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

4.5.1 EXISTING CONDITIONS

PHYSICAL ENVIRONMENT

The existing physical conditions of the transportation system are described below. This description is organized by transportation system component within the "study area", which includes roadway and transportation facilities within the City, the Planning Area outside of the current City limits as well as consideration of facilities and regional traffic conditions outside of the Planning Area.

Regional Roadway System

Rancho Cordova's transportation system is predominantly focused around the roadway network. 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 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 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 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.

The roadway system within and near Rancho Cordova's Planning Area is presented on **Figure 4.5-1**. Major roadways are described below:

State Highways

U.S. 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 Rancho Cordova area, US Highway 50 varies between an eight-lane facility and a six-lane facility with the addition of two high occupancy vehicle (HOV) lanes east of Sunrise Boulevard.

SR-16 (Jackson Highway) is an east-west rural highway that runs along the south edge of the Planning Area to Sacramento to the west and Rancho Murieta and Amador County to the east. In the Planning Area, SR-16 is a two-lane facility.

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 U.S. 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.

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.

Mather Field Road extends from the Mather Reuse Area to Folsom Boulevard. It is a six-lane major road between International Drive and U.S. 50, and a four-lane major road between U.S. 50 and Folsom Boulevard. The U.S. 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.

Douglas Road is a two-lane secondary road that extends from Mather Boulevard in the Mather Reuse Area to Grant Line Road.

Grant Line Road is a two-lane secondary road that extends from State Route (SR) 99 to White Rock Road through the southeastern portion of the Planning 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 U.S. 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.

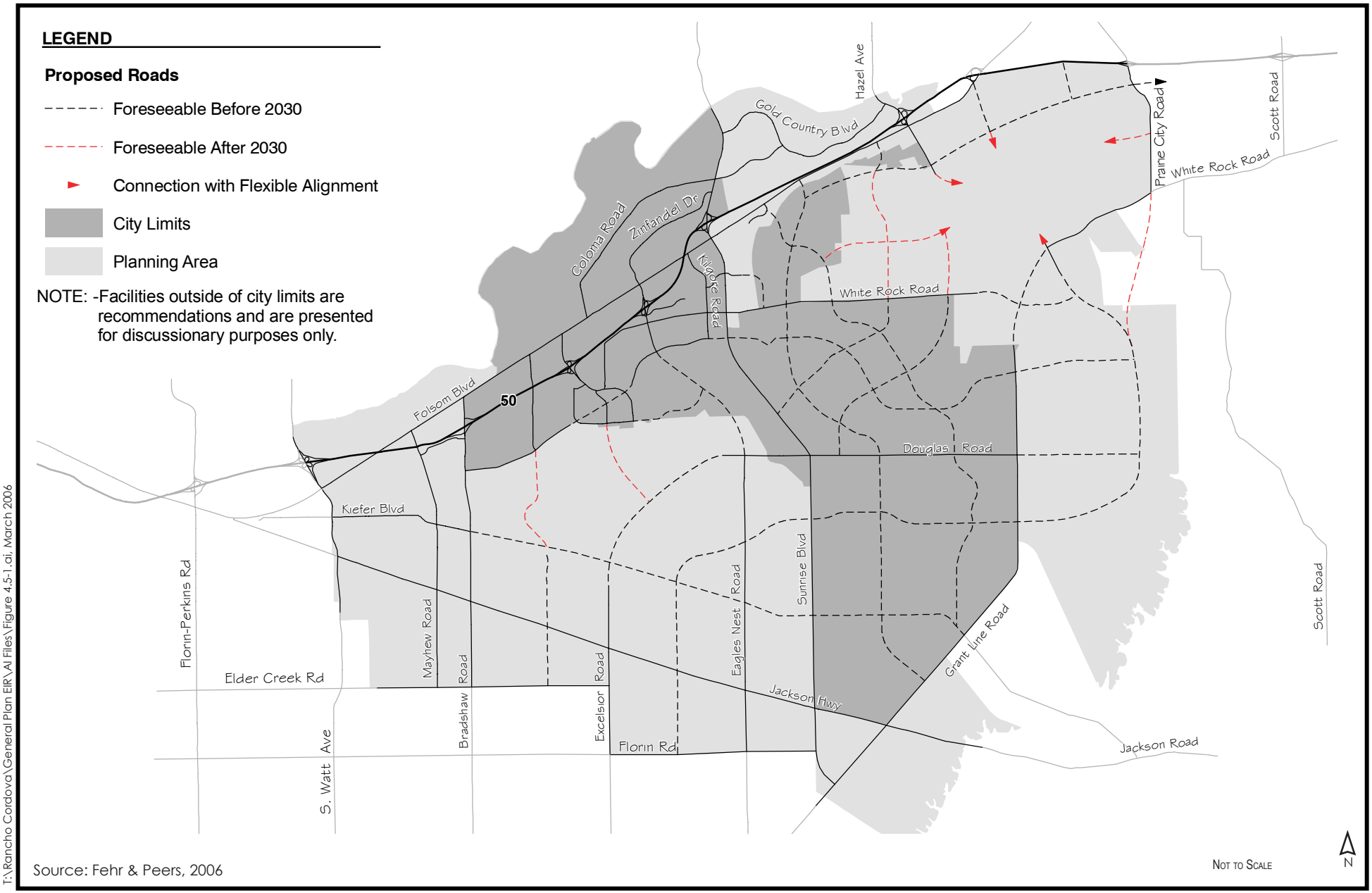
Hazel Avenue is four-lane north-south major road through Sacramento County that becomes Sierra College Boulevard in Placer County. The U.S. 50/Hazel Avenue interchange is an L-9 configuration with loop on-ramps in the northeast and southwest quadrants and diagonal ramps in all four quadrants.

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.

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 Regional Transit (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.

Gold Country Drive is a two-lane local road, beginning at Sunrise Boulevard and extending east to Hazel Avenue through the unincorporated community of Gold River.

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.



T:\Rancho Cordova\General Plan EIR\AI Files\Figure 4.5-1.ai, March 2006

City of Rancho Cordova
Planning Department

Figure 4.5-1
General Plan Traffic Study Area

STUDY AREA

Fehr & Peers conducted a detailed analysis of the following roadway segments and freeway facilities under existing conditions within the study area. As noted above, the study area includes roadway and transportation facilities within the City, the Planning Area outside of the current City limits, as well as consideration of facilities and regional traffic conditions outside of the Planning Area. These roadway facilities were identified based on input from City staff, the California Department of Transportation (Caltrans) and comments received on the Notice of Preparation.

Roadways

1) SR-16 – Bradshaw Road to Excelsior Road
2) SR-16 – Excelsior Road to Eagles Nest Road
3) SR-16 – Sunrise Boulevard to Grant Line Road
4) SR-16 – East of Grant Line Road
5) Kiefer Boulevard – Grant Line Road to SR-16
6) Mather Boulevard – Femoyer Street to Douglas Road
7) Douglas Road – Mather Boulevard to Sunrise Boulevard
8) Douglas Road – Sunrise Boulevard to Grant Line Road
9) International Drive – South White Rock Road to Zinfandel Drive
10) International Drive – Zinfandel Drive to Kilgore Road
11) White Rock Road – Zinfandel Drive to Sunrise Boulevard
12) White Rock Road – Sunrise Boulevard to Grant Line Road
13) Folsom Boulevard – Sunrise Boulevard to Hazel Avenue
14) Folsom Boulevard – Watt Avenue to Bradshaw Road
15) Folsom Boulevard – Bradshaw Road to Mather Field Road
16) Folsom Boulevard – Mather Field Road to Coloma Road
17) Folsom Boulevard – Coloma Road to Zinfandel Drive
18) Folsom Boulevard – Zinfandel Drive to Sunrise Boulevard
19) Mather Field Road – Folsom Boulevard to U.S. 50 Westbound Ramps
20) Mather Field Road – U.S. 50 Eastbound Ramps to International Drive
21) Zinfandel Drive – Folsom Boulevard to U.S. 50 Westbound Ramps
22) Zinfandel Drive – U.S. 50 Eastbound Ramps to White Rock Road
23) Zinfandel Drive – White Rock Road to International Drive
24) Zinfandel Drive – Folsom Boulevard to Sunrise Boulevard
25) Sunrise Boulevard – Gold Country Drive to Coloma Road
26) Sunrise Boulevard – Coloma Road to U.S. 50 Westbound Ramps
27) Sunrise Boulevard – U.S. 50 Eastbound Ramps to Folsom Boulevard
28) Sunrise Boulevard – Folsom Boulevard to White Rock Road
29) Sunrise Boulevard – White Rock Road to Douglas Road
30) Sunrise Boulevard – Douglas Road to SR-16
31) Sunrise Boulevard – SR-16 to Grant Line Road
32) Hazel Avenue – U.S. 50 Westbound Ramps to Winding Way
33) Grant Line Road – White Rock Road to Douglas Road
34) Grant Line Road –Douglas Road to SR-16
35) Grant Line Road – SR-16 to Sunrise Boulevard
36) Coloma Road – Sunrise Boulevard to Folsom Boulevard
37) Gold Country Drive – Sunrise Boulevard to Folsom Boulevard
38) Bradshaw Road – Folsom Boulevard to U.S. 50
39) Bradshaw Road – U.S. 50 to Old Placerville Road
40) Bradshaw Road – Old Placerville Road to Kiefer Boulevard

41) Rancho Cordova Parkway – U.S. 50 to White Rock Road (Future Facility)
42) Rancho Cordova Parkway – White Rock Road to Douglas Road (Future Facility)
43) International Drive – Rancho Cordova Parkway to Sunrise Boulevard (Future Facility)
44) International Drive – Sunrise Boulevard to Kilgore Road (Future Facility)
45) International Drive – White Rock Road to Bradshaw Road (Future Facility)

Freeway Segments

1) U.S. 50 – Bradshaw Road to Mather Field Road
2) U.S. 50 – Mather Field Road to Zinfandel Boulevard
3) U.S. 50 – Zinfandel Boulevard to Sunrise Boulevard
4) U.S. 50 – Sunrise Boulevard to Hazel Avenue
5) U.S. 50 – Hazel Avenue to Folsom Boulevard
6) U.S. 50 – Folsom Boulevard to Prairie City Road

TRAFFIC OPERATIONS METHODOLOGY

The analysis 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 General Plan 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 4.5-1** 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 4.5-2**. The calculation sheets are presented in **Appendix 4.5**.

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

TABLE 4.5-1
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

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 4.5-2
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).

In addition to the peak hour freeway segment analysis, Caltrans requested peak hour freeway ramp capacity analyses (to determine locations where multiple lanes are required on freeway ramp facilities) and identification of the six-hour peak period volumes on the freeway segments (three-hour AM peak period plus the three-hour PM peak period). This information is provided in **Appendix 4.5**.

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

> *The City 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 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 City's proposed Circulation Element 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.

Proposed City Policy C.1.2 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 in excess of LOS E or LOS F, such congestion could 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 should be used cautiously, however, because unforeseen changes in land use and other variables make forecasting beyond 20 years difficult. SR-16 in the project study area has a route concept level of LOS E. U.S. 50 in the project study area has a route concept level of LOS F.

