4.4 – Transportation and Circulation

This section describes potential impacts on the transportation system associated with adoption of the Rancho Cordova Redevelopment Plan. The impact analysis evaluates the roadway, transit, bicycle, pedestrian, and aviation components of the overall transportation system.

4.4.1 EXISTING CONDITIONS

PHYSICAL ENVIRONMENT

The existing physical conditions for the transportation system are described below. This description is organized by transportation system component, beginning with the regional roadway system and public transit, non-motorized transportation, and aviation.

Regional Roadway System

Rancho Cordova's transportation system is focused around the roadway network. Although the City does have alternative travel modes, the majority of people use the automobile as their primary travel mode. Although automobile travel is the primary function for the roadway network, it also serves a variety of other modes: trucks, buses, bicycling, and walking.

Rancho Cordova's roadway network has two distinct characteristics; it is urban within developed areas of the City (north of Douglas Road, west of Sunrise Boulevard and the entire Redevelopment Project Area) and rural within undeveloped areas of the City (east of Sunrise Boulevard, south of U.S. 50).

Work, shopping, recreation, school, and goods movement trips are responsible for most of the travel demand on the transportation system. Recreation attractions include regional parks within or adjacent to the City and the American River Parkway Area which borders the north side of the City. Rancho Cordova is currently an employment and retail center for the region, which results in the importation of trips into the City.

There are several transportation constraints near the City and the Redevelopment Project Area that create congestion during peak periods. Within the City's Planning Area, Hazel Avenue, Sunrise Boulevard, and Watt Avenue provide three of the limited river crossings of the American River and are congested, particularly within the peak periods. Additionally, U.S. 50 and State Route (SR) 16 (Jackson Highway) provide regional east-west travel in the area and are also congested during peak periods. There are no river crossings within the Project Area, however Sunrise Boulevard makes up portions of the Project Area's eastern boundary.

The roadway system within Rancho Cordova and the Redevelopment Project Area is presented on **Figure 4.4-1**. Major roadways are described below:

Highways

US-50 is an east-west multi-lane freeway beginning just west of the City of Sacramento and continuing east through Sacramento County and El Dorado County to Lake Tahoe and beyond. It varies from eight lanes in the urban areas of metropolitan Sacramento to two to four lanes in rural areas in El Dorado County. In the Redevelopment Project Area, US Highway 50 varies between an eight-lane and six-lane facility, with high occupancy vehicle (HOV) lanes east of Sunrise Boulevard.

Major Roadways

Sunrise Boulevard is a north-south major road connecting Grant Line Road to the City of Roseville. It has two lanes between Grant Line Road and Douglas Road, four lanes between Douglas Road and White Rock Road, and six lanes north of White Rock Road. The US-50/Sunrise Boulevard interchange is an L-9 configuration with loop on-ramps in the northeast and southwest quadrants and diagonal ramps in all four quadrants. Sunrise Boulevard borders the Project Area to the east.

White Rock Road extends from International Drive to El Dorado County. It is a two-lane local road between International Drive and Zinfandel Drive, a six-lane secondary road between Zinfandel Drive and Sunrise Boulevard, and a two-lane rural road east of Sunrise Boulevard. Portions of White Rock Road are located immediately south of the Project Area.

Mather Field Road extends from the Mather Reuse Area to Folsom Boulevard. It is a six-lane major road between International Drive and US-50, and a four-lane major road between US-50 and Folsom Boulevard. The US-50/Mather Field Road interchange is an L-9 configuration with loop on-ramps in the northeast and southwest quadrants and diagonal ramps in all four quadrants. Mather Field Road runs north-south through the Project Area.

Zinfandel Drive is a four-lane major road from International Drive to Folsom Boulevard. North and east of Folsom Boulevard it is a two-lane residential collector. The US-50/Zinfandel Drive interchange is an L-9 configuration with loop on-ramps in the northeast and southwest quadrants and diagonal ramps in all four quadrants.

International Drive is a four-lane east-west major road, beginning at the Mather Field Road/White Rock Road intersection and extending east to Kilgore Road. International Drive is not within the Project Area, but is located immediately adjacent to the southern boundary of the Project Area.

Folsom Boulevard parallels U.S. 50 from Business 80 in Downtown Sacramento to Folsom, where it becomes Folsom-Auburn Road and continues north to Auburn. Paralleling the south side of Folsom Boulevard is the RT light rail transit (LRT). Folsom Boulevard is generally a four-lane major road within the City. The County of Sacramento recently completed widening of Folsom Boulevard between Hazel Avenue and Sunrise Boulevard from two- to four-lanes. Folsom Boulevard is the major east-west road running through the Project Area.

Bradshaw Road is a two- to six-lane major road beginning at Folsom Boulevard and extending south to Grant Line Road. North of Goethe Road, Bradshaw Road is six-lanes. South of U.S. 50, Bradshaw Road eventually narrows from six- to two-lanes as it extends south. Bradshaw Road is located to the west of the Project Area.

STUDY AREA

Fehr & Peers conducted a detailed analysis of the following roadway segments and freeway facilities under existing conditions for the preparation of the Rancho Cordova General Plan EIR. This traffic study is the basis for the analysis in this EIR. These roadway facilities were identified based on input from City staff, comments received on the General Plan EIR Notice of Preparation, and a meeting with Caltrans on December 13, 2005.

Roadways

1) Folsom Boulevard – Bradshaw Road to Mather Field Road
2) Folsom Boulevard – Mather Field Road to Coloma Road
3) Folsom Boulevard – Coloma Road to Zinfandel Drive
4) Folsom Boulevard – Zinfandel Drive to Sunrise Boulevard
5) Mather Field Road – Folsom Boulevard to US-50 Westbound Ramps
6) Mather Field Road – US-50 Eastbound Ramps to International Drive
7) Zinfandel Drive – Folsom Boulevard to US-50 Westbound Ramps
8) Zinfandel Drive – US-50 Eastbound Ramps to White Rock Road
9) Zinfandel Drive – Folsom Boulevard to Sunrise Boulevard
10) Sunrise Boulevard – Gold Country Boulevard to Coloma Road
11) Sunrise Boulevard – Coloma Road to US-50 Westbound Ramps
12) Sunrise Boulevard – US-50 Eastbound Ramps to Folsom Boulevard
13) Sunrise Boulevard – Folsom Boulevard to White Rock Road
14) Coloma Road – Sunrise Boulevard to Folsom Boulevard
15) Bradshaw Road – Old Placerville Road to Kiefer Boulevard
16) International Drive – White Rock Road to Bradshaw Road (Future Facility)

Freeway Segments

1) US-50 – Bradshaw Road to Mather Field Road
2) US-50 – Mather Field Road to Zinfandel Boulevard
3) US-50 – Zinfandel Boulevard to Sunrise Boulevard

TRAFFIC OPERATIONS METHODOLOGY

The methodology used to analyze roadway and freeway facilities is described below. The operations of roadway facilities are described with the term *level of service*. Level of service (LOS) is a qualitative description of traffic flow from the perspective of motorists based on factors such as speed, travel time, delay, freedom to maneuver, volume, and capacity. Six levels are defined from LOS A, as the least congested operating conditions, to LOS F, or the most congested operating conditions. LOS E represents "at-capacity" operations. When volumes exceed capacity, stop-and-go conditions result and operations are designated as LOS F.

For this traffic analysis, LOS was determined by comparing existing and forecasted traffic volumes for selected roadway segments with daily LOS capacity thresholds. These thresholds are shown in **Table 4.4-1** and are consistent with capacities identified in the *Traffic Impact Analysis Guidelines* (County of Sacramento, July 2004)[1]. This methodology has been the prevailing standard for roadway segment analysis in the Sacramento Region.

Peak hour freeway mainline segments were evaluated using methodologies identified in the *Highway Capacity Manual* (Transportation Research Board, 2000). This methodology correlates LOS to freeway segment density, as described in **Table 4.4-2**. The calculation sheets are presented in **Appendix B**.

[1] Capacities for proposed expressways in Rancho Cordova are consistent with those identified in the Placer Vineyards Specific Plan Draft EIR (Quad Knopf, July 2003).

TABLE 4.4-1
ROADWAY SEGMENT DAILY VOLUME THRESHOLDS[1]

Facility Type	Number of Lanes	Daily Volume Threshold				
		LOS A	LOS B	LOS C	LOS D	LOS E
Residential	2	600	1,200	2,000	3,000	4,500
Residential collector with frontage	2	1,600	3,200	4,800	6,400	8,000
Residential collector without frontage	2	6,000	7,000	8,000	9,000	10,000
Arterial, low access control	2	9,000	10,000	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
Expressway, 6-lanes[2]	6	24,300	39,720	56,700	72,900	81,000
Rural, 2-lane highway	2	2,400	4,800	7,900	13,500	22,900
Rural, 2-lane road, paved shoulders	2	2,200	4,300	7,100	12,200	20,000
Rural, 2-lane road, no shoulders	2	1,800	3,600	5,900	10,100	17,000

Source: Fehr & Peers, 2006
Notes: 1) County of Sacramento Traffic Impact Analysis Guidelines, July 2004.
2) Based on capacities contained in the Placer Vineyards EIR (Quad Knopf, July 2003)

TABLE 4.4-2
FREEWAY MAINLINE LOS CRITERIA

LOS	Description	Density[1]
A	Free-flow speeds prevail. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream.	< 11
B	Free-flow speeds are maintained. The ability to maneuver with the traffic stream is only slightly restricted.	> 11 to 18
C	Flow with speeds at or near free-flow speeds. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more care and vigilance on the part of the driver.	> 18 to 26
D	Speeds decline slightly with increasing flows. Freedom to maneuver with the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort.	> 26 to 35
E	Operation at capacity. There are virtually no usable gaps within the traffic stream, leaving little room to maneuver. Any disruption can be expected to produce a breakdown with queuing.	> 35 to 45
F	Represents a breakdown in flow.	*

Notes: [1] Density in passenger cars per mile per lane.
Source: Highway Capacity Manual (Transportation Research Board, 2000).

Policy C.1.2 from the proposed City's Circulation Element sets forth LOS standards for the City. The policy states:

> *The City shall seek to maintain operations on all roadway 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.*

In addition to the above referenced policy, the proposed City's Circulation Plan reflects the City's desire to maintain a maximum roadway cross-section of six-lanes such that major roadways do not become barriers for modes of travel other than the automobile. Additionally, the City desires Folsom Boulevard to have a maximum roadway cross-section of four-lanes to promote use of the LRT system and pedestrian activity along Folsom Boulevard in the City's new "downtown" area.

The proposed City Policy generally establishes that roadways would not operate at LOS E or LOS F unless widening of the roadway would conflict with specified maximum cross-sections identified in the proposed General Plan Roadway System Sizing Map. In cases where congestion would occur, LOS E or LOS F would be accepted if provisions are made to improve traffic flow and/or promote non-vehicular transportation.

Caltrans prepares a Transportation Concept Report (TCR) for each of its facilities in the area. A TCR is a long-term planning document that each Caltrans district prepares for every state highway or portion thereof in its jurisdiction. This document usually represents the first step in Caltrans' long-range corridor planning process. The purpose of a TCR is to determine how a highway will be developed and managed so that it delivers the targeted LOS and quality of operations that are feasible to attain over a 20-year period. These are indicated in the "route concept." In addition to the 20-year route concept level, the TCR includes an "ultimate concept," which is the ultimate goal for the route beyond the 20-year planning horizon. Ultimate concepts must be used cautiously, however, because unforeseen changes in land use and other variables make forecasting beyond 20 years difficult. U.S. 50 in the project study area has an ultimate concept goal of LOS F.

