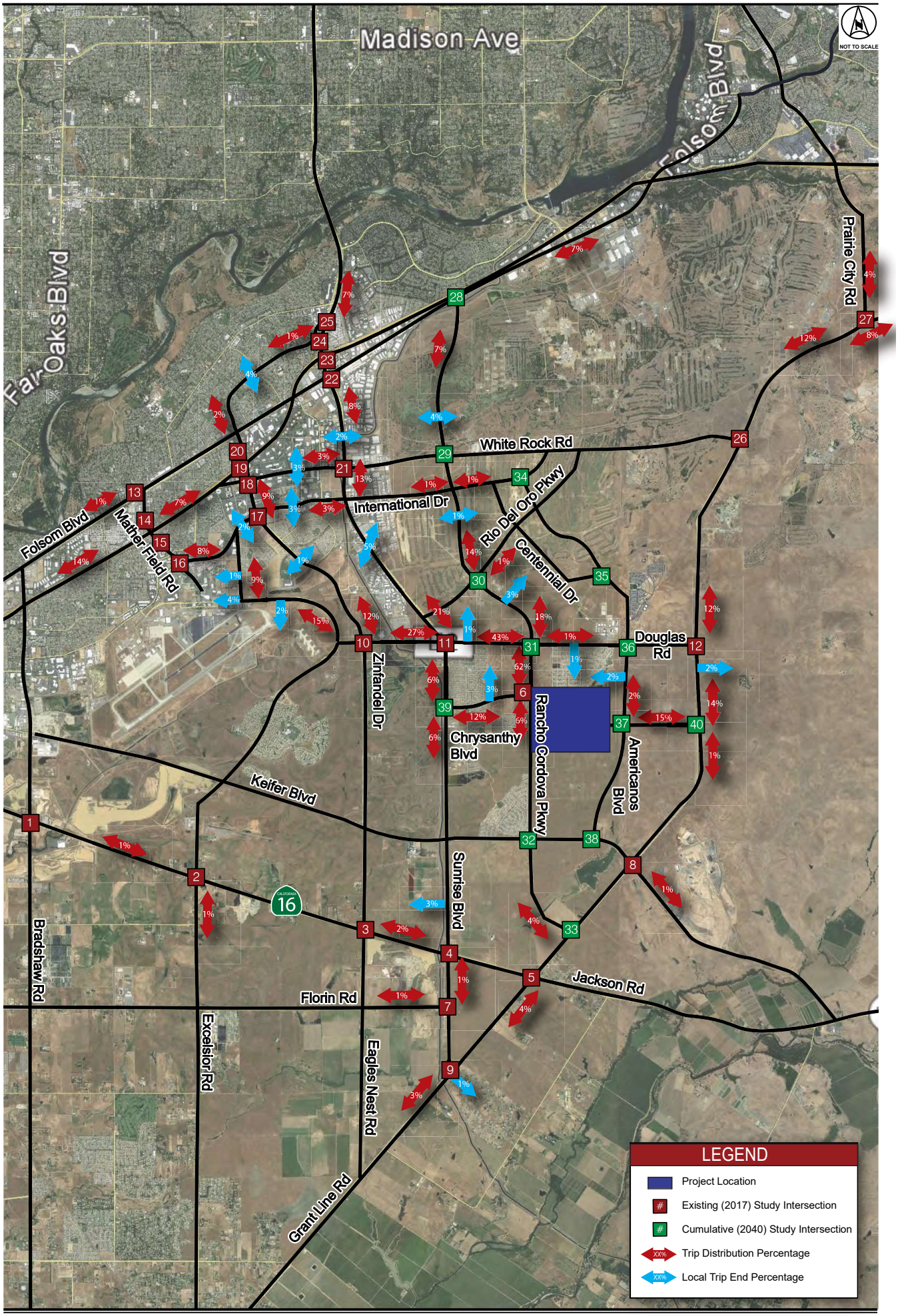

Kimley»Horn

Figure 3.13-10
Cumulative (2040) Project Trip Distribution