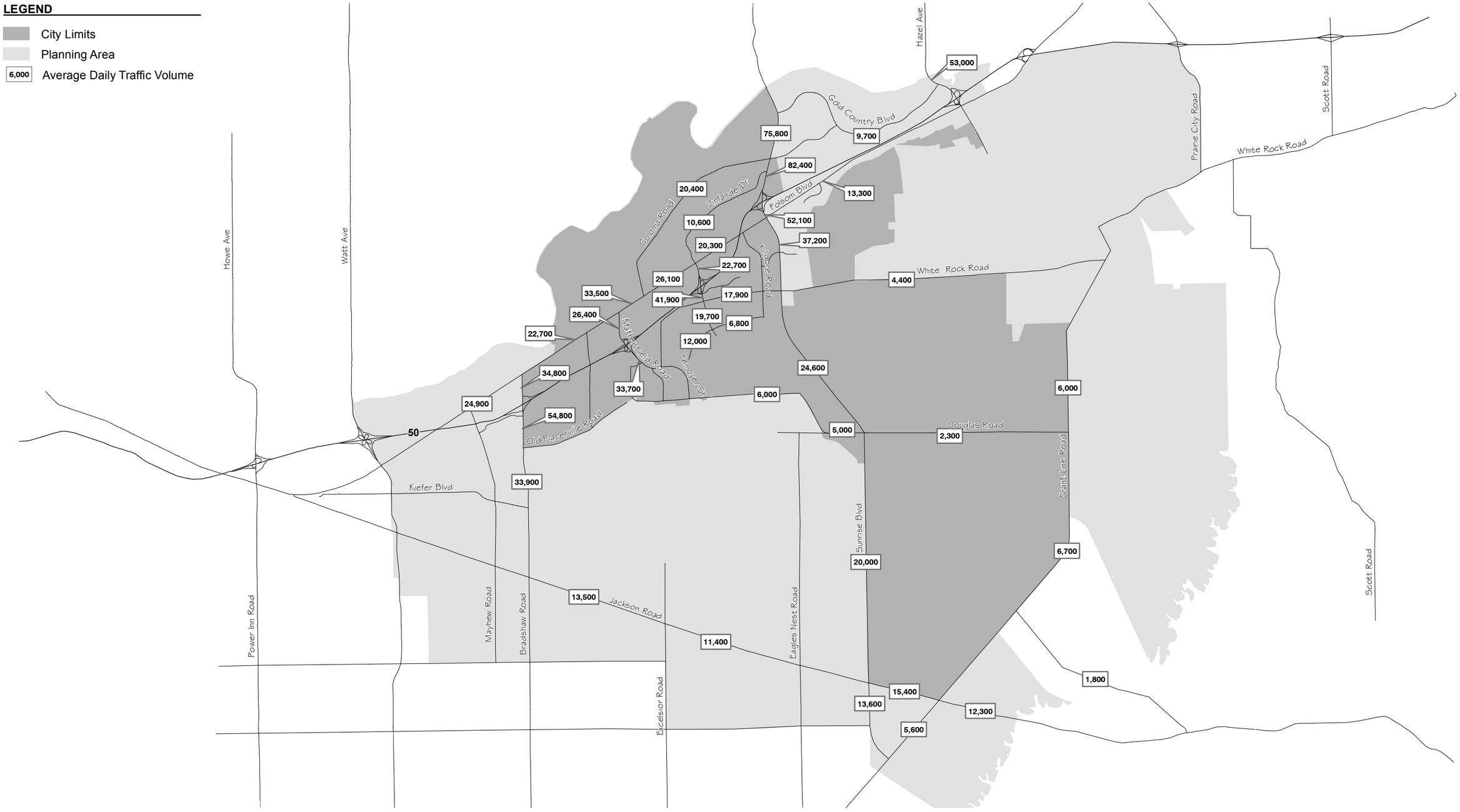
For the purposes of this assessment, the City's proposed LOS policy and the intent of the proposed General Plan Roadway System Sizing Map shall be used to identify impacts to all roadway facilities (a worst-case approach for identifying significant impacts).

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 4.5-2** shows existing daily roadway segment traffic volumes for local roadways in the Planning Area.

LEGEND

- City Limits
- Planning Area
- 6,000 Average Daily Traffic Volume



Source: Fehr & Peers, 2006

Not to Scale

N

T:\Rancho Cordova\General Plan EIR\AI Files\Figure 4.5-2.ai, March 2006

City of Rancho Cordova
Planning Department

Figure 4.5-2
Average Daily Traffic Volumes
Exisiting Conditions

4.5.2 EXISTING TRAFFIC CONDITIONS

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

ROADWAY SEGMENTS

Table 4.5-3 presents the existing conditions analysis for roadway segments. Based on field observations, most of the study roadways were assumed to have moderate access control (limitations on local access points onto roadway) except for Hazel Avenue (U.S. 50 to Winding Way) and Sunrise Boulevard (Douglas Road to SR-16), which were assumed to have high access control. Kiefer Boulevard (Grant Line Road to just north of SR-16) was classified as a rural two-lane collector.

TABLE 4.5-3
ROADWAY LEVEL OF SERVICE - EXISTING CONDITIONS

Roadway Segment		Existing Conditions			
		Lanes	Volume	V/C	LOS
1.	SR-16 – Bradshaw Road to Excelsior Road	2	13,500	0.75	C
2.	SR-16 – Excelsior Road to Eagles Nest Road	2	11,400	0.63	B
3.	SR-16 – Sunrise Boulevard to Grant Line Road	2	15,400	0.86	D
4.	SR-16 – East of Grant Line Road	2	12,300	0.54	D
5.	Kiefer Boulevard – Grant Line Road to North of SR-16[1]	2	1,800	0.09	B
6.	Mather Boulevard – Femoyer Street to Douglas Road	2	6,000	0.33	A
7.	Douglas Road – Mather Boulevard to Sunrise Boulevard	2	5,000	0.28	A
8.	Douglas Road – Sunrise Boulevard to Grant Line Road	2	2,300	0.13	A
9.	International Drive – South White Rock Road to Zinfandel Drive	4	12,000	0.33	A
10.	International Drive – Zinfandel Drive to Kilgore Road	4	6,800	0.19	A
11.	White Rock Road – Zinfandel Drive to Sunrise Boulevard	6	17,900	0.33	A
12.	White Rock Road – Sunrise Boulevard to Grant Line Road	2	4,400	0.24	A
13.	Folsom Boulevard – Sunrise Boulevard to Hazel Avenue	4	13,300	0.37	A
14.	Folsom Boulevard – Watt Avenue to Bradshaw Road	4	24,900	0.69	B
15.	Folsom Boulevard – Bradshaw Road to Mather Field Road	4	22,700	0.63	B
16.	Folsom Boulevard – Mather Field Road to Coloma Road	4	33,500	0.93	E
17.	Folsom Boulevard – Coloma Road to Zinfandel Drive	4	26,100	0.73	C
18.	Folsom Boulevard – Zinfandel Drive to Sunrise Boulevard	4	20,300	0.56	A
19.	Mather Field Road – Folsom Boulevard to U.S. 50 Westbound Ramps	4	26,400	0.73	C
20.	Mather Field Road – U.S. 50 Eastbound Ramps to International Drive	6	33,700	0.62	B
21.	Zinfandel Drive – Folsom Boulevard to U.S. 50 Westbound Ramps	4	22,700	0.63	B

22.	Zinfandel Drive – U.S. 50 Eastbound Ramps to White Rock Road	6	41,900	0.78	C
23.	Zinfandel Drive – White Rock Road to International Drive	6	19,700	0.36	A
24.	Zinfandel Drive – Folsom Boulevard to Sunrise Boulevard	2	10,600	0.59	A
25.	Sunrise Boulevard – Gold Country Drive to Coloma Road	6	75,800	1.40	F
26.	Sunrise Boulevard – Coloma Road to U.S. 50 Westbound Ramps	6	82,400	1.53	F
27.	Sunrise Boulevard – U.S. 50 Eastbound Ramps to Folsom Boulevard	6	52,100	0.96	E
28.	Sunrise Boulevard – Folsom Boulevard to White Rock Road	6	37,200	0.69	B
29.	Sunrise Boulevard – White Rock Road to Douglas Road	4	24,600	0.68	B
30.	Sunrise Boulevard – Douglas Road to SR-16[2]	2	20,000[3]	1.00	E
31.	Sunrise Boulevard – SR-16 to Grant Line Road	2	13,600	0.76	C
32.	Hazel Avenue – Winding Way to U.S. 50 Westbound Ramps[2]	4	53,000	1.33	F
33.	Grant Line Road – White Rock Road to Douglas Road	2	6,000	0.33	A
34.	Grant Line Road –Douglas Road to SR-16	2	6,700	0.37	A
35.	Grant Line Road – SR-16 to Sunrise Boulevard	2	5,600	0.31	A
36.	Coloma Road – Sunrise Boulevard to Folsom Boulevard	2	20,400	0.57	A
37.	Gold Country Drive – Sunrise Boulevard to Folsom Boulevard	2	9,700	0.54	A
38.	Bradshaw Road – Folsom Boulevard to U.S. 50	6	34,800	0.64	B
39.	Bradshaw Road – U.S. 50 to Old Placerville Road	6	54,800	1.01	F
40.	Bradshaw Road – Old Placerville Road to Kiefer Boulevard	4	33,900	0.94	E

Notes: [1] *Roadway segment is currently not a through roadway.*
[2] *Roadway segment assumed to have high access control.*
[3] *Roadway segment operates at capacity.*
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 Drive* to Coloma Road
- Sunrise Boulevard – Coloma Road to U.S. 50 Westbound Ramps
- Sunrise Boulevard – U.S. 50 Eastbound Ramps to Folsom Boulevard
- Sunrise Boulevard – Douglas Road to SR-16
- Hazel Avenue – Winding Way to U.S. 50 Westbound Ramps
- Bradshaw Road – U.S. 50 to Old Placerville Road
- Bradshaw Road – Old Placerville Road to Kiefer Boulevard

From a driver's perspective, some segments may appear more congested than suggested by the calculations (see **Table 4.5-3** and **4.5-4**) (such as Sunrise between Folsom and White Rock). This is because the actual source of the bottleneck is elsewhere, but the spillback affect can propagate to other segments. This method of reporting is common practice does not identify impacts on segments affected by downstream bottlenecks, but does identify the location where the bottleneck occurs and where mitigation is appropriate.

FREEWAY FACILITIES

Table 4.5-4 summarizes peak hour freeway segment LOS.