For the purposes of this assessment, the City's LOS policy in the proposed General Plan and the intent of the proposed General Plan Roadway System Sizing Map shall be used to identify impacts to all roadway facilities to provide a worst-case approach for identifying significant impacts. This scenario assumes that LOS E or LOS F are unacceptable roadway operating conditions.

EXISTING TRAFFIC VOLUMES

Fehr & Peers conducted daily roadway segment and AM and PM peak period traffic counts during the second quarter of 2003 and the first quarter of 2004. Fehr & Peers also collected counts at selected locations during the fourth quarter of 2005 to identify any significant changes (the 2005 counts were within one percent of the 2003 and 2004 counts). **Figure 4.4-2** shows existing daily roadway segment traffic volumes for local roadways in the Project Area and immediate vicinity.

Existing Traffic Conditions

Existing operation of the study area roadways, freeways, transit system, and bicycle/pedestrian facilities are discussed below.

ROADWAY SEGMENTS

Table 4.4-3 presents the existing conditions analysis for roadway segments. Based on field observations, most of the study roadways were assumed to have moderate access control. Roadways with moderate access control typically have 2 to 4 stops per mile, limited driveways and average vehicle speed of 35-45 mph.

TABLE 4.4-3
ROADWAY LEVEL OF SERVICE - EXISTING CONDITIONS

Roadway Segment		Existing Conditions			
		Lanes	Volume	V/C	LOS
1.	Mather Boulevard – Femoyer Street to Folsom Boulevard	2	6,000	0.33	A
2.	Folsom Boulevard – Bradshaw Road to Mather Field Road	4	22,700	0.63	B
3.	Folsom Boulevard – Mather Field Road to Coloma Road	4	33,500	0.93	E
4.	Folsom Boulevard – Coloma Road to Zinfandel Drive	4	26,100	0.73	C
5.	Folsom Boulevard – Zinfandel Drive to Sunrise Boulevard	4	20,300	0.56	A
6.	Mather Field Road – Folsom Boulevard to US-50 Westbound Ramps	4	26,400	0.73	C
7.	Mather Field Road – US-50 Eastbound Ramps to International Drive	6	33,700	0.62	B
8.	Zinfandel Drive – Folsom Boulevard to US-50 Westbound Ramps	4	22,700	0.63	B
9.	Zinfandel Drive – US-50 Eastbound Ramps to White Rock Road	6	41,900	0.78	C
10.	Zinfandel Drive – Folsom Boulevard to Sunrise Boulevard	2	10,600	0.59	A
11.	Sunrise Boulevard – Gold Country Boulevard to Coloma Road	6	75,800	1.40	F
12.	Sunrise Boulevard – Coloma Road to US-50 Westbound Ramps	6	82,400	1.53	F
13.	Sunrise Boulevard – US-50 Eastbound Ramps to Folsom Boulevard	6	52,100	0.96	E
14.	Sunrise Boulevard – Folsom Boulevard to White Rock Road	6	37,200	0.69	B
15.	Coloma Road – Sunrise Boulevard to Folsom Boulevard	2	20,400	0.57	A
16.	Bradshaw Road – Old Placerville Road to Kiefer Boulevard	4	33,900	0.94	E

Notes: Shaded areas indicate deficiency.
Source: Fehr & Peers, 2005.

The following roadway segments operate unacceptably at LOS E or LOS F:

- Folsom Boulevard – Mather Field Road to Coloma Road
- Sunrise Boulevard – Gold Country Boulevard to Coloma Road
- Sunrise Boulevard – Coloma Road to US-50 Westbound Ramps
- Sunrise Boulevard – US-50 Eastbound Ramps to Folsom Boulevard
- Bradshaw Road – Old Placerville Road to Kiefer Boulevard

From a driver's perspective, some segments may appear more congested than the calculations suggest (such as Sunrise between Folsom and White Rock). This is because the true bottleneck is elsewhere, but the spillback effect can propagate to other segments.

FREEWAY FACILITIES

Table 4.4-4 summarizes peak hour freeway segment LOS.

TABLE 4.4-4
FREEWAY SEGMENT LEVEL OF SERVICE - EXISTING CONDITIONS

Segment	Number of Lanes[3]	AM Peak		PM Peak	
		Density[1]	LOS[2]	Density[1]	LOS[2]
Eastbound US-50					
Bradshaw Road to Mather Field Road	4	45	E	35	E
Mather Field Road to Zinfandel Drive	4	32	D	35	E
Zinfandel Drive to Sunrise Boulevard	4	23	C	35	E
Westbound US-50					
Sunrise Boulevard to Zinfandel Drive	4	34	D	25	C
Zinfandel Drive to Mather Field Road	4	34	D	29	E
Mather Field Road to Bradshaw Road	4	34	D	-	F

Notes: [1] Density in passenger cars per mile per lane.
LOS = Level of Service.
Excludes HOV lanes.
Shaded identifies unacceptable operations.
Source: Fehr & Peers, 2005.

The analysis indicates that the following segments operate at an unacceptable LOS E or LOS F during one of the peak hours:

- Eastbound U.S. 50
  - West of Mather Field Road – AM and PM peak hours
  - Mather Field Road to Zinfandel Drive – PM peak hour
  - Zinfandel Drive to Sunrise Boulevard – PM peak hour

- Westbound U.S. 50
  - Zinfandel Drive to Mather Field Road – PM peak hour
  - West of Mather Field Road – PM peak hour

In addition to the above, the 2004 Caltrans District 3 *Highway Congestion Monitoring Program (HICOMP) for Sacramento Metropolitan Area*, identifies congested (LOS F) conditions on the following US-50 segments:

- Westbound Folsom Boulevard to Hazel Avenue - AM peak
- Westbound Zinfandel Drive to Bradshaw Road - AM & PM peak
- Eastbound Zinfandel Drive to Folsom Boulevard - PM peak hour

Although generally consistent, the different results are due to the differences in analysis methodology. The LOS results in the HICOMP report are based on field measurements using a

"floating car" method, which includes the effect of downstream bottlenecks that cause vehicle queues that impact upstream operations. The HCM methodology does not account for downstream conditions, which is appropriate in isolating the source of the problem.

Caltrans is conducting the U.S. Highway 50 HOV Lane Project Plus Community Enhancement Project. This project proposes to add HOV lanes (one lane eastbound and one lane westbound) between Sunrise Boulevard and Downtown Sacramento and to develop strategies and projects to improve the street system adjacent to US-50.

TRAFFIC SAFETY

Recent accident history (January 1, 2005 through December 31, 2005) for the City of Rancho Cordova was researched to identify the City's highest accident locations. The fifteen highest accident roadway segments and intersections are summarized below:

TABLE 4.4-5
ACCIDENT HISTORY IN AND AROUND THE PROJECT AREA

Intersection	Number of Accidents	Roadway Segment	Number of Accidents
Sunrise/Coloma	25	Olson: Progress to Zinfandel	12
Folsom/Mather Field	17	Zinfandel: Olson to Folsom	12
Olson/Zinfandel	16	Zinfandel: Mobile Country Club to Vehicle	11
Coloma/Malaga	14	Sunrise: Mobile County to U.S 50 Westbound Ramps	11
Sunrise/Zinfandel	13	Bradshaw: Countyroads to Lincoln Village	7
Folsom/Sunrise	11	Sunrise: Trade Center to Folsom	6
Coloma/Trinity River	9	Coloma: Trinity River to Vehicle	6
Gold Express/Sunrise	9	Coloma: Ranchito to Elmanto	5
Coloma/Folsom	8	Folsom: Dawes to Mather Field	5
Folsom/La Loma	8	Folsom: Mather Field to La Loma	5
Coloma/Chase	7	Coloma: Ananda to Chase	5
Folsom/Olson	7	Mather Field: Folsom to Mills Station	5
		Sunrise: Coloma to Mobile Country Club	5
		Sunrise: Gold Country to Gold Express	5

Source: City of Rancho Cordova, 2006.

TRANSIT SYSTEM

Sacramento Regional Transit (RT) operates bus and light rail transit (LRT) service in Sacramento County, including Rancho Cordova. Existing fixed-route bus and LRT services in and around the Project Area are described below.

Fixed-Route Bus Service

Fixed-route bus service within the Rancho Cordova Area and the Project Area is provided by Routes 21, 28, 72, 73, 74, 75, and 91. These routes are described in detail below:

- *Route 21* begins at the Sunrise Mall in Citrus Heights and continues south, along Sunrise Boulevard, Coloma Road, and Folsom Boulevard to the Mather/Mills LRT station. It operates Monday through Friday on approximately 30-minute headways and Saturdays, Sundays, and holidays on 60- to 70-minute headways.

- *Route 28* begins at Sunrise Mall in Citrus Heights and continues south, along Fair Oaks Boulevard, Sunrise Boulevard, Zinfandel Drive, Cordova Lane, and Folsom Boulevard to the Butterfield LRT station. It operates Monday through Saturday on approximately 60-minute headways. On Sundays and holidays, the route only operates between the Butterfield LRT station and the Mather/Mills LRT station.

- *Route 72* begins at the Watt/Manlove LRT station and extends eastward using Watt Avenue, Kiefer Boulevard, Branch Center Drive, Bradshaw Road, Lincoln Village Drive, Routier Road, Rockingham Drive, and Mather Field Road to the Mather/Mills LRT station. Route 72 operates Monday through Sunday (including holidays) on 30- to 60-minute headways.

- *Route 73* provides service within Rancho Cordova, between the Mather/Mills LRT station and the Sunrise LRT station. It operates on Mather Field Road, Rockingham Drive, White Rock Road, Sunrise Boulevard, Trade Center Drive, and Citrus Road. Route 73 operates on Monday through Saturday on 60-minute headways. There is no service on Sundays or holidays.

- *Route 74* operates between the Mather/Mills LRT station and the Sunrise LRT station, within Rancho Cordova, on Mather Field Road, International Drive, Data Drive, Research Drive, Zinfandel Drive, White Rock Road, Prospect Drive, Sun Center Drive, Trade Center Drive, and Citrus Road. It operates Monday through Saturday on 60-minute headways. There is no service on Sundays or holidays.

- *Route 75* operates in the Mather Field Area of Rancho Cordova, beginning at the Mather/Mills LRT station and extending south and operating on Mather Field Road, Peter A. McCuen Way, Femoyer Street, Mather Boulevard, Macready Avenue, Old Placerville Road, and Rockingham Drive. It operates Monday through Sunday (including holidays) on 60-minute headways.

- *Route 91* provides service between Roseville and Rancho Cordova, including service to Sunrise Mall in Citrus Heights. The route begins at the I-80/Riverside Road/Auburn Road interchange and extends south on Auburn Road, Twin Oaks Avenue, and Sunrise Boulevard to the Sunrise LRT station. It operates on 30- to 60-minute headways on Monday through Sunday (including holidays).

Light Rail Transit Service

Light Rail Transit (LRT) service is provided from Downtown Sacramento along the US-50 corridor to the Sunrise Boulevard Station. An LRT extension eastward to the City of Folsom was recently completed and under operation.

The following LRT stations provide service within Rancho Cordova and the Project Area:

- Mather/Mills station generally located at the Mather Field Road/Folsom Boulevard intersection. The station has 298 total parking spaces.

- Zinfandel station generally located at the Zinfandel Drive/Folsom Boulevard intersection.

- Cordova Town Center station generally located at the Cordova Lane/Folsom Boulevard intersection.

- Sunrise station generally located at the Sunrise Boulevard/Folsom Boulevard intersection. The station has 487 parking spaces.

Bicycle/Pedestrian Facilities

Bicycle facilities include Class I (off-street facilities), Class II (on-street bicycle lanes identified with signage and markings), and Class III (on-street bicycle routes identified by signage). Pedestrian facilities are comprised of paths, sidewalks, and pedestrian crossings.