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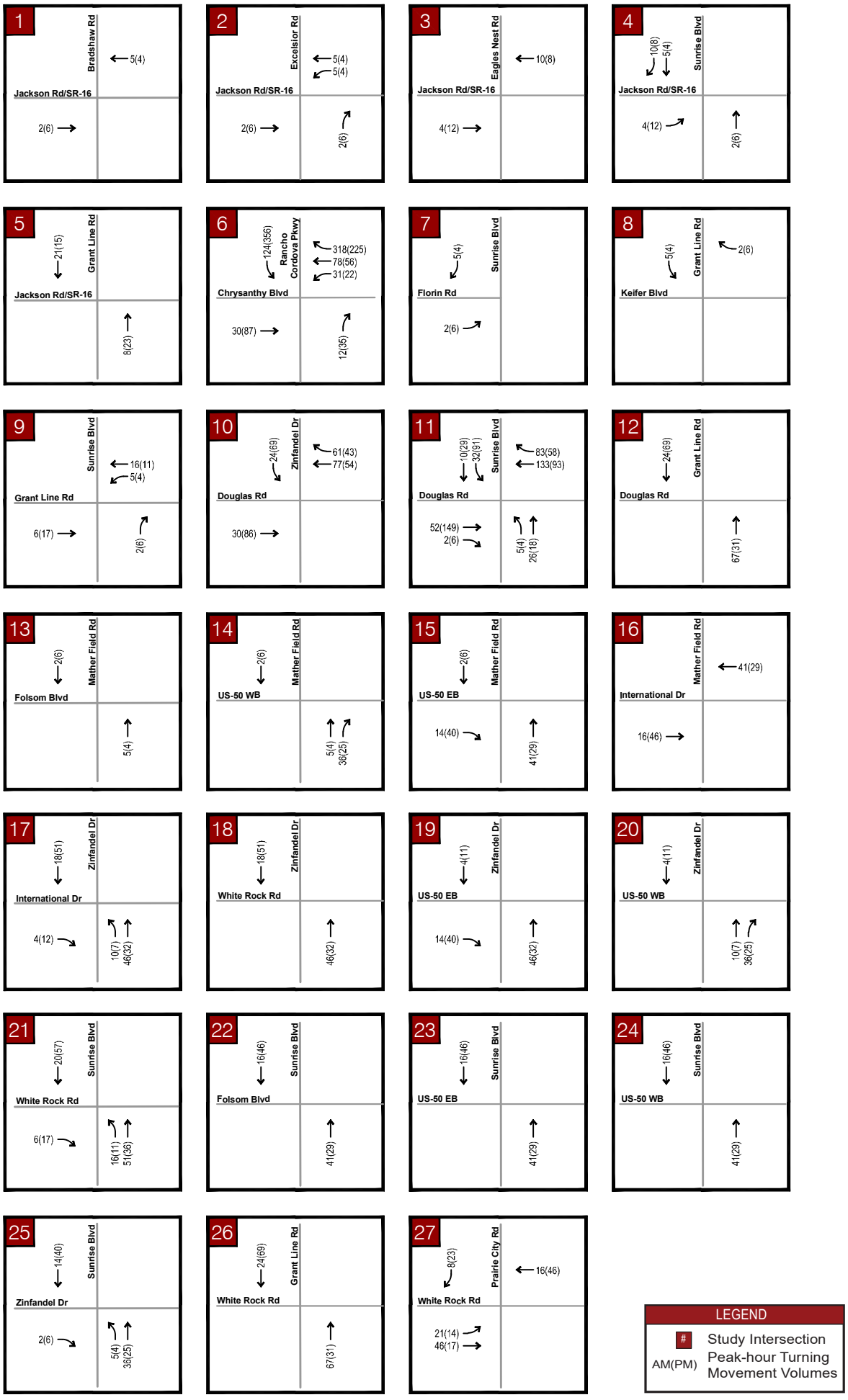