TABLE 4.5-4
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 U.S. 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
Sunrise Boulevard to Hazel Avenue	3	27	D	36	E
Hazel Avenue to Folsom Boulevard	3	26	D	31	D
Westbound U.S. 50					
Folsom Boulevard to Hazel Avenue	2	-	F	-	F
Hazel Avenue to Sunrise Boulevard	3	36	E	26	C
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.*
[2] LOS = *Level of Service.*
[3] *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
- Sunrise Boulevard to Hazel Avenue – PM peak hour

Westbound U.S. 50

- East of Hazel Avenue – AM and PM peak hours
- Hazel Avenue to Sunrise Boulevard – AM peak hour
- 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 U.S. 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 affect of downstream bottlenecks that cause vehicle queues that impact upstream operations. As discussed above, the HCM (Highway Capacity Manual) methodology was used, which does not account for downstream conditions. This is appropriate in isolating the source of the bottleneck and identifying measures to mitigate the bottleneck location.

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 U.S. 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:

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	Old Placerville: Granby to Bradshaw	11
Coloma/Malaga	14	Sunrise: Gold Express to Coloma	11
Sunrise/Zinfandel	13	Zinfandel: Mobile Country Club to Vehicle	11
Folsom/Sunrise	11	Sunrise: Mobile County to U.S. 50 Westbound Ramps	11
Sunrise/Douglas	10	Bradshaw: Countyroads to Lincoln Village	7
Coloma/Trinity River	9	Sunrise: Trade Center to Folsom	6
Gold Express/Sunrise	9	Coloma: Trinity River to Vehicle	6
Coloma/Folsom	8	Coloma: Ranchito to Elmanto	5
Folsom/La Loma	8	Folsom: Dawes to Mather Field	5
Mather Field/Croydon	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
International/Data	7	Sunrise: Coloma to Mobile Country Club	5
Zinfandel/Data	7	Sunrise: Gold Country to Gold Express	5
Zinfandel/White Rock	7		

TRANSIT SYSTEM

Sacramento Regional Transit (RT) operates bus and light rail transit (LRT) service in Sacramento County, including the Planning Area. Existing fixed-route bus and LRT service near the project site are described below.

Fixed-Route Bus Service

Fixed-route bus service within the Rancho Cordova Planning 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 U.S. 50 corridor to the Sunrise Boulevard Station. An LRT extension eastward to the City of Folsom was recently completed and is under operation.

The following LRT stations provide service within the Planning Area:

- Mather/Mills station located at the Mather Field Road/Folsom Boulevard intersection. The station has 298 total parking spaces.
- Zinfandel station located at the Zinfandel Drive/Folsom Boulevard intersection.
- Cordova Town Center station located at the Cordova Lane/Folsom Boulevard intersection.
- Sunrise station located at the Sunrise Boulevard/Folsom Boulevard intersection. The station has 487 parking spaces.
- Hazel station located at the Hazel Avenue/Folsom Boulevard intersection. The station has 432 parking spaces.

A windshield survey was conducted by Fehr & Peers[2] of the existing LRT parking lots which indicated that the Mather/Mills lot is the most utilized at approximately 80% occupied. The Sunrise station was approximately 50% occupied, while the Hazel station was approximately 20% occupied.

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.

A 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 U.S. 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 (see **Figure 3.0-20**). 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.

[2] Survey was conducted February 2006, at approximately 10:00 AM to capture peak parking demand.

Aviation System

Mather Field is located in the Planning 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.

4.5.3 REGULATORY FRAMEWORK

STATE OF CALIFORNIA TRANSPORTATION CONCEPT REPORTS

As described previously in subsection 4.4.1, Caltrans prepares a Transportation Concept Report (TCR), which is a long-term planning document for the state highways. SR 16 in the project study area has a route concept level of LOS E, and the ultimate concept for SR 16 is a four-lane facility with continuous left-turn lane. U.S. 50 in the project study area has a concept level of LOS F and 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, with a proposal to add HOV lanes west of Sunrise Boulevard.

SACRAMENTO COUNTY GENERAL PLAN

The existing Sacramento County General Plan was adopted in December of 1993. The County's General Plan is currently undergoing update. The update addresses plans for growth in the next planning cycle (2004-2025) as well as addressing new emerging planning issues. Topics addressed in the Update Project include, but are not limited to, holding capacity, infrastructure financing, policy analysis, smart growth planning, and mature communities. Currently adopted key General Plan policies regarding transportation and circulation that are applicable to the Planning Area outside of the City limits include:

- Regional land use and transportation planning (policies CI-2, CI-9 and CI-24)
- Provisions for transit (policies CI-3, CI-5, CI-13 and CI-14)
- Provisions for bicycle and pedestrian modes of transportation (policies CI-5, CI-6, CI-14 and CI-35)
- Level of service standards (LOS D for rural collectors and LOS E urban area roads) and mitigation of traffic impacts (policies CI-9, CI-22 and CI-23)

The Sacramento County Transportation Plan identifies the following circulation improvements to Planning Area roadways for pre and post year 2010 conditions:

- SR 16 – 6 lanes

- Sunrise Reliever (now referred to as Rancho Cordova Parkway) – 6 lanes with a transit feeder line network
- Grant Line Road – 6 lanes
- Hazel Connection to Grant Line Road – 6 lanes
- Sunrise Boulevard – 6 lanes with a transit feeder line network
- Folsom Boulevard – 6 lanes with a transit trunk line network
- Douglas Road – 6 lanes
- International Drive – 6 lanes
- White Rock Road – 6 lanes
- Future Sunrise Reliever (now referred to as Rancho Cordova Parkway) Interchange

2010 SACRAMENTO CITY/COUNTY BIKEWAY MASTER PLAN

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

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 3.0-20**). 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 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.

METROPOLITAN TRANSPORTATION PLAN (MTP) 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, it is noted that 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 4.5**.

DEVELOPMENT FINANCING PLANS

The County has implemented several financing plans for implementing roadway improvements with specific plan developments in the Planning Area. The following financing plans are in place and have identified funding for improvements:

- *Villages of Zinfandel Public Facilities Financing Plan*—financing plan for development within the Villages of Zinfandel Specific Plan area, originally within County boundaries, now within City boundaries.

- *Sunridge Public Facilities Financing Plan*—financing plan for development within the Sunridge Specific Plan area, originally within County boundaries, now within City boundaries.

- *Mather Field Public Facilities Financing Plan*—financing plan for development within the Mather Field Specific Plan area in Sacramento County.

- *North Vineyard Station Public Facilities Financing Plan*—financing plan for development within the North Vineyard Station Specific Plan area in Sacramento County.

- *Vineyard Springs Comprehensive Plan Public Facilities Financing Plan*—financing plan for development within the Vineyard Springs Comprehensive Plan area in Sacramento County.

CITY OF RANCHO CORDOVA CAPITAL IMPROVEMENT PROGRAM (CIP)

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 3.0-19**) 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/Planning 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 U.S. 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 Planning Area have been identified in Measure A as receiving funding from the measure.

SACRAMENTO REGION BLUEPRINT

The Sacramento Region Blueprint process, initiated by SACOG in 2002, evaluated the affects of land use planning and transportation decisions within the six-county region (including Sacramento, Yolo, Placer, Sutter, Yuba and El Dorado counties). The process evaluated a Year 2050 land use horizon for the following land use development scenarios:

- *Base Case Scenario (Scenario A)* – Future development within the region that is similar to current growth trends (fairly low density). This scenario has an outward growth pattern, with jobs-housing imbalances in sub-areas, which promotes urban sprawl.

- *Scenario B* – More housing choices than in the Base Case Scenario with some growth through re-investment. The scenario incorporates a mix of land uses with "edge" cities accounting for the most growth.

- *Scenario C* – Slightly higher housing densities and re-investment than Scenario B. Scenario C incorporates a mix of land uses with "inner ring" areas (like Rancho Cordova) accounting for the most growth.

- *Scenario D* – Highest housing densities and re-investment levels when compared to the other scenarios. Scenario D incorporates a mix of land uses with "core" areas (near downtown Sacramento) accounting for the most growth.

Scenario C has been chosen by most jurisdictions in the region as the preferred alternative to guide land use planning and transportation for the future and was adopted by SACOG in 2004. The proposed City Rancho Cordova General Plan has been developed based on this scenario.

The travel demand forecasting models created by SACOG for the Blueprint project were used in this EIR to qualitatively assess the effects on the regional transportation system of land use decisions within the Planning Area on the regional transportation system. The following scenarios were evaluated:

- Base Case Scenario

- Scenario C

- Modified Scenario –Scenario C land use within the Planning Area and Base Case Scenario land use outside of Rancho Cordova. This scenario was analyzed to assess the impacts of increased development within the City and Planning Area assuming that other regional jurisdictions continue land use development consistent with Scenario A, the "status quo." The modified scenario is consistent with analysis assumptions prepared to evaluate impacts of the proposed General Plan.

A performance measure of vehicle miles traveled (VMT) was used to compare the above referenced scenarios, consistent with the Blueprint process. VMT was calculated separately for trips originating in, or destined for, the City of Rancho Cordova (within the existing City limits) and for trips from the rest of the region. The VMT results for Scenario C and the Modified Scenario were compared to the Base Case Scenario to assess impacts to the regional roadway system if the region developed consistent with Scenario C, or if the City of Rancho Cordova was the only jurisdiction to implement land use consistent with Scenario C (i.e., under the Modified Scenario). **Table 4.5-5** summarizes Blueprint comparison results.

TABLE 4.5-5
BLUEPRINT VEHICLE MILES TRAVELED (VMT) COMPARISON

SACOG Scenarios	Change in VMT (Compared to the Base Case Scenario)	
	Trips To / From Rancho Cordova	Trips Outside of Rancho Cordova
Scenario C	10% Higher	15% Lower
Modified Scenario	29% Higher	2% Lower

Source: Fehr & Peers and SACOG, 2005.

The results of the VMT comparison reflect that increased density within Rancho Cordova would increase traffic (VMT) within the City when compared to the Base Case Scenario. However, increased density within Rancho Cordova under Scenario C or the Modified Scenario will have regional benefits as VMT in the region would decrease. Consistent with the above descriptions of Scenario C and the Modified Scenario, these results also indicate that substantial regional and local benefits would occur if land use in the region were developed consistent with Scenario C.

For the purposes of this EIR, land use outside the City's Planning Area is expected to grow at the Base Case Scenario, since no other jurisdictions have adopted SACOG Blueprint Scenario C as their land use plan. This is a conservative assumption for identifying environmental impacts.

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 prior to approval of 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 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 affect on freeway operations.

DIB 77 may also be in direct 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. The adherence to DIB 77 would be used to 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, thus encouraging further sprawl.

50 CORRIDOR MOBILITY PARTNERSHIP

Rancho Cordova is participating in the 50 Corridor Mobility Partnership, which is evaluating transportation infrastructure needs in a study area from the American River to Jackson Road and from Bradshaw Road to El Dorado Hills. The multi-jurisdictional effort (consisting of the Cities of Rancho Cordova and Folsom, Counties of Sacramento and El Dorado, and Caltrans) confirms the analysis in the General Plan ADEIR that 1) congestion levels on Sunrise Boulevard north of Folsom Boulevard and on US 50 through the entire study area will continue to rise, influencing travel patterns over a wide area, and 2) regional efforts to improve those facilities should be aggressively pursued but will be difficult to implement. Therefore, new and improved parallel facilities must be emphasized, consistent with the City's General Plan.