Class I off-street bike paths exist along the Folsom South Canal, American River, and along a portion of Sunrise Boulevard south of the American River. There is a bike/pedestrian-only crossing of US 50 between Mather Field Road and White Rock Road. Sidewalks exist on most streets within the City that are in developed areas.

The City of Rancho Cordova recently completed a bicycle circulation study that identifies existing and proposed bicycle facilities citywide. The City will be preparing a Bicycle and Pedestrian Master Plan (BPMP) after the City adopts its new General Plan. The purpose of the BPMP is to improve and encourage bicycle and pedestrian transportation in the City of Rancho Cordova. The BPMP will incorporate the bicycle circulation study and establish goals and policies for planning and implementing bicycle and pedestrian facilities in the City of Rancho Cordova.

Aviation System

Mather Field is located south of the Redevelopment Project Area, just south of the Mather Field Road/U.S. 50 interchange. Mather Air Force Base was decommissioned by the federal government and officially closed in September 1993. Mather Field is comprised of 5,716 acres and, at the time of decommission, the runways and associated facilities became Mather Airport.

Mather Airport (2,875 acres) re-opened for general aviation and air cargo use in May 1995. The airport has one of the largest runways in Sacramento Country, and is typically used by air cargo carriers. United Parcel Service has established permanent operations at Mather, and the airport is also used as a general aviation airport for businesses with corporate jets.

The remaining property (other than the airport) consists of a regional park, commerce center, and housing.

4.4.2 REGULATORY FRAMEWORK

STATE

State of California Transportation Concept Reports

As described previously, Caltrans prepares a Transportation Concept Report (TCR) for each of its facilities in the area. U.S. 50 in the project study area has a concept level goal of LOS F. The ultimate concept for U.S. 50 is a 10- to 12-lane freeway between Sunrise Boulevard and SR 99 and an eight-lane freeway with HOV lanes east of Sunrise Boulevard (Caltrans 1998). As described previously in this section, Caltrans is currently conducting a study to add HOV lanes west of Sunrise Boulevard.

LOCAL

2010 Sacramento City/County Bikeway Master Plan

The Bikeway Master Plan identifies existing and planned bicycle routes through and near the Project Area. The Master Plan also contains design, safety, and traffic control standards for use in constructing and/or upgrading facilities.

As discussed previously in this chapter, the City of Rancho Cordova has identified bicycle facilities for implementation as part of the General Plan process (see **Figure 4.4-3**). Additionally, the City will be preparing a Bicycle and Pedestrian Master Plan to aid implementation of pedestrian and bicycle facilities.

Transit Master Plan

Regional Transit's 20-year Master Plan for transit facilities, which was adopted in 1993, planned feeder bus service for Sunrise Boulevard, Mather Boulevard, and Zinfandel Drive. These bus lines are intended to support light rail service along the Folsom Boulevard/Highway 50 corridors, which currently extend as far east as the City of Folsom. Existing and proposed transit facilities within the Project Area (proposed in the City's General Plan) are shown in **Figure 4.4-4**.

Metropolitan Transportation Plan for 2025

The MTP 2025 (SACOG 2002) is a long-range planning document for identifying and programming roadway improvements throughout the Sacramento region. The MTP 2025 has a history of being able to fund and deliver identified Tier I projects through state and local funding. However, the Sacramento Area Council of Governments (SACOG) adopted a new MTP in July 2005 that no longer contains regional transportation projects as a result of the lapse in air quality conformity (associated with attainment efforts for federal Clean Air Act standards for ozone). Based on consultation with SACOG and Sacramento Metropolitan Air Quality Management District, this issue will be resolved after the approval of the Rate-of-Progress State Implementation Plan for Air Quality for the Sacramento Air Basin in early 2006 and the adoption of a new MTP containing the regional transportation projects identified in the 2025 MTP.

Tier I projects identified in the MTP 2025 are summarized in the **Appendix B**.

City of Rancho Cordova Capital Improvement Program

The City was operating under a 5-year CIP (2005–2010) that included several roadway facility improvements in the Project Area. Funding sources associated with the current CIP include development fees, financing districts, Measure A sales tax, and state and federal funding sources. The CIP was recently expanded and now includes updated development fees and additional roadway improvements identified in the proposed General Plan (see **Figure 4.4-5**) currently within City limits and the existing sphere of influence and would be expanded as land area is annexed into the City. The City's CIP identifies planned roadway improvements within the City/Project Area, cost estimates, and a nexus study to identify fair-share contributions of new development. The City's CIP is fully funded and incorporates the Villages of Zinfandel and Sunridge CIP financing documents. In addition, the new CIP includes funding for improvements to existing interchanges along US 50 as well as the development of a new interchange associated with the future Rancho Cordova Parkway.

Measure A

Measure A is a half-cent sales tax approved by voters to implement transportation improvements in the Sacramento region. Some specific roadway improvements in the Project Area have been identified in Measure A as receiving funding from the measure.

Caltrans Design Information Bulletin 77

Caltrans issues Design Information Bulletins (DIBs) to assist in the design and requirements for modifications to the state's highway system. DIB 77 specifically addresses new or modified interchanges to the state's highway system, such as connectivity to U.S. 50. DIB 77 consists of the following requirements for interchange modification approvals:

- *Interchange Justification (for new interchange proposals)* – It must be demonstrated that existing interchanges and/or local roads and streets in the corridor can neither provide the necessary traffic service nor be improved to satisfactorily accommodate the design-year traffic demands.

- *Consideration of Alternatives* – It must be demonstrated that all reasonable alternatives for design options, location, and transportation system management TYPE improvements (such as ramp metering, mass transit, and High Occupancy Vehicle (HOV) facilities) have been assessed and provided for if currently justified, or provisions are included for accommodating such facilities if a future need is identified.

- *Interchange Spacing* – Interchange improvements must comply with the spacing requirements of the Highway Design Manual and DIB 77. If not, design exception approval for the proposed deviation must be requested and obtained before the project will be considered for conceptual (PSR) approval.

- *No Significant Adverse Impact* – The proposed interchange does not have a significant adverse impact on the safety and operation of the highway facility based on an analysis of current and future traffic.

- *Connection to Public Road* – The proposed interchange connects to a public road only and will provide all traffic movements.

- *Meets Local Planning* – The proposal considers and is consistent with local and regional land use and transportation plans.

- *Coordination With Development* – The request for a new or revised interchange generated by new or expanded development requires appropriate coordination between the development and related or otherwise required transportation system improvements.

Of particular concern with DIB 77 is the "No Significant Adverse Impact" requirement. Since U.S. 50 is currently operating at a poor LOS, there may be difficulties connecting or upgrading interchanges and demonstrating that they will not have an adverse effect on freeway operations.

DIB 77 may also conflict with the Sacramento Region Blueprint process, as increased development densities in the "ring" area around downtown Sacramento, like Rancho Cordova, will require new interchanges (such as the Rancho Cordova Parkway) and upgrades to existing interchanges. However, DIB 77 requires that these modifications not adversely affect already

poor operations on U.S. 50. DIB 77 may force development to occur where new interchanges or interchange modifications can be implemented, most likely in areas where the freeway system is currently operating at uncongested levels.

4.4.3 IMPACTS AND MITIGATION MEASURES

This subsection describes the transportation analysis of the Redevelopment Plan and identifies potential impacts and mitigation measures that would be associated with the adoption of the proposed Redevelopment Plan.

STANDARDS OF SIGNIFICANCE

The impact analysis provided below is based on criteria derived from the State CEQA Guidelines Appendix G:

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

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

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

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

- Result in inadequate emergency access.

- Conflict with adopted policies, plans or programs supporting alternative transportation.

Consistent with California Government Code Section 65089, the Sacramento Transportation Authority (STA), acting as the County's Congestion Management Agency (CMA), was responsible for preparing, monitoring, and enforcing the County's Congestion Management Plan (CMP). In 1996, Sacramento County adopted a resolution (Resolution No. 96-1276) to be exempt from the CMP in accordance with Assembly Bill (AB) 2419 (Bowler), Section 65088.3. Therefore, threshold of significance (2) (above) is not applicable.

Significant impacts of the proposed Redevelopment Plan were identified according to the following criteria:

1) Conflict with circulation provisions or standards of the City, Sacramento County, and Caltrans that would result in physical effect to the environment (threshold of significance [1], [2] and [6]). This would include conflicts with the Sacramento County General Plan Transportation Plan roadway design and LOS standards (LOS D for rural collectors and LOS E for urban area roads). For Caltrans facilities (US 50), a significant impact would include causing a facility to operate at an unacceptable level (based on the Route Concept Report) or the addition of 10 trips or more to a freeway facility already operating at an unacceptable level.

2) Degrade LOS based on the following criteria for significance (threshold of significance [1]):

   - LOS reaching E or F, if existing LOS is D or better
   - Any measurable increase in traffic[2] if existing LOS is E or F

3) Conflict with policies, plans, or programs supporting alternative transportation or increase demands for transit facilities greater than planned capacity (e.g., transit service, carpooling, bicycling, walking) (threshold of significance [6]).

4) The project is considered to have a significant effect on bike and pedestrian facilities if it would result in adverse effects to existing bikeways or pedestrian facilities that would discourage their use and result in safety issues (thresholds of significance [4] and [6] above.

Impacts associated with potential conflicts with air traffic is addressed in Section 4.1 (Land Use) and Section 4.3 (Hazards and Human Health).

TRANSPORTATION ANALYSIS METHODOLOGY AND RESULTS

The transportation impact analysis is focused on potential LOS impacts that would occur from increased travel demand associated with new land development and redevelopment in the Project Area under the circulation diagrams, policies, and implementation measures provided in the proposed General Plan Circulation Element and Circulation Plan.

Analysis Methodology

The transportation analysis for the roadway system followed the steps described below.

TDF Model Development

A modified version of the SACMET regional travel demand forecasting (TDF) model (v.01) was used to develop daily, AM peak hour, PM peak hour, and peak six-hour traffic volume forecasts for the study roadways, ramps, and freeway segments for the identified analysis scenarios. The TDF model was specifically calibrated through the U.S. 50 corridor, including El Dorado County, the City of Folsom, the surrounding Sacramento County areas, and the City of Rancho Cordova. The calibration effort consisted of adding detail to the SACMET model by disaggregating TAZs, updating roadway connectivity in the area to reflect existing conditions, and updating existing land use in the area. The model was validated to Year 2004 Conditions within the City of Rancho Cordova.

Land Use Data

Land use data for the City's General Plan Planning Area (dated December 22, 2005)[3] and the Redevelopment Project Area was developed by the City of Rancho Cordova and Pacific

[2] Measurable increase is defined as an increase in the volume-to-capacity ratio (V/C) of 0.05 for roadway segments, or at least ten vehicles in a peak hour to freeway segments.

[3] Since commencement of the traffic analysis in December 2005, the City has further refined the buildout projections for the Planning Area. This refinement resulted in further reductions in the buildout condition of the Planning Area. Thus, the

Municipal Consultants (PMC). The land use data was provided by traffic analysis zone (TAZ) for Year 2030 Conditions and General Plan Buildout Conditions. TAZs are geographic polygons used to organize land use data for input into a travel demand forecasting (TDF) model. The TAZs are defined by natural borders such as roads, waterways, and topography that typically represent areas of homogenous travel behavior.

Land use outside the City's General Plan Planning Area was estimated by Fehr & Peers by increasing development assumptions reflected in the SACMET model from a Year 2025 horizon to a Year 2030 horizon. Future development in the area, such as the Folsom Sphere of Influence area, the Folsom Promenade development, the Vineyard Springs Specific Plan, the Florin-Vineyard Community Plan, North Vineyard Station Specific Plan, the Bradshaw Landing development, and other known developments were incorporated into the cumulative land use projections.