Figure 3.13-11a
Cumulative (2040) Project Trip Assignment

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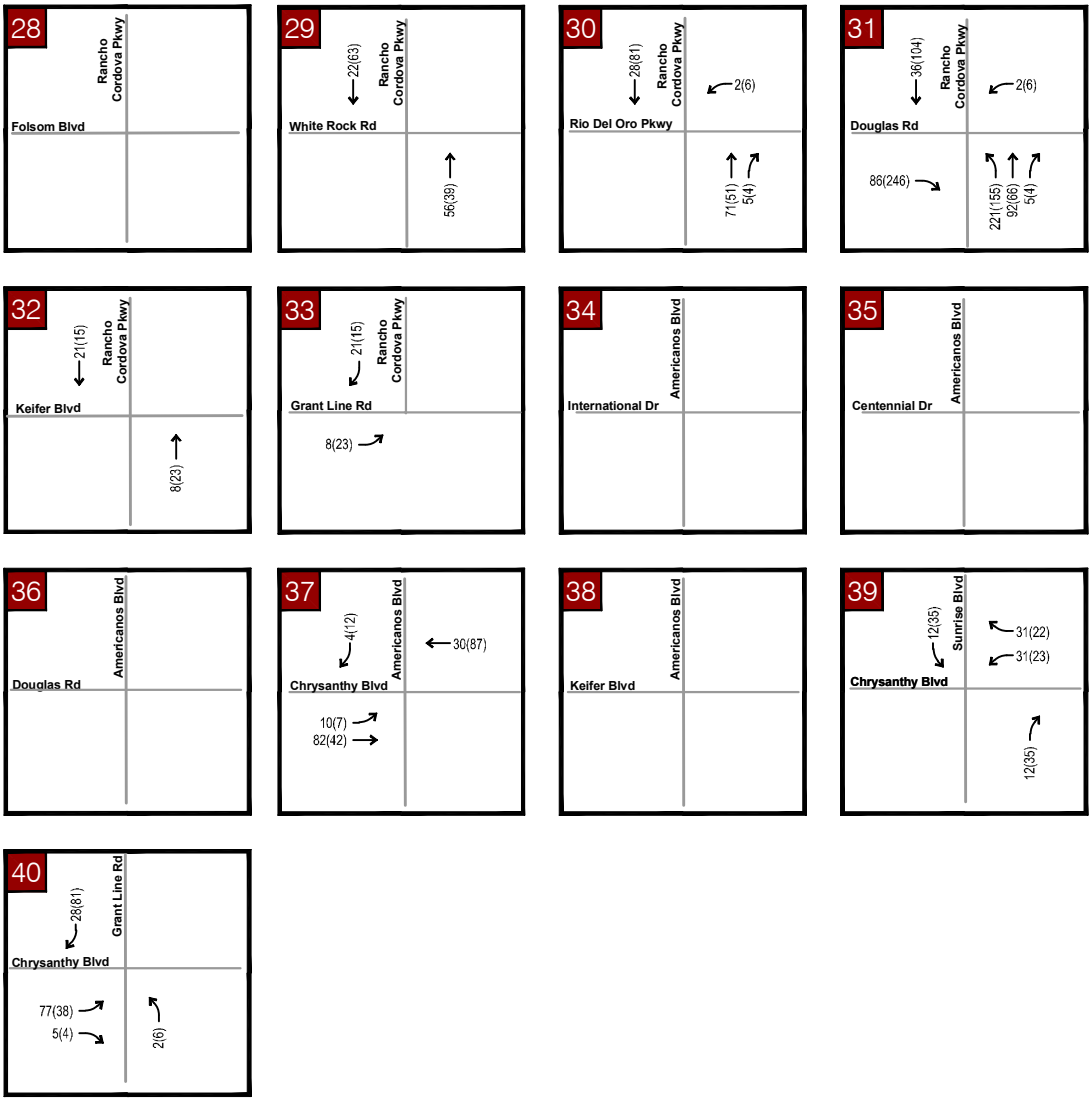

LEGEND

#	Study Intersection
AM(PM)	Peak-hour Turning Movement Volumes

Figure 3.13-11b
Cumulative (2040) Project Trip Assignment (Continued)