4.5.4 IMPACTS AND MITIGATION MEASURES

This subsection describes the transportation analysis of the General Plan and identifies potential impacts and mitigation measures that would be associated with the adoption of the proposed General Plan. Quantitative transportation/traffic impact analyses were conducted for the three scenarios (the "analysis scenarios"), which are described in the Methodology subsection of this chapter.

STANDARDS OF SIGNIFICANCE

The impact analysis provided below is based on the following State CEQA Guidelines Appendix G. A transportation/traffic impact is considered significant if implementation of the proposed General Plan would result in the following:

- 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, all jurisdictions in the Sacramento area were determined 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 General 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 (SR 16 and U.S. 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[3] 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 [7] above.

[3] 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.

Impacts associated with potential conflicts with air traffic (threshold of significance [3] above) is addressed in Section 4.1 (Land Use) and Section 4.4 (Hazards and Human Health). The proposed Mather Airport Master Plan includes provisions to expand operations at the airport through the year 2020. The proposed General Plan is not expected to result in further expansion given the airport's primary use by cargo carriers.

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 under the proposed General Plan.

Analysis Methodology

Preparation of the transportation analysis for the roadway system followed the steps described below. For other components of the transportation system, the policies and implementation measures were evaluated against the significance thresholds.

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 analysis scenarios identified above (Year 2030 Conditions, Buildout of the Entire Planning Area With General Plan Roadway Improvements for Year 2030 and Buildout of the Entire Planning Area With Complete General Plan Roadway Improvements). 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 Traffic Analysis Zones (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 Planning Area (dated December 22, 2005)[4] was developed by the City of Rancho Cordova. The land use data were 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 represents areas of homogenous travel behavior.

Land use outside the 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

[4] 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 reductions in the buildout condition of the Planning Area. The traffic in this analysis; however, utilizes buildout projections that now overstate development conditions in the Planning Area, which is a conservative approach under CEQA that ensures full evaluation of potential transportation and traffic impacts under the proposed General Plan.

Station Specific Plan, the Bradshaw Landing development, and other known developments were incorporated into the land use projections.

Roadway Network Modifications

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

Transit Enhancements

Appropriately incorporated into the travel demand model as identified in the proposed General Plan, these facilities were accounted for in the City's mode choice prior to assignment of project trips to the roadway network.

Forecast Development

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

- *Year 2030 Conditions.* This development scenario is based on expected development levels within the Rancho Cordova Planning Area, as proposed by the General Plan, and within the Sacramento region by year 2030. This analysis incorporates the roadway system identified in the proposed General Plan as being implemented by year 2030 (see **Figure 3.0-19**). This scenario contemplates near buildout within the current City limits.

- *Buildout of the Entire Planning Area With General Plan Roadway Improvements for Year 2030.* This development scenario assumes full buildout of the Rancho Cordova Planning Area, as proposed by the General Plan, and assuming year 2030 levels of development within the remainder of the Sacramento region. This analysis incorporates the roadway system identified in the proposed General Plan as being implemented by year 2030 (see **Figure 3.0-19**).

- *Buildout of the Entire Planning Area With Complete General Plan Roadway Improvements.* This development scenario assumes full buildout of the Rancho Cordova Planning Area, as proposed by the General Plan, and assuming year 2030 levels of development within the remainder of the Sacramento region. This analysis incorporates the ultimate roadway system (roadway improvements identified beyond year 2030) identified in the proposed General Plan (see **Figure 3.0-19**).

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.

Environmental Effects of Proposed General Plan Circulation Improvements

As noted above and in Section 3.0 (Project Description), the proposed General Plan includes roadway expansion and capacity improvements (see **Figure 3.0-19**), bikeway and trail improvements (see **Figure 3.0-20**) and transit system improvements (see **Figure 3.0-21**). The anticipated environmental effects of these circulation improvements are programmatically considered in this EIR based on available environmental documentation, field review at a reconnaissance level and review of aerial photography. The anticipated environmental effects are listed below. Subsequent site-specific environmental review of circulation improvements

would be conducted once the improvements have been designed and exact alignments have been established.

- Temporary construction-related land use conflicts on adjacent uses associated with noise, construction traffic/access conflicts and visual impacts.
- Conversion of agricultural land from roadway extension and widening.
- Temporary construction traffic impacts from construction vehicles and construction traffic control.
- Hazardous material exposure impacts from construction of facilities (roadways, trails and transit).
- Air quality impacts from construction and operation of facilities (roadways, trails and transit).
- Noise impacts from construction and operation of facilities (roadways, trails and transit).
- Soil erosion and geologic stability impacts from construction and operation of facilities (roadways, trails and transit). This would include consideration of the post-year 2030 tunnel at the Mather Airport.
- Water quality (surface and groundwater) and drainage impacts from construction and operation of facilities (roadways, trails and transit). This would also include potential direct impacts from improvements to crossings of the Folsom South Canal as well as potential groundwater issues with the post 2030 tunnel at Mather Airport.
- Biological resource impacts associated with construction and operation of facilities (roadways, trails and transit). This would include direct and indirect impacts to wetland features, vernal pools, special-status plant and wildlife species, grassland habitat and tree resources.
- Cultural and paleontological resource impacts associated with construction activities that could impact undiscovered resources.
- Conflicts with existing and planned alignments of infrastructure facilities (water supply, wastewater conveyance, electrical distribution, natural gas, telephone and cable).
- Visual impacts with the construction of urban-type circulation improvements (e.g., 4-lane and larger roadways, transit facilities, urban interchanges).

Table 4.5-13 (at end of section) provides a summary of anticipated environmental effects from the implementation of roadway improvements shown in **Figure 3.0-19**.

Mitigating policies and action items in the proposed General Plan identified in Sections 4.1 through 4.13 of this EIR would be applied (where applicable) to minimize these environmental effects.

Analysis Results

Operations of the study area roadways, freeway facilities, and bicycle/pedestrian facilities are discussed below.

Study Roadway Segments

Impact 4.5.1 Implementation of the proposed General Plan would result in an increase in traffic volumes that 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 4.5-3** through **Figure 4.5-5** were compared to the roadway segment thresholds summarized in **Table 4.5-1** to analyze traffic operations on the study area roadway segments for the three future analysis scenarios. **Table 4.5-6** through **Table 4.5-9** summarizes significant operation impacts to roadway segments for all analysis scenarios using the proposed City of Rancho Cordova LOS D standard. In addition, significant traffic impacts would also likely occur prior to year 2030 as development proceeds under the General Plan.

Traffic Impacts/Conflicts with Sacramento County

The following roadway segments that are currently within Sacramento County would fail to meet the County's LOS standard under the analysis scenarios evaluated:

- *Sunrise Boulevard* – Gold Country Drive to Coloma Road (under all analysis scenarios)
- *Sunrise Boulevard* – Coloma Road to U.S. 50 Westbound Ramps (under all analysis scenarios)
- *Sunrise Boulevard* – U.S. 50 Eastbound Ramps to Folsom Boulevard (under all analysis scenarios)
- *Sunrise Boulevard* – Folsom Boulevard to White Rock Road (under proposed General Plan year 2030 conditions and proposed General Plan buildout conditions with year 2030 roadway network)
- *Hazel Avenue* – Winding Way to U.S. 50 Westbound Ramps (under all analysis scenarios)
- *Bradshaw Road* – U.S. 50 to Old Placerville Road (under all analysis scenarios)
- *Bradshaw Road* – Old Placerville Road to Kiefer Boulevard (under proposed General Plan buildout conditions with year 2030 roadway network).

TABLE 4.5-6
ROADWAY LEVEL OF SERVICE – PROPOSED GENERAL PLAN YEAR 2030 CONDITIONS, YEAR 2030 ROADWAY NETWORK

Roadway Segment		Year 2030 Conditions, Year 2030 Roadway Network			
		Lanes	Volume	V/C	LOS
1.	SR-16 – Bradshaw Road to Excelsior Road	6	56,900	0.70	D
2.	SR-16 – Excelsior Road to Eagles Nest Road	6	46,500	0.57	C
3.	SR-16 – Sunrise Boulevard to Grant Line Road	6	34,800	0.43	B
4.	SR-16 – East of Grant Line Road	6	28,400	0.35	B
5.	Kiefer Boulevard – Grant Line Road to North of SR-16	4	23,300	0.65	B
6.	Mather Boulevard – Femoyer Street to Douglas Road	6	35,000	0.65	B
7.	Douglas Road – Mather Boulevard to Sunrise Boulevard	6	24,600	0.46	A
8.	Douglas Road – Sunrise Boulevard to Grant Line Road	6	23,100	0.43	A
9.	International Drive – South White Rock Road to Zinfandel Drive	6	66,600	0.82	D
10.	International Drive – Zinfandel Drive to Kilgore Road	6	66,700	0.82	D
11.	White Rock Road – Zinfandel Drive to Sunrise Boulevard	6	38,400	0.71	C
12.	White Rock Road – Sunrise Boulevard to Grant Line Road	6	51,800	0.64	C
13.	Folsom Boulevard – Sunrise Boulevard to Hazel Avenue	4	25,500	0.71	C
14.	Folsom Boulevard – Watt Avenue to Bradshaw Road	4	26,100	0.73	C
15.	Folsom Boulevard – Bradshaw Road to Mather Field Road	4	27,200	0.76	C
16.	Folsom Boulevard – Mather Field Road to Coloma Road	4	38,600	1.07	F
17.	Folsom Boulevard – Coloma Road to Zinfandel Drive	4	29,300	0.81	D
18.	Folsom Boulevard – Zinfandel Drive to Sunrise Boulevard	4	24,200	0.67	B
19.	Mather Field Road – Folsom Boulevard to U.S. 50 Westbound Ramps	6	38,500	0.71	C
20.	Mather Field Road – U.S. 50 Eastbound Ramps to International Drive	6	61,100	1.13	F
21.	Zinfandel Drive – Folsom Boulevard to U.S. 50 Westbound Ramps	6	30,600	0.57	A
22.	Zinfandel Drive – U.S. 50 Eastbound Ramps to White Rock Road	6	79,300	1.47	F
23.	Zinfandel Drive – White Rock Road to International Drive	6	43,600	0.81	D
24.	Zinfandel Drive – Folsom Boulevard to Sunrise Boulevard	2	12,100	0.67	B
25.	Sunrise Boulevard – Gold Country Drive to Coloma Road	6	95,700	1.77	F
26.	Sunrise Boulevard – Coloma Road to U.S. 50 Westbound Ramps	6	109,100	2.02	F
27.	Sunrise Boulevard – U.S. 50 Eastbound Ramps to Folsom Boulevard	6	62,000	1.15	F
28.	Sunrise Boulevard – Folsom Boulevard to White Rock Road	6	59,400	1.10	F
29.	Sunrise Boulevard – White Rock Road to Douglas Road	6	49,100	0.82	D
30.	Sunrise Boulevard – Douglas Road to SR-16[1]	6	45,200	0.75	C

Roadway Segment		Year 2030 Conditions, Year 2030 Roadway Network			
		Lanes	Volume	V/C	LOS
31.	Sunrise Boulevard – SR-16 to Grant Line Road[1]	6	29,100	0.49	A
32.	Hazel Avenue – Winding Way to U.S. 50 Westbound Ramps[1]	6	113,000	1.88	F
33.	Grant Line Road – White Rock Road to Douglas Road	6	61,300	0.76	D
34.	Grant Line Road –Douglas Road to SR-16	6	38,000	0.47	B
35.	Grant Line Road – SR-16 to Sunrise Boulevard	6	29,700	0.37	B
36.	Coloma Road – Sunrise Boulevard to Folsom Boulevard	4	25,400	0.71	C
37.	Gold Country Drive – Sunrise Boulevard to Folsom Boulevard	4	13,100	0.36	A
38.	Bradshaw Road – Folsom Boulevard to U.S. 50	6	41,400	0.77	C
39.	Bradshaw Road – U.S. 50 to Old Placerville Road	6	74,600	1.38	F
40.	Bradshaw Road – Old Placerville Road to Kiefer Boulevard	6	79,400	0.98	E
41.	Rancho Cordova Parkway – U.S. 50 to White Rock Road	6	61,900	0.76	D
42.	Rancho Cordova Parkway – White Rock Road to Douglas Road	6	32,000	0.59	A
43.	International Drive – Rancho Cordova Parkway to Sunrise Boulevard	4	17,300	0.48	A
44.	International Drive – White Rock Road to Bradshaw Road	6	59,100	0.73	D

Notes: [1] *Roadway segment assumed to have high access control.*
Shaded areas indicate deficiency.