Roadway Network Modifications

Roadway improvements included into the forecasting model outside the General Plan Planning Area are based on Tier 1 roadway improvements identified in the MTP 2025. Roadway improvements within the City limits and the Redevelopment Project Area are based on roadway network connectivity identified in the City's CIP.

Forecast Development

The following TDF model runs were prepared for use in this analysis:

- *Year 2030 Conditions* – Year 2030 development conditions within the City's Redevelopment Project Area and General Plan Planning Area and for the rest of the SACOG region. Assumes roadway connectivity consistent with MTP 2025 roadway improvements in the region and roadway facilities identified in the proposed General Plan as being implemented by Year 2030.

- *Buildout Conditions (Year 2030 Roadway Network)* – Buildout of the City's Redevelopment Project Area and General Plan Planning Area with Year 2030 development for the rest of the SACOG region. Assumes roadway connectivity consistent with MTP 2025 roadway improvements in the region and roadway facilities identified in the proposed General Plan as being implemented by Year 2030.

- *Buildout Conditions (Post-Year 2030 Roadway Network)* – Buildout of the City's Redevelopment Project Area and Planning Area with Year 2030 development for the rest of the SACOG region. Assumes roadway connectivity consistent with MTP 2025 roadway improvements in the region and the ultimate roadway connectivity identified in the proposed General Plan.

The TDF model was used to forecast growth on the roadway facilities between the base year and future year conditions. The incremental volume increase was added to existing volumes (obtained from counts) to develop forecasts for use in this analysis.

traffic analysis utilizes buildout projections that now overstate development conditions under the General Plan, providing a worst-case analysis.

Analysis Assumptions

The Redevelopment Plan does not currently propose any development or redevelopment activities that would add additional vehicle trips to roadways within the Project Area or the vicinity of the Project Area. The Redevelopment Plan is would facilitate growth projected by the proposed General Plan. Therefore, the analysis presented below assumes that implementation of the Redevelopment Plan will contribute to roadway impacts, freeway facilities impacts and bicycle/pedestrian facilities impacts.

Analysis Results

Operations of the Redevelopment Project Area roadways, freeway facilities, and bicycle/pedestrian facilities are discussed below.

STUDY ROADWAY SEGMENTS

Impact 4.4.1 Implementation of the proposed Redevelopment Plan would result in deficient level of service conditions in year 2030. This would be a **significant** impact.

The daily roadway segments traffic volumes shown on **Figure 4.4-6** through **Figure 4.4-8** were compared to the roadway segment thresholds summarized in **Table 4.4-1** to analyze traffic operations on the Project Area roadway segments for the future analysis scenarios. **Table 4.4-6** through **Table 4.4-9** summarize significant operation impacts to roadway segments for all analysis scenarios for year 2030 conditions using the proposed City of Rancho Cordova LOS D standard. These traffic conditions are as a result of implementation of the proposed City of Rancho Cordova General Plan's land uses and associated background traffic volumes anticipated in year 2030. While, the proposed Redevelopment Plan does not specifically propose development, it would assist/facilitate development set forth in the proposed General Plan that would contribute to these traffic impacts.

TABLE 4.4-6
ROADWAY LEVEL OF SERVICE – PROPOSED REDEVELOPMENT PLAN YEAR 2030 CONDITIONS,
YEAR 2030 GENERAL PLAN ROADWAY NETWORK

Roadway Segment		Year 2030 Conditions, Year 2030 Roadway Network			
		Lanes	Volume	V/C	LOS
3.	Folsom Boulevard – Bradshaw Road to Mather Field Road	4	27,200	0.76	C
4.	Folsom Boulevard – Mather Field Road to Coloma Road	4	38,600	1.07	F
5.	Folsom Boulevard – Coloma Road to Zinfandel Drive	4	29,300	0.81	D
6.	Folsom Boulevard – Zinfandel Drive to Sunrise Boulevard	4	24,200	0.67	B
7.	Mather Field Road – Folsom Boulevard to US-50 Westbound Ramps	6	38,500	0.71	C
8.	Mather Field Road – US-50 Eastbound Ramps to International Drive	6	61,100	1.13	F
9.	Zinfandel Drive – Folsom Boulevard to US-50 Westbound Ramps	6	30,600	0.57	A
10.	Zinfandel Drive – US-50 Eastbound Ramps to White Rock Road	6	79,300	1.47	F
11.	Zinfandel Drive – Folsom Boulevard to Sunrise Boulevard	2	12,100	0.67	B
12.	Sunrise Boulevard – Gold Country Boulevard to Coloma Road	6	95,700	1.77	F
13.	Sunrise Boulevard – Coloma Road to US-50 Westbound Ramps	6	109,100	2.02	F
14.	Sunrise Boulevard – US-50 Eastbound Ramps to Folsom Boulevard	6	62,000	1.15	F
15.	Sunrise Boulevard – Folsom Boulevard to White Rock Road	6	59,400	1.10	F
16.	Coloma Road – Sunrise Boulevard to Folsom Boulevard	4	25,400	0.71	C
17.	Bradshaw Road – Old Placerville Road to Kiefer Boulevard	6	79,400	0.98	E
18.	International Drive – White Rock Road to Bradshaw Road	6	59,100	0.73	D

Notes: Shaded areas indicate deficiency.
Source: Fehr & Peers, 2005.

TABLE 4.4-7
ROADWAY LEVEL OF SERVICE – PROPOSED REDEVELOPMENT PLAN BUILDOUT CONDITIONS,
YEAR 2030 GENERAL PLAN ROADWAY NETWORK

Roadway Segment		General Plan Buildout Conditions, Year 2030 Roadway Network			
		Lanes	Volume	V/C	LOS
3.	Folsom Boulevard – Bradshaw Road to Mather Field Road	4	27,600	0.77	C
4.	Folsom Boulevard – Mather Field Road to Coloma Road	4	39,400	1.09	F
5.	Folsom Boulevard – Coloma Road to Zinfandel Drive	4	29,700	0.83	D
6.	Folsom Boulevard – Zinfandel Drive to Sunrise Boulevard	4	25,300	0.70	C
7.	Mather Field Road – Folsom Boulevard to US-50 Westbound Ramps	6	38,400	0.71	C
8.	Mather Field Road – US-50 Eastbound Ramps to International Drive	6	62,400	1.16	F
9.	Zinfandel Drive – Folsom Boulevard to US-50 Westbound Ramps	6	31,100	0.58	A
10.	Zinfandel Drive – US-50 Eastbound Ramps to White Rock Road	6	82,300	1.52	F
11.	Zinfandel Drive – Folsom Boulevard to Sunrise Boulevard	2	12,300	0.68	B
12.	Sunrise Boulevard – Gold Country Boulevard to Coloma Road	6	96,500	1.79	F
13.	Sunrise Boulevard – Coloma Road to US-50 Westbound Ramps	6	110,000	2.04	F
14.	Sunrise Boulevard – US-50 Eastbound Ramps to Folsom Boulevard	6	65,600	1.21	F
15.	Sunrise Boulevard – Folsom Boulevard to White Rock Road	6	62,300	1.15	F
16.	Coloma Road – Sunrise Boulevard to Folsom Boulevard	4	26,200	0.73	C
17.	Bradshaw Road – Old Placerville Road to Kiefer Boulevard	6	82,900	1.02	F
18.	International Drive – White Rock Road to Bradshaw Road	6	63,200	0.78	D

Notes: Shaded areas indicate deficiency.
Source: Fehr & Peers, 2005.

TABLE 4.4-8
ROADWAY LEVEL OF SERVICE – PROPOSED REDEVELOPMENT PLAN BUILDOUT CONDITIONS,
POST-YEAR 2030 GENERAL PLAN ROADWAY NETWORK

ROADWAY SEGMENT		GENERAL PLAN BUILDOUT CONDITIONS, POST-YEAR 2030 ROADWAY NETWORK			
		LANES	VOLUME	V/C	LOS
3.	Folsom Boulevard – Bradshaw Road to Mather Field Road	4	26,900	0.75	C
4.	Folsom Boulevard – Mather Field Road to Coloma Road	4	39,900	1.11	F
5.	Folsom Boulevard – Coloma Road to Zinfandel Drive	4	30,000	0.83	D
6.	Folsom Boulevard – Zinfandel Drive to Sunrise Boulevard	4	24,800	0.69	B
7.	Mather Field Road – Folsom Boulevard to US-50 Westbound Ramps	6	39,300	0.73	C
8.	Mather Field Road – US-50 Eastbound Ramps to International Drive	6	64,600	1.20	F
9.	Zinfandel Drive – Folsom Boulevard to US-50 Westbound Ramps	6	31,500	0.58	A
10.	Zinfandel Drive – US-50 Eastbound Ramps to White Rock Road	6	80,100	1.48	F
11.	Zinfandel Drive – Folsom Boulevard to Sunrise Boulevard	2	12,400	0.69	B
12.	Sunrise Boulevard – Gold Country Boulevard to Coloma Road	6	95,700	1.77	F
13.	Sunrise Boulevard – Coloma Road to US-50 Westbound Ramps	6	109,100	2.02	F
14.	Sunrise Boulevard – US-50 Eastbound Ramps to Folsom Boulevard	6	65,300	1.21	F
15.	Sunrise Boulevard – Folsom Boulevard to White Rock Road	6	43,700	0.81	D
16.	Coloma Road – Sunrise Boulevard to Folsom Boulevard	4	25,800	0.72	C
17.	Bradshaw Road – Old Placerville Road to Kiefer Boulevard	6	75,100	0.93	E
18.	International Drive – White Rock Road to Bradshaw Road	6	62,000	0.77	D

Notes: Shaded areas indicate deficiency.
Source: Fehr & Peers, 2005.

The roadway segments anticipated to operate at unacceptable levels of service under each of the three scenarios presented in **Tables 4.4-6 through 4.4-8** are summarized in **Table 4.4-9** below.

TABLE 4.4-9
ROADWAY SEGMENT LEVEL OF SERVICE IMPACT SUMMARY

Impacted Roadway Segment	Proposed Redevelopment Plan Year 2030 Conditions, Year 2030 General Plan Roadway Network	Proposed Redevelopment Plan Buildout Conditions, Year 2030 General Plan Roadway Network	Proposed Redevelopment Plan Buildout Conditions, Post-Year 2030 General Plan Roadway Network
Folsom Boulevard - Mather Field Road to Coloma Road	X	X	X
Mather Field Road - U.S. 50 Eastbound Ramps to International Drive	X	X	X
Zinfandel Drive – U.S. 50 Eastbound Ramps to White Rock Road	X	X	X
Sunrise Boulevard – Gold Country Boulevard to Coloma Road	X	X	X
Sunrise Boulevard – Coloma Road to U.S. 50 Westbound Ramps	X	X	X
Sunrise Boulevard – U.S. 50 Eastbound Ramps to Folsom Boulevard	X	X	X
Sunrise Boulevard – Folsom Boulevard to White Rock Road	X	X	
Bradshaw Road – Old Placerville Road to Kiefer Boulevard	X	X	X
Total Number of Impacts:	**8**	**8**	**7**

Timing of Development and Planned Roadway Improvements

As noted in the above tables, implementation of the proposed improvements identified in the proposed General Plan Roadway System Sizing Map would provide service levels consistent with the City's LOS "D" standard. The City has established a CIP for full funding of General Plan roadway improvements within the City limits and current sphere of influence. However, potential issues with funding, the effect of regional traffic through the City, timing of required permits (e.g., wetland fill permits under Section 404 of the Clean Water Act) and coordination with Sacramento County could result in delays in delivering roadway improvements prior to deficient LOS conditions in the interim. As discussed further below, the proposed Rancho Cordova General Plan policies and action items include provisions that attempt to keep similar timing for development and the provision of roadway improvements. However, the City cannot ensure these improvements will be timely in all circumstances (given the conditions noted above). Thus, this impact is considered significant and unavoidable.