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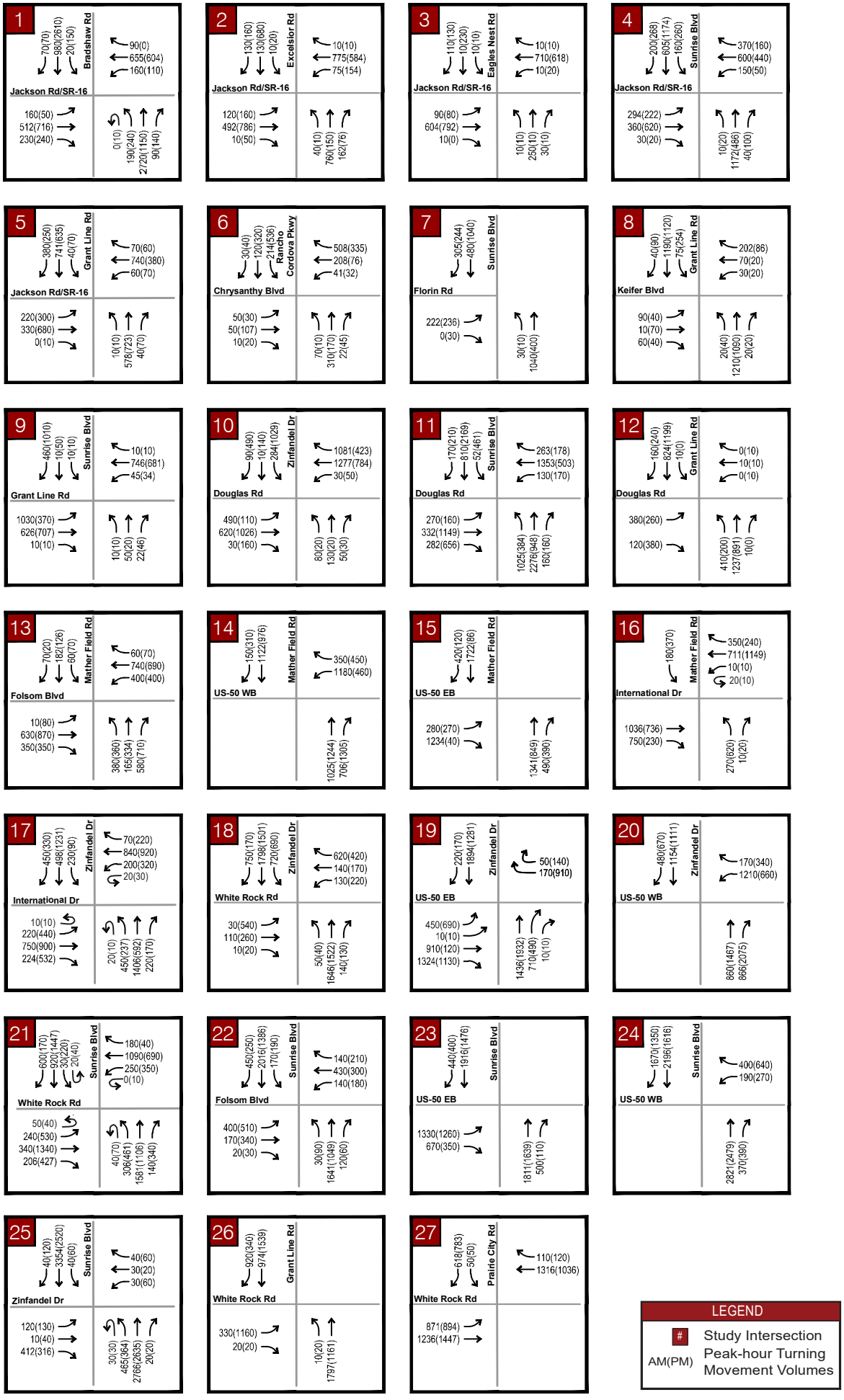