Source: Fehr & Peers, 2005.

TABLE 4.5-7
ROADWAY LEVEL OF SERVICE – PROPOSED GENERAL PLAN BUILDOUT CONDITIONS, YEAR 2030 ROADWAY NETWORK

Roadway Segment		General Plan Buildout Conditions, Year 2030 Roadway Network			
		Lanes	Volume	V/C	LOS
1.	SR-16 – Bradshaw Road to Excelsior Road	6	56,600	0.70	C
2.	SR-16 – Excelsior Road to Eagles Nest Road	6	47,300	0.58	C
3.	SR-16 – Sunrise Boulevard to Grant Line Road	6	36,500	0.45	B
4.	SR-16 – East of Grant Line Road	6	28,900	0.36	B
5.	Kiefer Boulevard – Grant Line Road to North of SR-16	4	24,700	0.69	B
6.	Mather Boulevard – Femoyer Street to Douglas Road	6	37,700	0.70	B
7.	Douglas Road – Mather Boulevard to Sunrise Boulevard	6	27,300	0.51	A
8.	Douglas Road – Sunrise Boulevard to Grant Line Road	6	24,100	0.45	A
9.	International Drive – South White Rock Road to Zinfandel Drive	6	69,600	0.86	D
10.	International Drive – Zinfandel Drive to Kilgore Road	6	71,200	0.88	D
11.	White Rock Road – Zinfandel Drive to Sunrise Boulevard	6	41,300	0.76	C
12.	White Rock Road – Sunrise Boulevard to Grant Line Road	6	57,000	0.70	D
13.	Folsom Boulevard – Sunrise Boulevard to Hazel Avenue	4	27,000	0.75	C
14.	Folsom Boulevard – Watt Avenue to Bradshaw Road	4	26,200	0.73	C
15.	Folsom Boulevard – Bradshaw Road to Mather Field Road	4	27,600	0.77	C
16.	Folsom Boulevard – Mather Field Road to Coloma Road	4	39,400	1.09	F
17.	Folsom Boulevard – Coloma Road to Zinfandel Drive	4	29,700	0.83	D
18.	Folsom Boulevard – Zinfandel Drive to Sunrise Boulevard	4	25,300	0.70	C
19.	Mather Field Road – Folsom Boulevard to U.S. 50 Westbound Ramps	6	38,400	0.71	C
20.	Mather Field Road – U.S. 50 Eastbound Ramps to International Drive	6	62,400	1.16	F
21.	Zinfandel Drive – Folsom Boulevard to U.S. 50 Westbound Ramps	6	31,100	0.58	A
22.	Zinfandel Drive – U.S. 50 Eastbound Ramps to White Rock Road	6	82,300	1.52	F
23.	Zinfandel Drive – White Rock Road to International Drive	6	44,800	0.83	D
24.	Zinfandel Drive – Folsom Boulevard to Sunrise Boulevard	2	12,300	0.68	B
25.	Sunrise Boulevard – Gold Country Drive to Coloma Road	6	96,500	1.79	F
26.	Sunrise Boulevard – Coloma Road to U.S. 50 Westbound Ramps	6	110,000	2.04	F
27.	Sunrise Boulevard – U.S. 50 Eastbound Ramps to Folsom Boulevard	6	65,600	1.21	F
28.	Sunrise Boulevard – Folsom Boulevard to White Rock Road	6	62,300	1.15	F
29.	Sunrise Boulevard – White Rock Road to Douglas Road	6	50,000	0.83	D
30.	Sunrise Boulevard – Douglas Road to SR-16[1]	6	46,500	0.78	C

Roadway Segment		General Plan Buildout Conditions, Year 2030 Roadway Network			
		Lanes	Volume	V/C	LOS
31.	Sunrise Boulevard – SR-16 to Grant Line Road[1]	6	31,300	0.52	A
32.	Hazel Avenue – Winding Way to U.S. 50 Westbound Ramps[1]	6	114,700	1.91	F
33.	Grant Line Road – White Rock Road to Douglas Road	6	60,700	0.75	D
34.	Grant Line Road –Douglas Road to SR-16	6	40,800	0.50	C
35.	Grant Line Road – SR-16 to Sunrise Boulevard	6	31,600	0.39	B
36.	Coloma Road – Sunrise Boulevard to Folsom Boulevard	4	26,200	0.73	C
37.	Gold Country Drive – Sunrise Boulevard to Folsom Boulevard	4	13,100	0.36	A
38.	Bradshaw Road – Folsom Boulevard to U.S. 50	6	41,300	0.76	C
39.	Bradshaw Road – U.S. 50 to Old Placerville Road	6	76,300	1.41	F
40.	Bradshaw Road – Old Placerville Road to Kiefer Boulevard	6	82,900	1.02	F
41.	Rancho Cordova Parkway – U.S. 50 to White Rock Road	6	64,800	0.80	D
42.	Rancho Cordova Parkway – White Rock Road to Douglas Road	6	31,900	0.59	A
43.	International Drive – Rancho Cordova Parkway to Sunrise Boulevard	4	20,500	0.57	A
44.	International Drive – White Rock Road to Bradshaw Road	6	63,200	0.78	D

Notes: [1] *Roadway segment assumed to have high access control.*
Shaded areas indicate deficiency.

Source: Fehr & Peers, 2005.

TABLE 4.5-8
ROADWAY LEVEL OF SERVICE – GENERAL PLAN BUILDOUT CONDITIONS, POST-YEAR 2030 ROADWAY NETWORK

Roadway Segment		General Plan Buildout Conditions, Post-Year 2030 Roadway Network			
		Lanes	Volume	V/C	LOS
1.	SR-16 – Bradshaw Road to Excelsior Road	6	53,800	0.66	C
2.	SR-16 – Excelsior Road to Eagles Nest Road	6	47,700	0.59	C
3.	SR-16 – Sunrise Boulevard to Grant Line Road	6	35,300	0.44	B
4.	SR-16 – East of Grant Line Road	6	28,900	0.36	B
5.	Kiefer Boulevard – Grant Line Road to North of SR-16	4	24,800	0.69	B
6.	Mather Boulevard – Femoyer Street to Douglas Road	6	28,800	0.53	A
7.	Douglas Road – Mather Boulevard to Sunrise Boulevard	6	26,200	0.49	A
8.	Douglas Road – Sunrise Boulevard to Grant Line Road	6	23,100	0.43	A
9.	International Drive – South White Rock Road to Zinfandel Drive	6	71,400	0.88	D
10.	International Drive – Zinfandel Drive to Kilgore Road	6	70,600	0.87	D
11.	White Rock Road – Zinfandel Drive to Sunrise Boulevard	6	39,000	0.72	C
12.	White Rock Road – Sunrise Boulevard to Grant Line Road	6	48,800	0.60	C
13.	Folsom Boulevard – Sunrise Boulevard to Hazel Avenue	4	29,200	0.81	D
14.	Folsom Boulevard – Watt Avenue to Bradshaw Road	4	25,900	0.72	C
15.	Folsom Boulevard – Bradshaw Road to Mather Field Road	4	26,900	0.75	C
16.	Folsom Boulevard – Mather Field Road to Coloma Road	4	39,900	1.11	F
17.	Folsom Boulevard – Coloma Road to Zinfandel Drive	4	30,000	0.83	D
18.	Folsom Boulevard – Zinfandel Drive to Sunrise Boulevard	4	24,800	0.69	B
19.	Mather Field Road – Folsom Boulevard to U.S. 50 Westbound Ramps	6	39,300	0.73	C
20.	Mather Field Road – U.S. 50 Eastbound Ramps to International Drive	6	64,600	1.20	F
21.	Zinfandel Drive – Folsom Boulevard to U.S. 50 Westbound Ramps	6	31,500	0.58	A
22.	Zinfandel Drive – U.S. 50 Eastbound Ramps to White Rock Road	6	80,100	1.48	F
23.	Zinfandel Drive – White Rock Road to International Drive	6	44,500	0.82	D
24.	Zinfandel Drive – Folsom Boulevard to Sunrise Boulevard	2	12,400	0.69	B
25.	Sunrise Boulevard – Gold Country Drive to Coloma Road	6	95,700	1.77	F
26.	Sunrise Boulevard – Coloma Road to U.S. 50 Westbound Ramps	6	109,100	2.02	F
27.	Sunrise Boulevard – U.S. 50 Eastbound Ramps to Folsom Boulevard	6	65,300	1.21	F
28.	Sunrise Boulevard – Folsom Boulevard to White Rock Road	6	43,700	0.81	D
29.	Sunrise Boulevard – White Rock Road to Douglas Road	6	44,700	0.75	C
30.	Sunrise Boulevard – Douglas Road to SR-16[1]	6	43,400	0.72	C

Roadway Segment		General Plan Buildout Conditions, Post-Year 2030 Roadway Network			
		Lanes	Volume	V/C	LOS
31.	Sunrise Boulevard – SR-16 to Grant Line Road[1]	6	30,000	0.50	A
32.	Hazel Avenue – Winding Way to U.S. 50 Westbound Ramps[1]	6	117,900	1.97	F
33.	Grant Line Road – White Rock Road to Douglas Road	6	68,400	0.84	D
34.	Grant Line Road –Douglas Road to SR-16	6	45,800	0.57	C
35.	Grant Line Road – SR-16 to Sunrise Boulevard	6	34,000	0.42	B
36.	Coloma Road – Sunrise Boulevard to Folsom Boulevard	4	25,800	0.72	C
37.	Gold Country Drive – Sunrise Boulevard to Folsom Boulevard	4	13,100	0.36	A
38.	Bradshaw Road – Folsom Boulevard to U.S. 50	6	40,400	0.75	C
39.	Bradshaw Road – U.S. 50 to Old Placerville Road	6	75,300	1.39	F
40.	Bradshaw Road – Old Placerville Road to Kiefer Boulevard	6	75,100	0.93	E
41.	Rancho Cordova Parkway – U.S. 50 to White Rock Road	6	48,700	0.60	C
42.	Rancho Cordova Parkway – White Rock Road to Douglas Road	6	24,100	0.45	A
43.	International Drive – Rancho Cordova Parkway to Sunrise Boulevard	4	18,000	0.50	A
44.	International Drive – White Rock Road to Bradshaw Road	6	62,000	0.77	D

Notes: [1] *Roadway segment assumed to have high access control.*
Shaded areas indicate deficiency.