Mitigation Measures

The following mitigation measures will be adopted by the City Council in connection with the adoption of the Redevelopment Plan as measures that will apply to all development in the Project Area until the General Plan is adopted:

MM 4.4.1 The Agency shall *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 Agency/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 anAgency-initiated project. Please see Policy C.1.3 in the proposed General Plan 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.

Implementation of the above mitigation measure would reduce significant impacts to transportation and circulation. However, the proposed Redevelopment Plan's impacts to levels of service within the Project Area and those portions of the study area outside the Planning Area, cannot be mitigated to a less-than-significant level, because the mitigation measures are infeasible, as discussed in further detail below. (See CEQA Guidelines Section 15126.4). Because of the infeasibility of mitigation measures, this impact is considered **significant and unavoidable**.

Folsom Boulevard - Mather Field Road to Coloma Road

Widening of this portion of Folsom Boulevard from 4 to 6 lanes would improve operations consistent with City LOS standards for all analysis scenarios. However, there are right-of-way constraints along this roadway segment associated with existing businesses and light rail. In addition, during the development of the proposed General Plan, the City Council identified that the future design of Folsom Boulevard is intended to have a "main street feel" as part of its connection with the Downtown Planning Area, as well as promote alternative models of travel in the area (such as LRT, pedestrians, and bicycles). Thus, the City Council determined that Folsom Boulevard should be maintained as a 4-lane facility. Therefore, implementation of the mitigation measure is considered infeasible, since it is in violation of the proposed General Plan.

Mather Field Road - U.S. 50 Eastbound Ramps to International Drive

Widening this portion of Mather Field Road from 6 to 8 lanes would improve the operation of this segment for all analysis scenarios. However, there are right-of-way constraints along this roadway segment associated with existing businesses and residential units. In addition, during the development of the Roadway System Sizing Map and the proposed 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) conflict with pedestrian and bicycle use and result in the "barrier effect" of such roadways dividing portions of the City. Therefore, implementation of the mitigation measure is considered infeasible, since it is in violation of the proposed General Plan.

Zinfandel Drive – U.S. 50 Eastbound Ramps to White Rock Road

Widening this portion of Zinfandel Drive from 6 to 8 lanes would improve the operation of this segment for all analysis scenarios. However, there are right-of-way constraints along this roadway segment associated with existing businesses. In addition, during the development of the Roadway System Sizing Map and the proposed 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. In addition, this portion of Zinfandel is within the Downtown Planning Area that is intended to be a pedestrian-friendly gathering place for daytime and nighttime activities. Therefore, implementation of the mitigation measure is considered infeasible, since it is in violation of the proposed General Plan.

Sunrise Boulevard – Gold Country Boulevard to Coloma Road

Widening of this portion of Sunrise Boulevard from 6 to at least 12 lanes or the creation of an increased capacity expressway system would improve the operation of this segment for all analysis scenarios. However, there are right-of-way constraints along this roadway segment associated with existing businesses. In addition, during the development of the Roadway System Sizing Map and the proposed 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, implementation of the mitigation measure is considered infeasible, since it is in violation of the proposed General Plan.

Sunrise Boulevard – Coloma Road to U.S. 50 Westbound Ramps

Widening of this portion of Sunrise Boulevard from 6 to at least 12 lanes or the creation of an increased capacity expressway system would improve the operation of this segment for all analysis scenarios. However, there are right-of-way constraints along this roadway segment associated with existing businesses. In addition, during the development of the Roadway System Sizing Map and the proposed 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, implementation of the mitigation measure is considered infeasible, since it is in violation of the proposed General Plan.

Sunrise Boulevard – U.S. 50 Eastbound Ramps to Folsom Boulevard

Widening of this portion of Sunrise Boulevard from 6 to 8 lanes for the proposed Redevelopment Plan under year 2030 conditions scenario and an 8-lane facility with high access control[4] for both proposed buildout conditions would improve the operation of this segment. However, there are right-of-way constraints along this roadway segment associated with existing businesses. In addition, during the development of the Roadway System Sizing Map and the proposed 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

[4] High access control would consist of driveway consolidation and limiting the number of intersections along the segment to decrease friction and increase capacity.

portions of the City. Therefore, implementation of the mitigation measure is considered infeasible, since it is in violation of the proposed General Plan.

Sunrise Boulevard – Folsom Boulevard to White Rock Road

Widening of this portion of Sunrise Boulevard from 6 to 8 lanes for the proposed Redevelopment Plan under year 2030 conditions and proposed buildout with year 2030 roadway network scenarios would improve the operation of this segment. However, there are right-of-way constraints along this roadway segment associated with existing businesses. In addition, during the development of the Roadway System Sizing Map and the proposed 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, implementation of the mitigation measure is considered infeasible, since it is in violation of the proposed General Plan.

Bradshaw Road – Old Placerville Road to Kiefer Boulevard

Widening this portion of Bradshaw Road from 6 to ? lanes would improve the operation of this segment for all analysis scenarios. However, there are right-of-way constraints along this roadway segment associated with existing businesses. In addition, during the development of the Roadway System Sizing Map and the proposed 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, implementation of the mitigation measure is considered infeasible, since it is in violation of the proposed General Plan.

STUDY FREEWAY SEGMENTS

Impact 4.4.2 Implementation of the proposed Redevelopment Plan would exacerbate unacceptable operations on eastbound and westbound U.S. 50 during the a.m. and p.m. peak hours. This is considered a **significant** impact.

The results of the AM and PM peak hour freeway segment analysis are summarized in **Table 4.4-10** through **Table 4.4-12** for each of the scenarios. As shown in these tables, the proposed Redevelopment Plan would contribute to deficient operation of US 50 (eastbound and westbound) from Folsom Boulevard to Bradshaw Road interchanges. These traffic conditions are a result of implementation of the proposed City of Rancho Cordova General Plan's land uses and associated background traffic volumes anticipated in year 2030. While, the proposed Redevelopment Plan does not specifically propose development, it would assist/facilitate development set forth in the proposed General Plan that would contribute to these traffic impacts. While the Agency (or the City of Rancho Cordova) does not have jurisdiction to implement improvements to U.S. 50 mainline, the City's CIP includes approximately $180 million in improvements to existing U.S. 50 interchanges (Bradshaw, Mather, Zinfadandel, Sunrise) that development in the Redevelopment Project Area would be required to pay a fair-share portion of. These improvements would include overpass structure and ramp improvements, additional signalization improvements and other associated improvements. As noted above, Caltrans is conducting the U.S. Highway 50 HOV Lane Project Plus Community Enhancement Project, which will evaluate the extension of an eastbound and westbound HOV lane on US-50 to Downtown Sacramento in an EIR.

Mitigation Measures

Implementation of the City's CIP for improvements to US 50 and the U.S. Highway 50 HOV Lane Project Plus Community Enhancement Project would improve operation of the US 50 mainline. However, several of these improvements are outside of the City's jurisdiction and the City cannot ensure that these improvements would be completed. Given these conditions, this impact is considered **significant and unavoidable**.

TABLE 4.4-10
FREEWAY SEGMENT LEVEL OF SERVICE – PROPOSED REDEVELOPMENT PLAN YEAR 2030 CONDITIONS, YEAR 2030 GENERAL PLAN ROADWAY NETWORK

Segment	Number of Lanes[3]	AM Peak		PM Peak	
		Density[1]	LOS[2]	Density[1]	LOS[2]
Eastbound US-50					
Bradshaw Road to Mather Field Road	4	-	F	-	F
Mather Field Road to Zinfandel Drive	4	-	F	43	E
Zinfandel Drive to Sunrise Boulevard	4	34	D	38	E
Westbound US-50					
Sunrise Boulevard to Zinfandel Drive	4	41	E	36	E
Zinfandel Drive to Mather Field Road	4	-	F	-	F
Mather Field Road to Bradshaw Road	4	-	F	-	F

Notes: [1] Density in passenger cars per mile per lane.
[2] LOS = Level of Service.
[3] Excludes HOV lanes.
Shaded identifies unacceptable operations.
Source: Fehr & Peers, 2005.

TABLE 4.4-11
FREEWAY SEGMENT LEVEL OF SERVICE – PROPOSED REDEVELOPMENT PLAN BUILDOUT CONDITIONS, YEAR 2030 GENERAL PLAN ROADWAY NETWORK

Segment	Number of Lanes[3]	AM Peak		PM Peak	
		Density[1]	LOS[2]	Density[1]	LOS[2]
Eastbound US-50					
Bradshaw Road to Mather Field Road	4	-	F	43	E
Mather Field Road to Zinfandel Drive	4	-	F	43	E
Zinfandel Drive to Sunrise Boulevard	4	36	E	39	E
Westbound US-50					
Sunrise Boulevard to Zinfandel Drive	4	-	F	37	E
Zinfandel Drive to Mather Field Road	4	-	F	-	F
Mather Field Road to Bradshaw Road	4	-	F	-	F

Notes: [1] Density in passenger cars per mile per lane.
[2] LOS = Level of Service.
[3] Excludes HOV lanes.
Shaded identifies unacceptable operations.

Source: Fehr & Peers, 2005.

TABLE 4.4-12
FREEWAY SEGMENT LEVEL OF SERVICE – PROPOSED REDEVELOPMENT PLAN BUILDOUT CONDITIONS, POST-YEAR 2030 GENERAL PLAN ROADWAY NETWORK

Segment	Number of Lanes[3]	AM Peak		PM Peak	
		Density[1]	LOS[2]	Density[1]	LOS[2]
Eastbound US-50					
Bradshaw Road to Mather Field Road	4	-	F	-	F
Mather Field Road to Zinfandel Drive	4	-	F	44	E
Zinfandel Drive to Sunrise Boulevard	4	35	E	36	E
Westbound US-50					
Sunrise Boulevard to Zinfandel Drive	4	-	F	35	E
Zinfandel Drive to Mather Field Road	4	-	F	-	F
Mather Field Road to Bradshaw Road	4	-	F	-	F

Notes: [1] Density in passenger cars per mile per lane.
[2] LOS = Level of Service.
[3] Excludes HOV lanes.
Shaded identifies unacceptable operations.
Source: Fehr & Peers, 2005.

ROADWAY SAFETY AND EMERGENCY ACCESS

Impact 4.4.3 Implementation of the proposed Redevelopment Plan would result in an increase in traffic volumes, which could increase the potential opportunities for safety conflicts as well as potential conflicts with emergency access. This is considered a **less than significant** impact.

While implementation of the proposed Redevelopment Plan would facilitate an increase in the amount of vehicle traffic and the number of potential safety and emergency access conflicts, implementation of the proposed roadway improvements identified in the CIP (that development under the Redevelopment Plan would be subject to) would provide new additional east-west and north-south roadway connections in the Project Area and the vicinity of the Project Area that would improve mobility and avoid area roadways from substantially exceeding their capacity. In addition, modern construction design standards would also result in the provision of facilities without unacceptable safety conflicts. Therefore, the proposed project would result in a **less than significant** impact.

Mitigation Measures

None required.

TRANSIT SYSTEM

Impact 4.4.4 Implementation of the proposed Redevelopment Plan would result in an increase in the demand for transit service. This is considered a **less than significant** impact.