Figure 3.13-12a
Cumulative (2040) Plus Project Traffic Volumes

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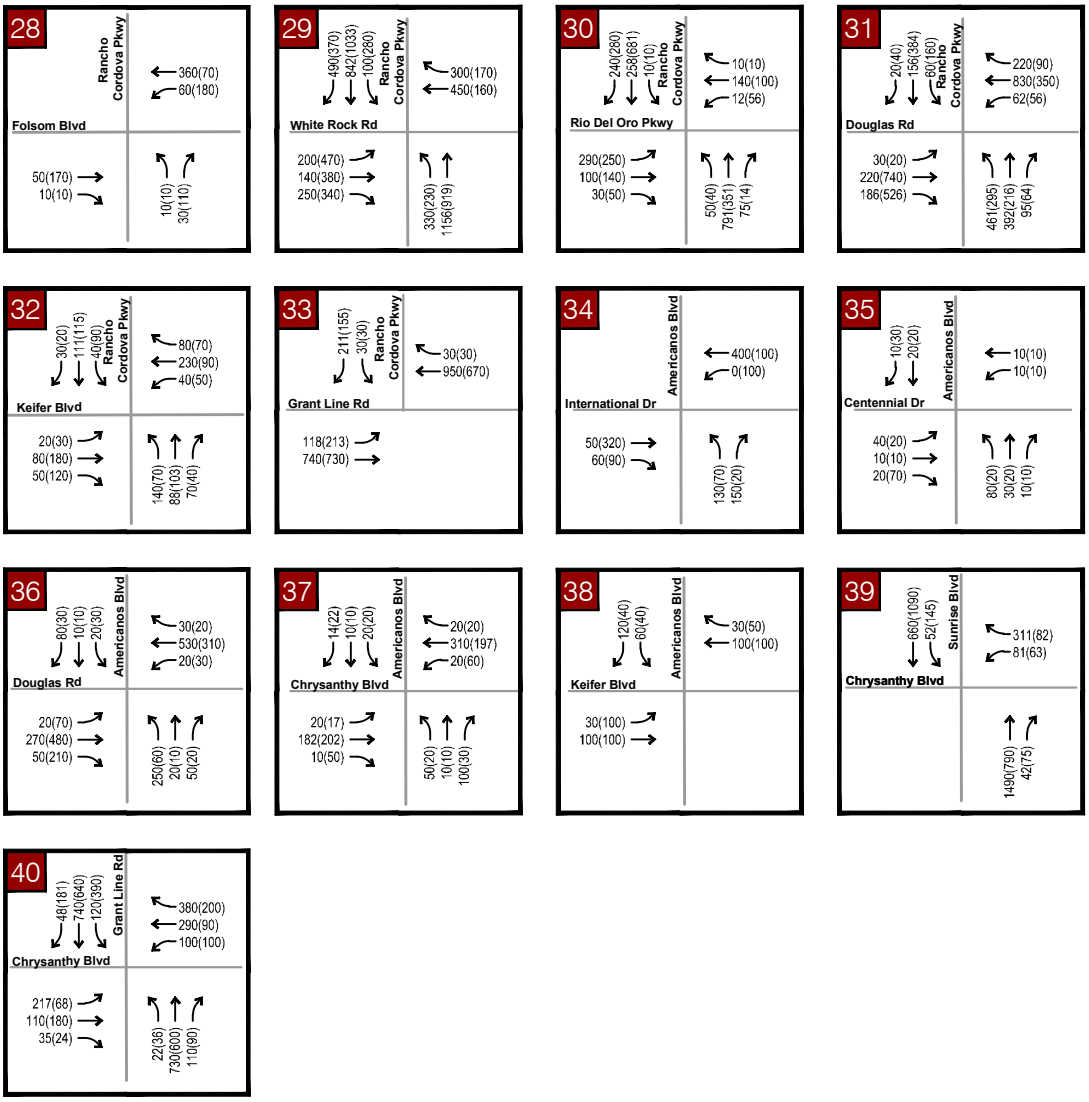

LEGEND

#	Study Intersection
AM(PM)	Peak-hour Turning Movement Volumes

Figure 3.13-12b
Cumulative (2040) Plus Project Traffic Volumes (Continued)

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