Source: Fehr & Peers, 2005.

TABLE 4.5-9
SUMMARY OF ROADWAY SEGMENTS PROJECTED TO OPERATE AT A DEFICIENT LEVEL OF SERVICE

	Impacted Roadway Segment	Proposed General Plan Year 2030 Conditions, Year 2030 Roadway Network	General Plan Buildout Conditions, Year 2030 Roadway Network	General Plan Buildout Conditions, Post-Year 2030 Roadway Network
16.	Folsom Boulevard - Mather Field Road to Coloma Road	X	X	X
20.	Mather Field Road - U.S. 50 Eastbound Ramps to International Drive	X	X	X
22.	Zinfandel Drive – U.S. 50 Eastbound Ramps to White Rock Road	X	X	X
25.	Sunrise Boulevard – Gold Country Drive to Coloma Road	X	X	X
26.	Sunrise Boulevard – Coloma Road to U.S. 50 Westbound Ramps	X	X	X
27.	Sunrise Boulevard – U.S. 50 Eastbound Ramps to Folsom Boulevard	X	X	X
28.	Sunrise Boulevard – Folsom Boulevard to White Rock Road	X	X	
32.	Hazel Avenue – Winding Way to U.S. 50 Westbound Ramps	X	X	X
38.	Bradshaw Road – U.S. 50 to Old Placerville Road	X	X	X
40.	Bradshaw Road – Old Placerville Road to Kiefer Boulevard	X	X	X
Total Number of Impacts:		**10**	**10**	**9**

In addition to these LOS impacts, the proposed General Plan roadway network conflicts with the Sacramento County General Plan Transportation Plan in the following aspects:

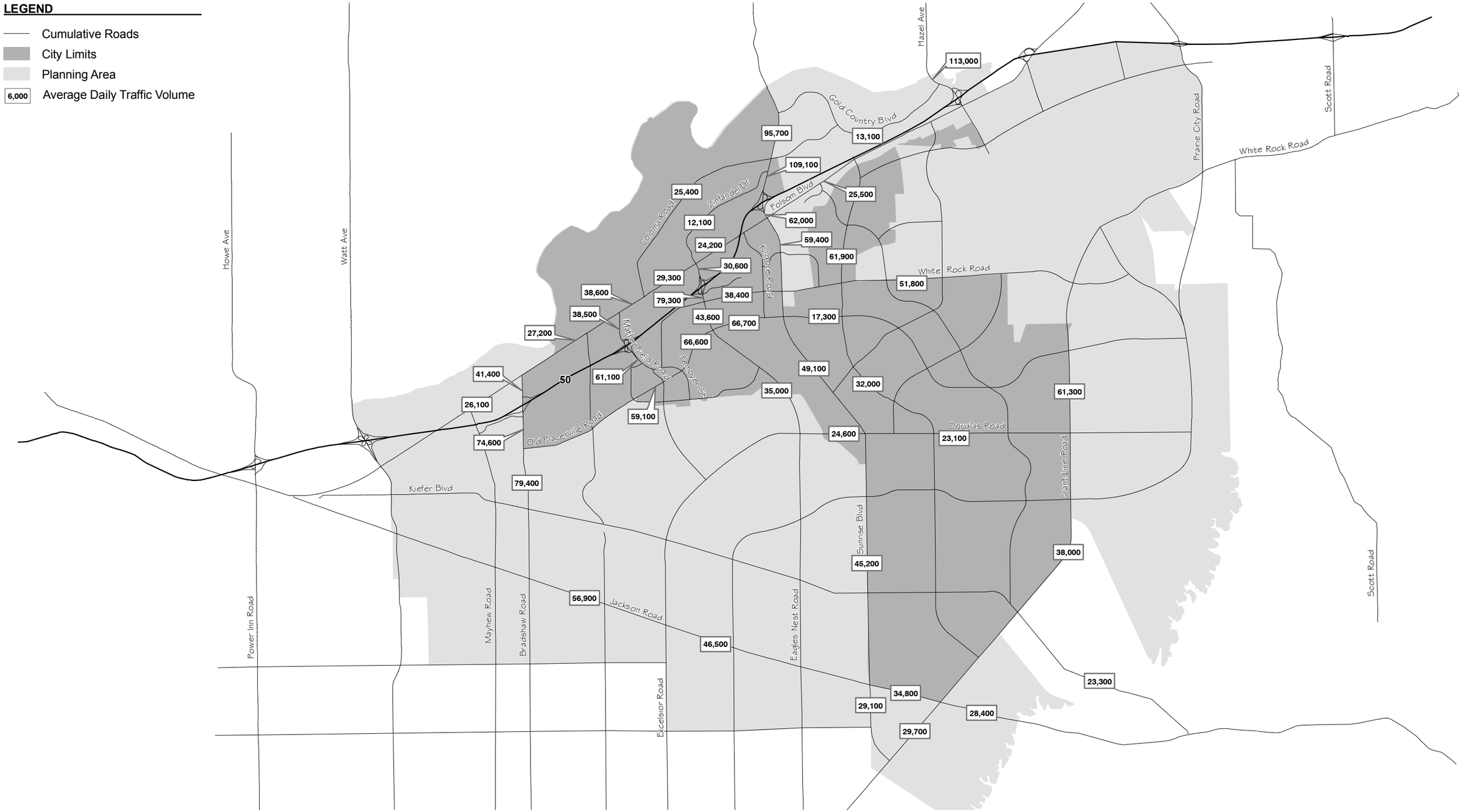
- Sizing of Folsom Boulevard (6 lanes versus 4 lanes). The County's General Plan provides additional capacity on Folsom Boulevard and would reduce impacts to the segment identified in the City's General Plan.

- Post year 2030 tunnel under Mather Airport is not identified in the Sacramento County Transportation Plan. The tunnel is assumed to be implemented after year 2030. Impacts without the tunnel were identified in analysis scenarios that included roadway improvements foreseeable prior to year 230.

- Extension of Chrysanthy Boulevard east of Sunrise Boulevard is not identified in the Sacramento County Transportation Plan. Without this connectivity, traffic volumes would increase on Sunrise Boulevard, SR-16, and Douglas Road Extension to Excelsior Road. With the exception of Sunrise Boulevard, the other roadways have sufficient capacity to serve demands. Sunrise Boulevard would likely have additional significant impacts, particularly to the segments from SR-16 to Douglas Road.

LEGEND

- Cumulative Roads
- City Limits
- Planning Area
- 6,000 Average Daily Traffic Volume



T:\Rancho Cordova\General Plan EIR\AI Files\Figure 4.5-3.ai, March 2006

Source: Fehr & Peers, 2006

NOT TO SCALE

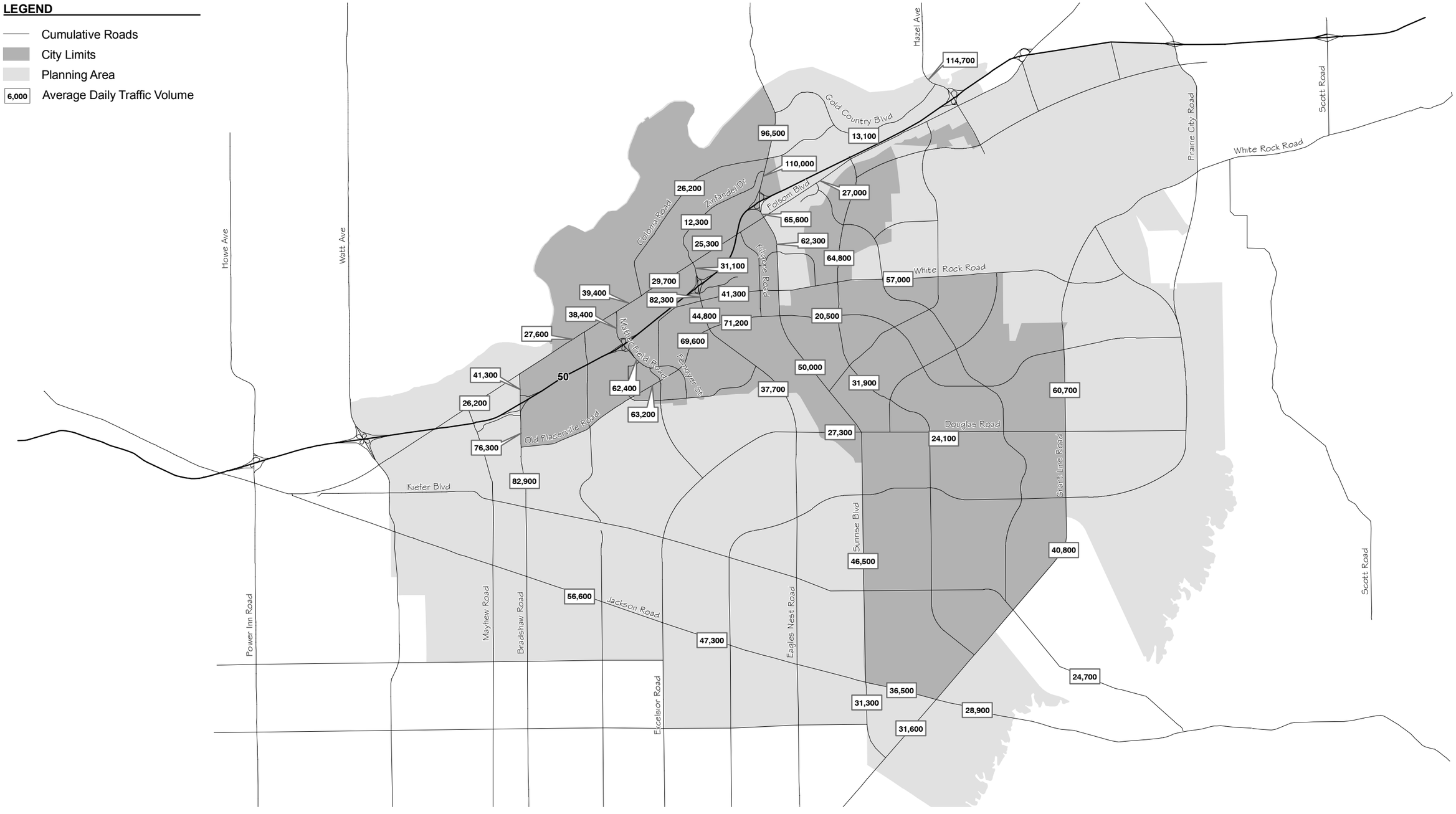
N

City of Rancho Cordova
Planning Department

Figure 4.5-3
Average Daily Traffic Volumes
Proposed General Plan Year 2030 Conditions - Year 2030 Roadway Network