The project would increase demand for transit services in the Project Area. However, the proposed General Plan land use designations within the Redevelopment Project Area accommodate a mix of residential densities, commercial uses, and pedestrian and bicycle facilities to promote options for movement beyond the use of motor vehicles and includes proposed enhancements to existing transit service (see **Figure 4.4-4**). Additionally, the City of Rancho Cordova is currently preparing a Transit Master Plan to aid in the identification and implementation of transit facilities within the City. Activities under the proposed Redevelopment Plan are expected to assist in enhancing transit service in the Project Area. No conflicts with current transit provisions or plans are expected as a result of implementation of the proposed Redevelopment Plan. Therefore, the proposed project would result in a **less than significant** impact.

Mitigation Measures

None required.

BICYCLE & PEDESTRIAN SYSTEM

Impact 4.4.5 Implementation of the proposed Redevelopment Plan would result in an increase in the demand for pedestrian and bicycle uses. This is considered a **less than significant** impact.

The project may indirectly lead to increases in pedestrian and bicycle use in the Project Area. However, the proposed General Plan land uses within the Redevelopment Project Area accommodate a mix of residential densities, commercial uses, and pedestrian and bicycle facilities to promote options for movement beyond the use of motor vehicles and includes proposed new bikeways and trails that would connect with existing trails (e.g., American River Parkway and Folsom South Canal) (see **Figure 4.4-3**). Activities under the proposed Redevelopment Plan are expected to assist in enhancing bike and pedestrian facilities in the Project Area.

Additionally, the City is preparing a Pedestrian and Bicycle Master Plan to aid in the identification and implementation of these facilities. Therefore, this impact is **less than significant**.

Mitigation Measures

None required.

4.4.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

The setting for this cumulative analysis includes existing, proposed, planned and approved projects in the City of Rancho Cordova General Plan Planning Area and the southeastern portion of Sacramento County. The cumulative setting also assumes anticipated and planned development within the City of Sacramento's Sphere of Influence, the City of Folsom's Sphere of Influence, and City of Elk Grove's Sphere of Influence as well as growth planned for under the general plans, community plans and specific plans for Sacramento, El Dorado and Placer counties, cities of Sacramento, Folsom, Elk Grove and Roseville. Development in the region would change the intensity of land uses in the region and increase housing, employment,

shopping and recreational opportunities. This analysis also accounts for regional traffic volume conditions anticipated for year 2030 for US 50 and SR 16.

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Cumulative Traffic Impacts on Local Roadways and State Highways

Impact 4.4.6 When considered with existing, proposed, planned and approved development in the region, implementation of the Rancho Cordova Redevelopment Plan would contribute to cumulative traffic volumes in the region that result in significant impacts to level of service and operations. This is considered a **cumulatively considerable** impact.

The traffic impact analyses provided in **Impacts 4.4.1** and **4.4.2** are based on cumulative conditions (year 2030) that take into account anticipated traffic volumes from development in the region. The Redevelopment Plan would act as a catalyst for growth and redevelopment in the Project Area, and would facilitate development consistent with the proposed Rancho Cordova General Plan. While the proposed General Plan land uses within the Redevelopment Project Area would provide reduced vehicle miles traveled outside of the Project Area (see **Table 4.4-5**) as compared to maintenance of existing land use patterns (without the funding for redevelopment activities provided by the proposed Redevelopment Plan), implementation of the Redevelopment Plan would still add additional traffic volumes on local roadways and state highway facilities that would result in significant traffic impacts within the Project Area as well as in adjoining jurisdictions. Improvements to regional transportation facilities associated with cumulative traffic conditions are intended to be addressed through implementation of SACOG MTP.

Mitigation Measures

Implementation of the Rancho Cordova CIP would assist in reducing the proposed project's cumulative contribution to regional traffic effects. However, this impact would still be considered **cumulatively considerable** and a **significant and unavoidable impact**. The Agency does not have jurisdiction over improvements are outside of the City's jurisdiction (e.g., facilities within Sacramento County and Caltrans facilities) and the Agency cannot ensure that these improvements would be completed. With the exception of funding sources for regional traffic improvements associated with the SACOG MTP, there are no regional traffic mitigation programs that the Agency could participate in to minimize the regional traffic impacts associated with implementation of the Redevelopment Plan.

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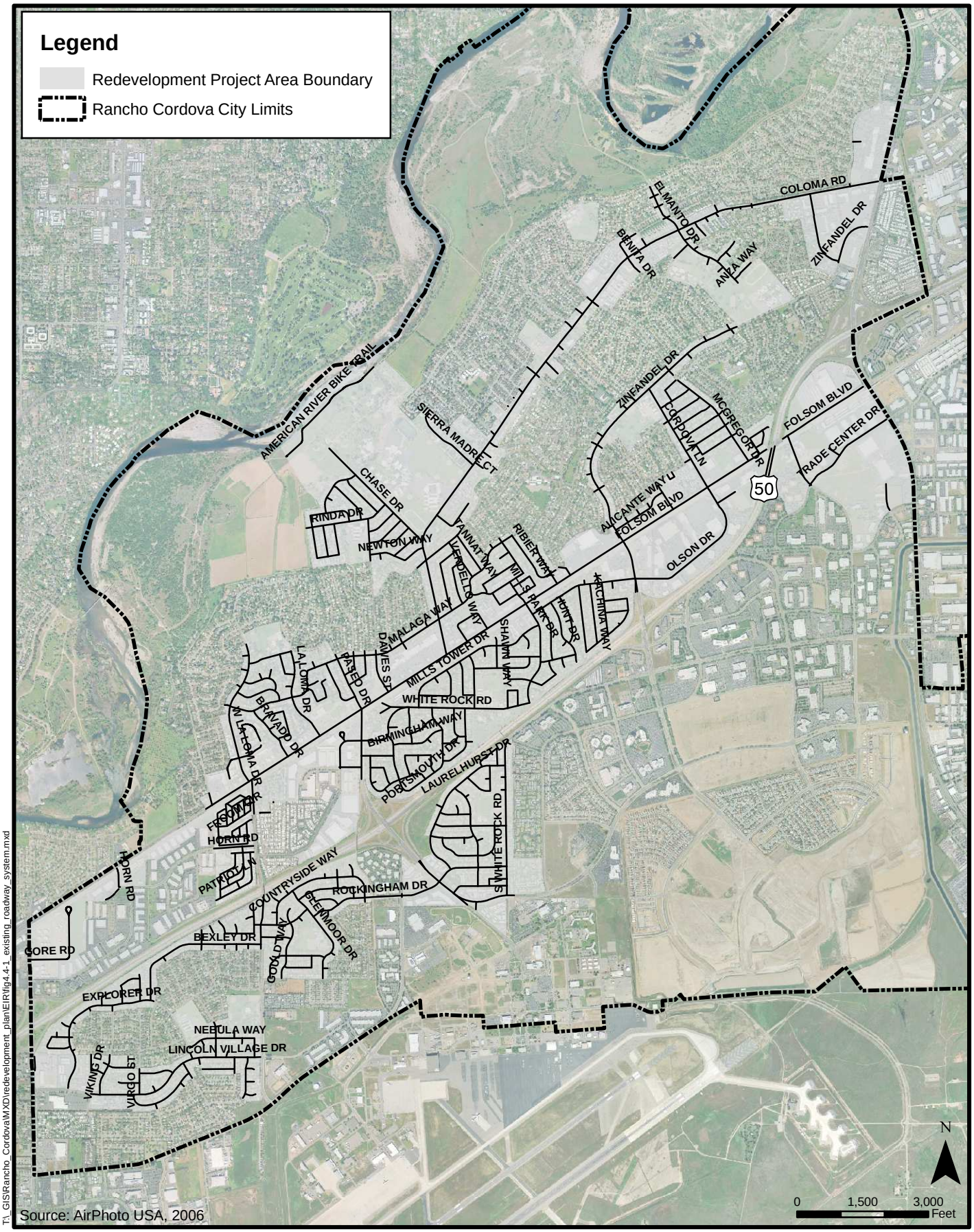

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Figure 4.4-1
Existing Roadway System
Within the Redevelopment Project Area

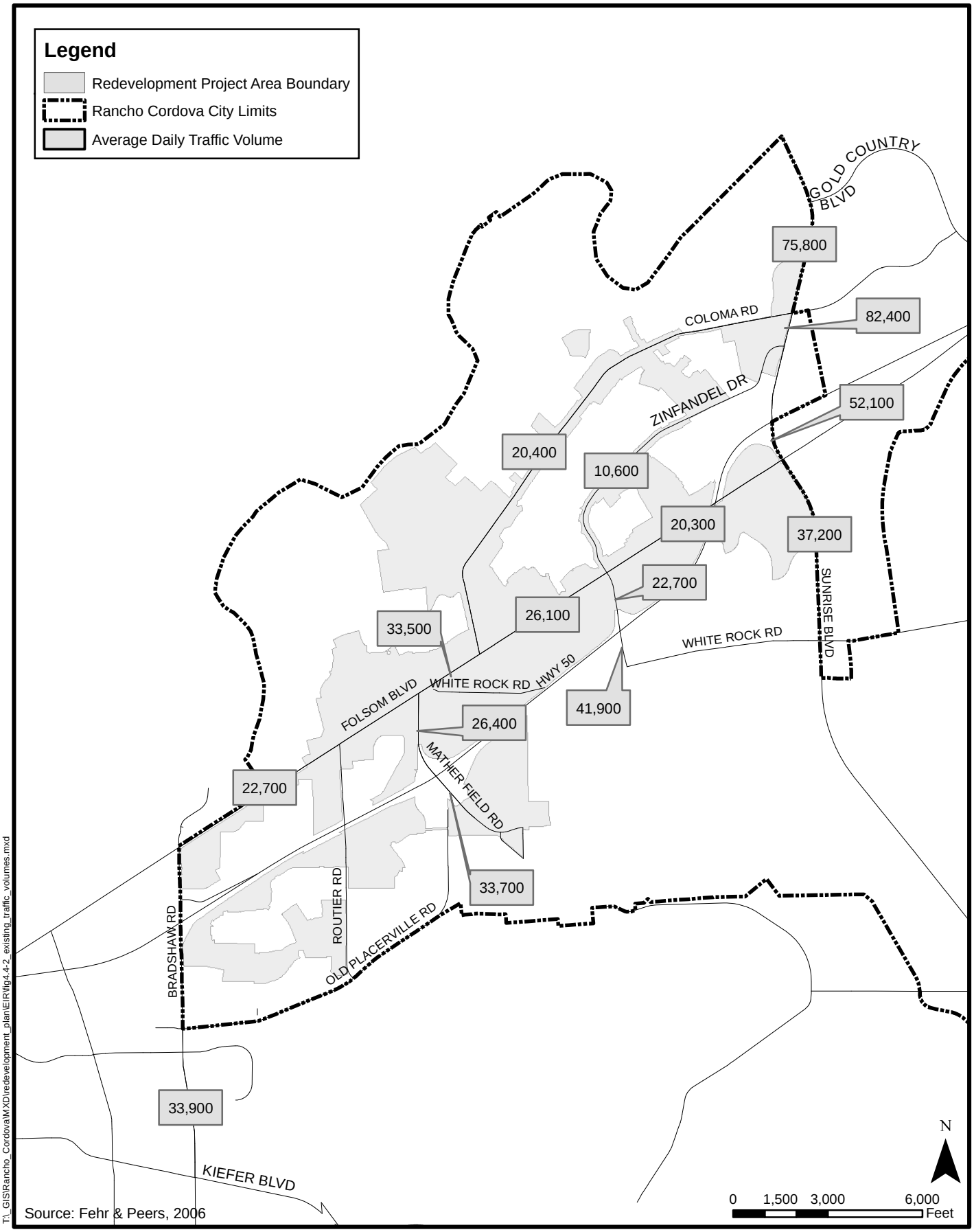

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Figure 4.4-2
Existing Roadway Segment Traffic Volumes
Within the Redevelopment Project Area

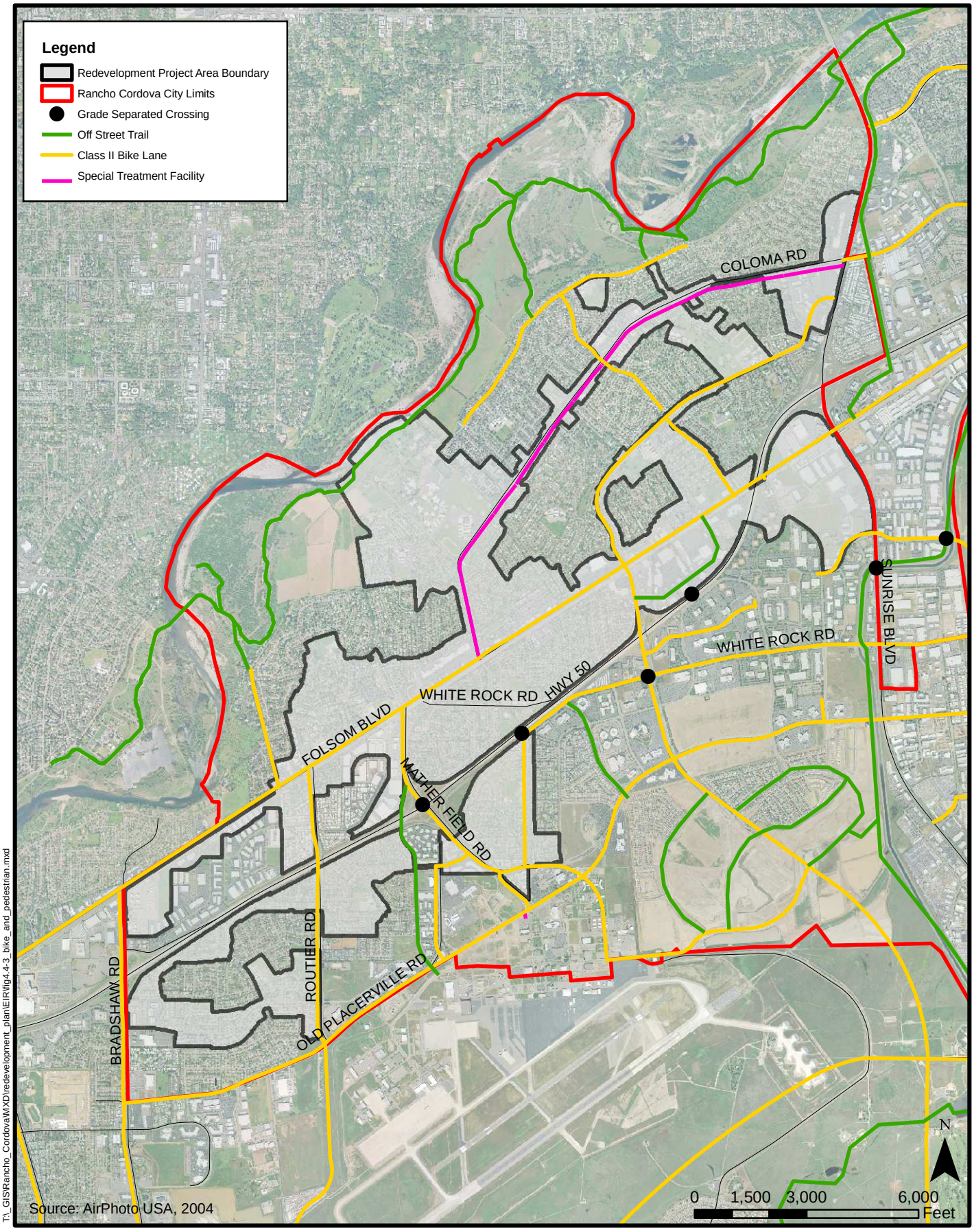

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Figure 4.4-3
Proposed Bicycle and Pedestrian Facilities
Within the Redevelopment Project Area Vicinity

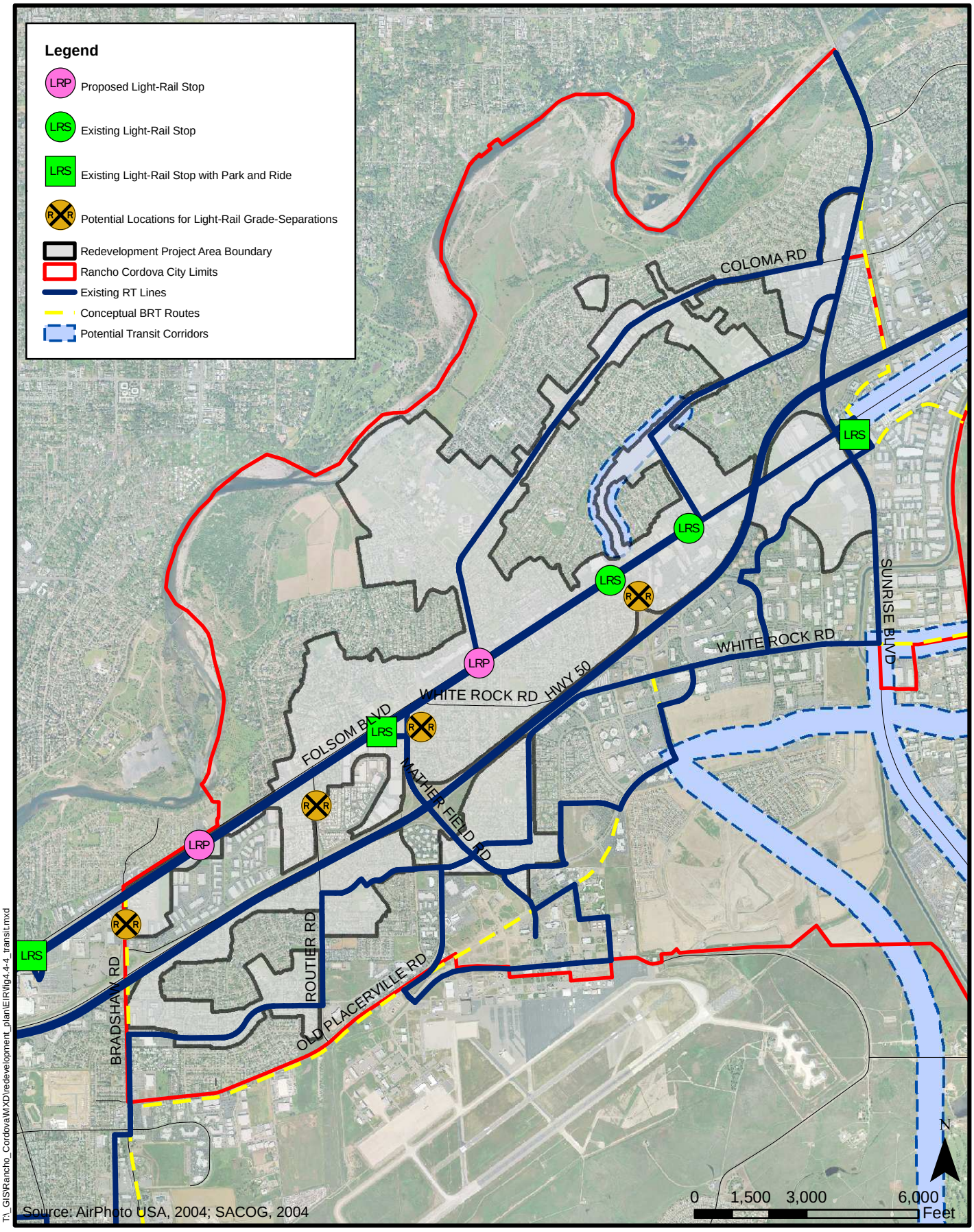

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Figure 4.4-4
Existing and Proposed Transit Facilities
Within the Redevelopment Project Area Vicinity

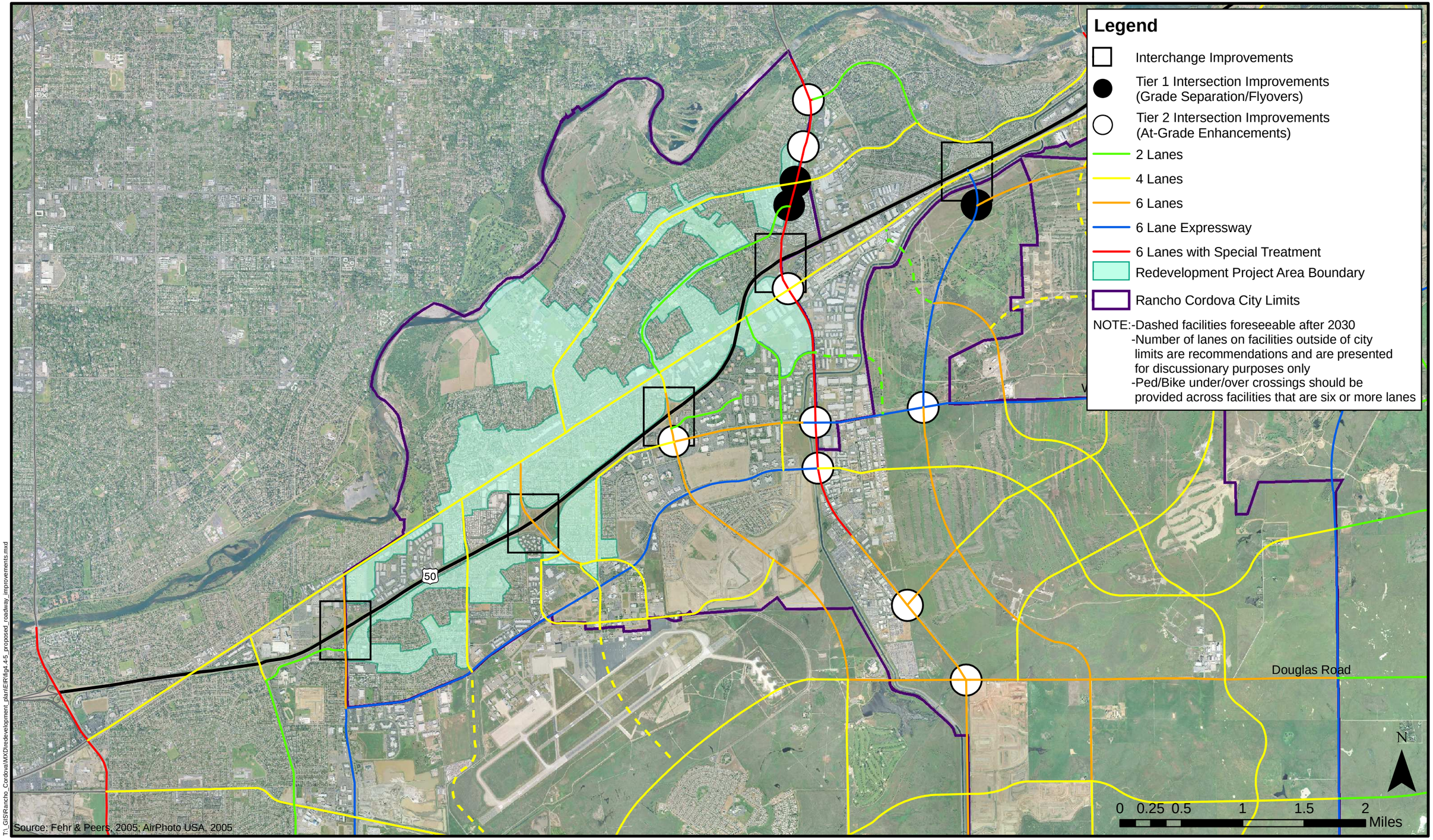

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Figure 4.4-5
Proposed Roadway Improvements