LEGEND

- Cumulative Roads
- City Limits
- Planning Area
- 6,000 Average Daily Traffic Volume



Source: Fehr & Peers, 2006

Not to Scale

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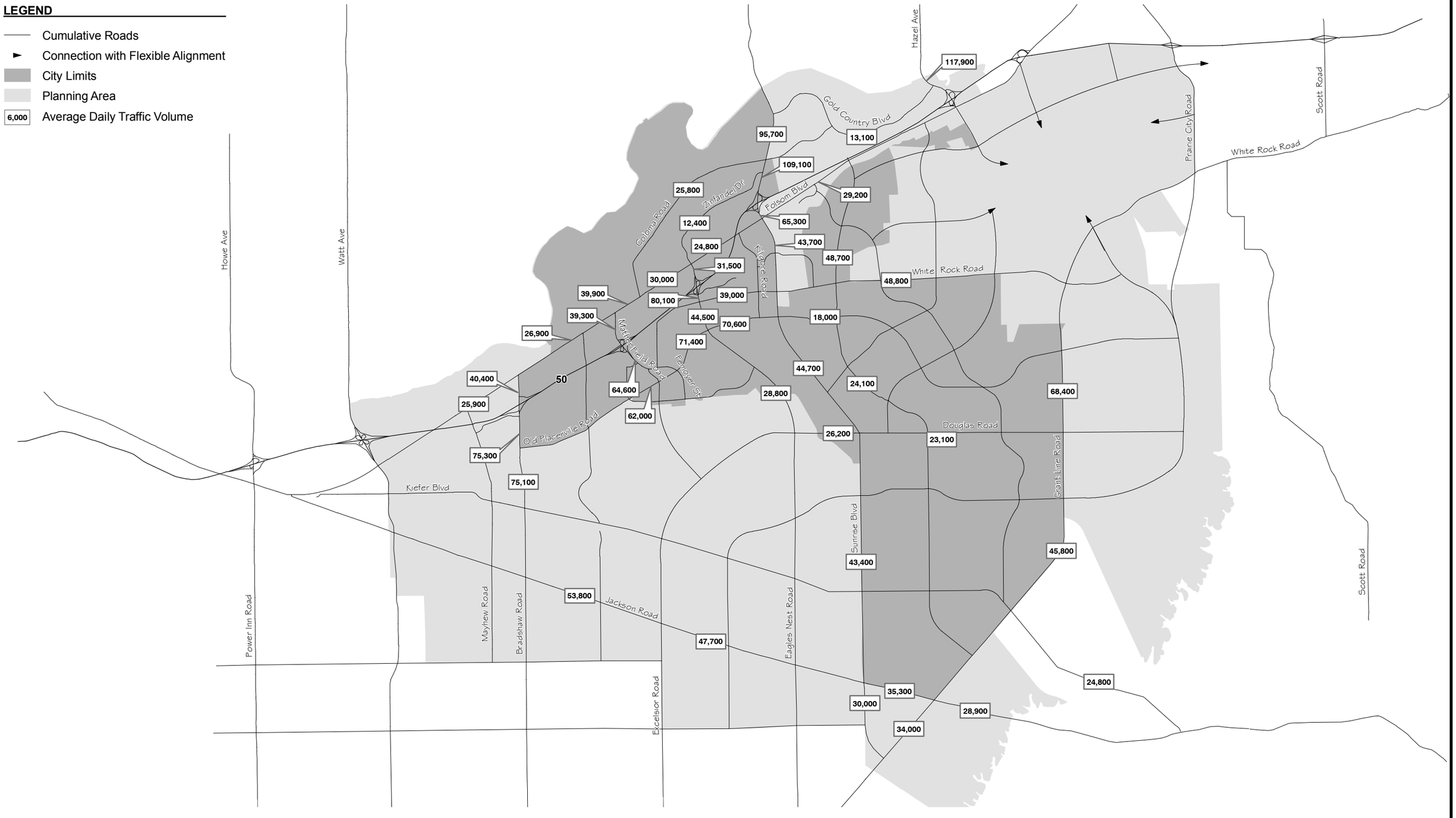
T:\Rancho Cordova\General Plan EIR\AI Files\Figure 4.5-4.ai, March 2006

City of Rancho Cordova
Planning Department

Figure 4.5-4
Average Daily Traffic Volumes
Proposed General Plan Buildout Conditions - Year 2030 Roadway Network

LEGEND

- Cumulative Roads
- Connection with Flexible Alignment
- City Limits
- Planning Area
- 6,000 Average Daily Traffic Volume



Source: Fehr & Peers, 2006

Not to Scale

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T:\Rancho Cordova\General Plan EIR\AI Files\Figure 4.5-5.ai, March 2006

City of Rancho Cordova
Planning Department

Figure 4.5-5
Average Daily Traffic Volumes
Proposed General Plan Buildout Conditions - Post Year 2030 Roadway Network

- Extension of Routier Road south of Kiefer Road is not identified in the Sacramento County Transportation Plan. Given the low demand on this roadway segment, if it is not implemented, the remaining roadways have sufficient capacity to serve demands.

- Provision of supporting roadway network in the East and Aerojet Planning Areas are not identified in the Sacramento County Transportation Plan. This connectivity is assumed to be implemented after year 2030. Impacts without these roadways are identified in analysis scenarios that included roadway improvements foreseeable prior to year 230.

- Roadway sizing and connectivity in the Mather Field Specific Plan Area. This may prohibit some of the roadway connectivity identified in the City's General Plan, and could result in additional impacts to area roadways such as Sunrise Boulevard.

The traffic operational impacts of these roadway system modifications have been considered in this traffic analysis.

Timing of Development and Planned Roadway Improvements

As noted in the above tables, implementation of the proposed improvements identified in the Roadway System Sizing Map would provide service levels consistent with the City's LOS "D" standard. 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 having developed in the interim. As noted in the proposed General Plan policies and action items below, the General Plan does 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 (for the reasons noted above).

Proposed General Plan Policies and Action Items That Provide Mitigation

The following General Plan policies and action items are identified in the General Plan Circulation Element that address roadways and circulation systems:

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.*

Action C.1.2.1 *Adopt, and update as necessary, guidelines for the preparation of traffic impact analysis for proposed development projects. Items to be addressed may include the following:*

- *Guidelines for determining when traffic analysis is required;*
- *Guidelines for the preparation of traffic analysis; and*
- *Significance criteria for use in CEQA analysis of proposed projects.*

Action C.1.2.2 *Adopt, and update as necessary, a list of circulation improvements, including roadway improvements, pedestrian and bicycle facilities, and transit-related improvements, which the City will accept as offsets for congestion in accordance with this policy.*

Mitigation Measures

Implementation of the above proposed General Plan Policies and Action items would reduce significant impacts to transportation and circulation. However, the proposed General Plan's impacts to levels of service within the Planning 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 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 (see General Plan Circulation Element) 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 vision for Folsom Boulevard.

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 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" where such roadways act as a physical barrier 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 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 Drive 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 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 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 General Plan under year 2030 conditions scenario and an 8-lane facility with high access control[5] for both proposed General Plan 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

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

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 – Folsom Boulevard to White Rock Road

Widening of this portion of Sunrise Boulevard from 6 to 8 lanes for the proposed General Plan under year 2030 conditions and proposed General Plan 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 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.

Hazel Avenue – Winding Way to U.S. 50 Westbound Ramps

Widening of this portion of Hazel Avenue from 6 to 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. Further, an expanded bridge crossing of the American River would be required that would involve substantial grading north of the American River and result in potentially significant impacts to existing recreational uses adjacent to the bridge as well as significant impacts to habitat conditions along the American River. The Sacramento General Plan Transportation Plan identifies this portion of Hazel Avenue as a 6-lane facility and has recently released a Draft EIR/EA for the Hazel Avenue Widening Project (Madison Avenue to U.S. Highway 50) for this improvement. This facility is currently outside of the City's jurisdiction and the City cannot ensure that these improvements would be completed. Therefore, implementation of the mitigation measure is considered infeasible.

Bradshaw Road – U.S. 50 to Old Placerville Road

Widening this portion of Bradshaw 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. 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, implementation of the mitigation measure is considered infeasible, since it is in conflict with the proposed General Plan.

Bradshaw Road – Old Placerville Road to Kiefer Boulevard

Widening this portion of Bradshaw 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. 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, implementation of the mitigation measure is considered infeasible, since it is in conflict with the proposed General Plan.

Study Freeway Segments

Impact 4.5.2 Implementation of the proposed General 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 4.5-10** through **Table 4.5-12** for each of the scenarios. As shown in these tables, the proposed General Plan increases in traffic volumes to the highway would contribute to deficient operation of U.S. 50 (eastbound and westbound) from Folsom Boulevard to Bradshaw Road interchanges. While the City 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, Zinfandel, Sunrise) as well as the new Rancho Cordova Parkway interchange within the Planning Area, consistent with the General Plan (see **Figure 3.0-19**). These improvements would include overpass structures and ramp improvements, additional signalization improvements and other associated improvements. As noted above, Caltrans is evaluating the *U.S. Highway 50 HOV Lane Project Plus Community Enhancement Project*, which proposes the extension of an eastbound and westbound HOV lane on U.S. 50 to Downtown Sacramento in an EIR.