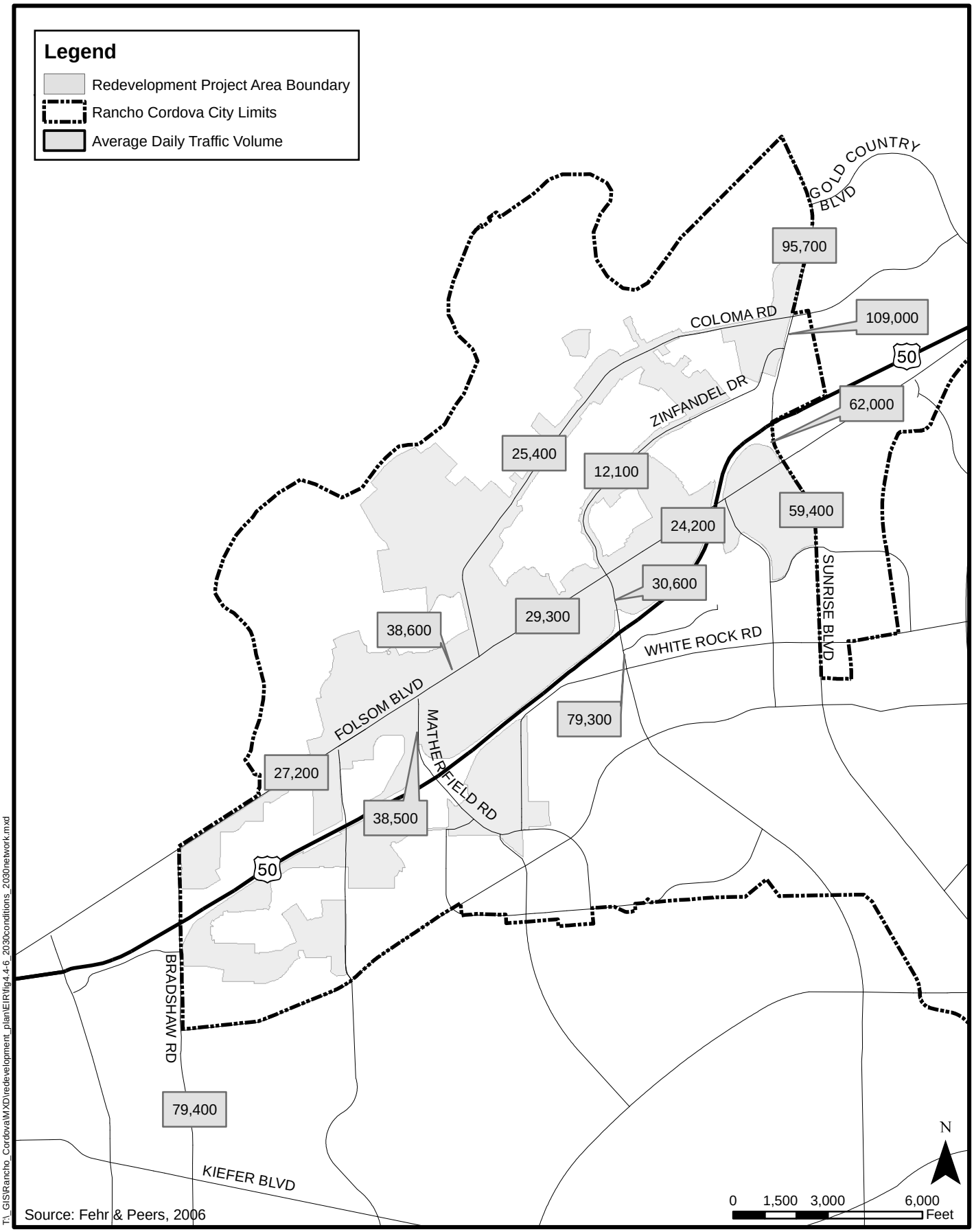

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Figure 4.4-6
Proposed Project Year 2030 Conditions
Year 2030 Roadway Network

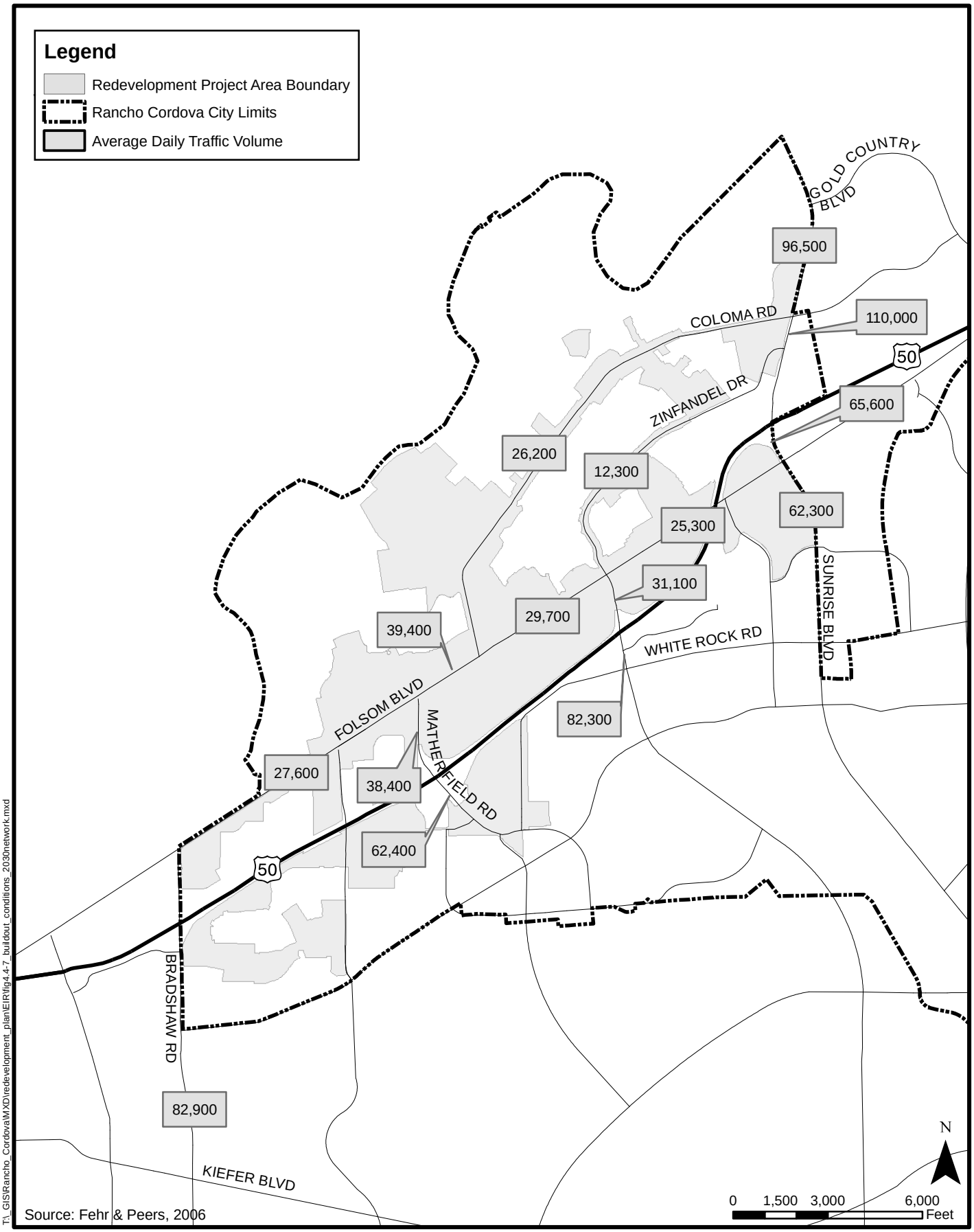

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Figure 4.4-7
Proposed Project Buildout Conditions
Year 2030 Roadway Network

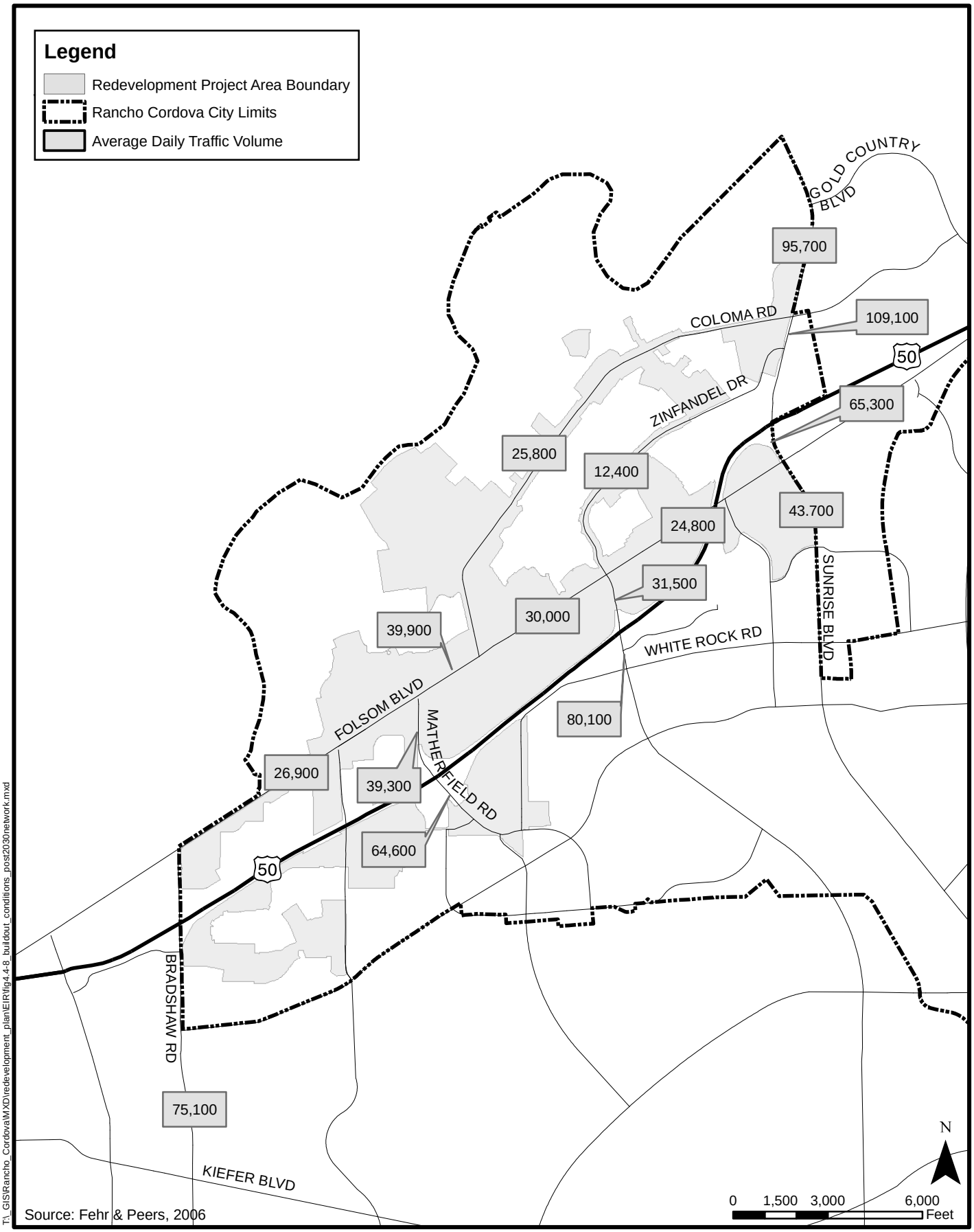

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Figure 4.4-8
Proposed Project Buildout Conditions
Post Year 2030 Roadway Network