Proposed General Plan Policies and Action Items That Provide Mitigation

The following General Plan policies and action items are identified in the General Plan Circulation Element that address roadways and circulation systems:

Policy C.5.1 *Aggressively pursue State and federal funding to implement all aspects of the City's Circulation Plan.*

Policy C.5.2 *Require proposed new development projects to analyze their contribution to increased traffic and to implement improvements necessary to address their impact on facilities not covered by a fee program.*

Policy C.5.3 *Assess fees sufficient to cover the fair share portion of all new development impacts on the local and regional transportation system.*

Action C.5.3.1 *Periodically undertake a detailed analysis of the improvements needed as growth occurs and the costs associated with those improvements. Update fees as necessary to ensure full funding of all required improvements.*

Action C.5.3.2 *Establish a road maintenance assessment district to provide a funding source to maintain road improvements and new roads as a result of new development.*

TABLE 4.5-10
FREEWAY SEGMENT LEVEL OF SERVICE – PROPOSED GENERAL PLAN YEAR 2030 CONDITIONS, YEAR 2030 ROADWAY NETWORK

Segment	Number of Lanes[3]	AM Peak		PM Peak	
		Density[1]	LOS[2]	Density[1]	LOS[2]
Eastbound U.S. 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
Sunrise Boulevard to Hazel Avenue	3	-	F	39	E
Hazel Avenue to Folsom Boulevard	3	-	F	27	D
Westbound U.S. 50					
Folsom Boulevard to Hazel Avenue	2	-	F	-	F
Hazel Avenue to Sunrise Boulevard	3	42	E	-	F
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 4.5-11
FREEWAY SEGMENT LEVEL OF SERVICE – PROPOSED GENERAL PLAN BUILDOUT CONDITIONS, YEAR 2030 ROADWAY NETWORK

Segment	Number of Lanes[3]	AM Peak		PM Peak	
		Density[1]	LOS[2]	Density[1]	LOS[2]
Eastbound U.S. 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
Sunrise Boulevard to Hazel Avenue	3	-	F	42	E
Hazel Avenue to Folsom Boulevard	3	-	F	28	D
Westbound U.S. 50					
Folsom Boulevard to Hazel Avenue	2	-	F	-	F
Hazel Avenue to Sunrise Boulevard	3	-	F	-	F
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 4.5-12
FREEWAY SEGMENT LEVEL OF SERVICE – PROPOSED GENERAL PLAN BUILDOUT CONDITIONS, POST-YEAR 2030 ROADWAY NETWORK

Segment	Number of Lanes[3]	AM Peak		PM Peak	
		Density[1]	LOS[2]	Density[1]	LOS[2]
Eastbound U.S. 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
Sunrise Boulevard to Hazel Avenue	3	-	F	36	E
Hazel Avenue to Folsom Boulevard	3	-	F	25	C
Westbound U.S. 50					
Folsom Boulevard to Hazel Avenue	2	-		-	F
Hazel Avenue to Sunrise Boulevard	3	42	E	-	F
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.

Mitigation Measures

Implementation of the City's CIP for improvements to *U.S. 50 and the U.S. 50 HOV Lane Project Plus Community Enhancement Project* would improve operation of the U.S. 50 mainline. Additionally, the following improvements (some of which are included in the City's current CIP) would be implemented to maintain progression on U.S. 50:

- Installation of ramp metering at all interchanges within the City.
- Construction of auxiliary lanes between on- and off-ramps within the City.
- Coordinate traffic signal timing at freeway interchanges with adjacent City intersections to minimize impact of vehicle queue spillback onto U.S. 50.
- Construction of various parallel facilities to U.S. 50 consistent with the City's Circulation Plan.
- The extension of HOV lanes from Sunrise Boulevard to Downtown Sacramento (or an interim project to Watt Avenue).
- HOV enhancements to existing interchanges such as HOV bypass lanes at existing metered on-ramps.

The City is committed to the improvement of operations to U.S. 50 and providing its contribution as noted by the provision of funding for U.S. 50 improvements in the City's CIP. However, most 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**.

Roadway Safety and Emergency Access

Impact 4.5.3 Implementation of the proposed General 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 General Plan would increase the amount of vehicle traffic and the number of potential safety and emergency access conflicts, implementation of the proposed roadway system under the General Plan would provide for multiple roadway connections that offer more escape route and emergency access options, as well as new north-south and east-west evacuation/emergency routes throughout the Planning Area. Implementation of the proposed roadway system within the General Plan would improve city roadway connectivity, allowing for better emergency vehicle access to residences as well as evacuation routes for area residents, thus this impact is considered **less than significant**. In addition, modern construction design standards would also result in the provision of facilities without unacceptable safety conflicts.

Proposed General Plan Policies and Action Items That Provide Mitigation

The following General Plan policies and action items are identified in the General Plan Circulation Element that address roadways and circulation systems:

Policy C.5.1 *Aggressively pursue State and federal funding to implement all aspects of the City's Circulation Plan.*

Policy C.5.2 *Require proposed new development projects to analyze their contribution to increased traffic and to implement improvements necessary to address their impact on facilities not covered by a fee program.*

Policy C.5.3 *Assess fees sufficient to cover the fair share portion of all new development impacts on the local and regional transportation system.*

Action C.5.3.1 *Periodically undertake a detailed analysis of the improvements needed as growth occurs and the costs associated with those improvements. Update fees as necessary to ensure full funding of all required improvements.*

Action C.5.3.2 *Establish a road maintenance assessment district to provide a funding source to maintain road improvements and new roads as a result of new development.*

Mitigation Measures

None required.

Transit System

Impact 4.5.4 Implementation of the proposed General Plan would result in an increase in the demand for public transit service (e.g., bus and light rail service). This is considered a **less than significant** impact.

Implementation of the General Plan would increase demand for transit services in the Planning Area. However, the proposed General Plan accommodates 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 3.0-21**). Additionally, the City is currently preparing a Transit Master Plan to aid in the identification and implementation of transit facilities within the City consistent with the proposed General Plan. No conflicts with current transit provisions or plans are expected as a result of implementation of the proposed General Plan and this impact is considered **less than significant**.

Proposed General Plan Policies and Action Items That Provide Mitigation

The following General Plan policies and action items are identified in the General Plan Circulation Element that address roadways and circulation systems:

Policy C.3.1 *Advocate for transit services which meet the needs of residents and employees in Rancho Cordova.*

Action C.3.1.1 *Create, implement, and update regularly a Transit Master Plan for Rancho Cordova that identifies the type of system desired for the City. Transit routes should coincide with major destinations for employment and shopping, the location of major institutions, concentrations of multi-family housing, and other land uses likely to attract public transit ridership. Bus routes should follow major roads with service to residential neighborhoods from connector streets. Figure C-3 identifies the City's preferred transit system.*

Action C.3.1.2 *Work with transit providers to develop and implement the Transit Master Plan and any additional transit services within the City that are timely, cost-effective, and responsive to growth patterns and existing and future transit demand.*

Action C.3.1.3 *Pursue all available sources of funding for transit services.*

Action C.3.1.4 *Ensure that transit service is provided in accordance with regional plans and policies, including identified transit improvements developed as part of the Sacramento County Mobility Study.*

Action C.3.1.5 *Review the need for additional transit lines/service in new development and require installation of needed stops through the project review process.*

Policy C.3.2 *Maintain and improve access and mobility for seniors, youth, and the disabled with programs that meet their mobility needs.*

Action C.3.2.1 *Encourage paratransit service within the City by working with service providers to better identify service gaps and resources, and to improve response times.*

Policy C.3.3 *Promote the integration of transit facilities into new development.*

Action C.3.3.1 *Require new development and redevelopment to include public transit stations, especially light rail stations, and to promote pedestrian activity and connection between public transit and retail, office, and residential uses.*

Policy C.3.4 *Promote the establishment and use of employee shuttles that help reduce trips on City roads.*

Action C.3.4.1 *Encourage and accept employee shuttles as a viable mitigation measure for trip reduction when proposed development cannot otherwise mitigate potential impacts to City streets.*

Mitigation Measures

None required.

Bicycle and Pedestrian System

Impact 4.5.5 Implementation of the proposed General Plan would result in an increase in the demand for pedestrian and bicycle infrastructure. This is considered a **less than significant** impact.

Implementation of the General Plan would increase pedestrian and bicycle use in the Planning Area. However, the proposed General Plan accommodates a mix of residential densities, commercial uses, and pedestrian and bicycle facilities to promote options for movement other than the use of motor vehicles and proposes new bikeways and trails that would connect with existing trails (e.g., American River Parkway and Folsom South Canal) (see **Figure 3.0-20**).

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**.

Proposed General Plan Policies and Action Items That Provide Mitigation

The following General Plan policies and action items are identified in the General Plan Circulation Element that address roadways and circulation systems:

Goal C.2 *Establish an extensive, world-class pedestrian and bicycle network that is a safe and attractive option for local or regional trips or recreation and that connects to the City's neighborhoods, parks and schools, employment areas, and retail centers.*

Policy C.2.1 *Create a system of on- and off-street trails and multi-use paths, as generally illustrated on Figure C-2, that are used for walking and bicycling and that are attractive, natural, and safe transportation corridors.*

Policy C.2.2 *Require bicycle and pedestrian connections to public transit systems at stops, stations, and terminals; carpool/vanpool park-and-ride lots; and activity centers (e.g., schools, community centers, medical facilities, senior residences, parks, employment centers, high-density residential areas, commercial centers).*

Policy C.2.3 *Design all development projects to safely integrate walking and provide alternatives to automobile transportation.*

Policy C.2.4 *Provide sidewalks throughout the City. Minimum widths for sidewalks are shown below, but these may be adjusted/increased as determined appropriate by the City to accommodate special circumstances of individual projects. Meandering sidewalks are discouraged, except where necessary to accommodate site-specific features such as trees or habitat.*

MINIMUM SIDEWALK WIDTHS

Street Classification	Sidewalk Width
Residential/Industrial	5 feet
Commercial	8 feet
Major	8 feet
Downtown	10 feet

Action C.2.4.1 *Prepare and adopt a Pedestrian Master Plan that sets forth a comprehensive pedestrian system and support facilities, as well as plans education, marketing, and enforcement programs. Identify detailed and ranked improvements in the Master Plan, and update the plan every three to five years.*

Action C.2.4.2 *Coordinate the Pedestrian Master Plan and the circulation-related components of the City Open Space Standards.*

Policy C.2.5 *Provide safe and convenient bicycle access to all parts of the community.*

Action C.2.5.1 *Prepare and adopt a Bikeway Master Plan that sets forth a comprehensive bicycle system and support facilities over the next 20 years, as well as plans education, marketing, and enforcement programs. Identify detailed and ranked circulation improvements in the Master Plan, and update the plan every three to five years.*

Action C.2.5.2 *Coordinate the Bikeway Master Plan with the circulation-related components of the City Open Space Standards.*

Action C.2.5.3 *Pursue all available sources of funding for the development and improvement of bicycle facilities. Develop projects and secure funding to improve pedestrian and bicycle safety and access around schools and transit stations.*

Action C.2.5.4 *Establish a Bicycle Advisory Committee to oversee creation and implementation of the Bicycle Master Plan and ensure consistency with existing policy documents, such as the General Plan.*

Action C.2.5.5 *Coordinate City departments with stakeholders such as the County of Sacramento, Sacramento Area Council of Governments, Folsom South Canal Development Team, American River Parkway Committee, Cordova Recreation and Park District, Sacramento City/County Bicycle Advisory Committee, air quality agencies, Sacramento Regional Transit District, 50 Corridor Transportation Management Association, employers, residents, and cyclists in order to design, implement, and maintain the proposed bikeway system.*

Action C.2.5.6 *Provide funding for a staff position focused on review of proposed bicycle and related facilities and their implementation and operation.*

Policy C.2.6 *Provide on-street bike lanes along all connector roadways and on local and major roadways when necessary to provide for interconnected routes. On-street bike routes may be provided on local, connector, and major roadways as deemed necessary by the City.*

Policy C.2.7 *Require grade-separated crossings or enhanced at-grade crossings at key locations on the off-street trail system to maximize the safety and attractiveness of bicycling and walking routes. Locations for grade-separated crossings include Highway 50 in the vicinity of Olson Drive, an additional crossing of Highway 50 generally west of Mather Field Road, and crossings associated with the Folsom South Canal. Additional grade-separated crossings will be identified in Greenfield areas of the City as new development is proposed. The following criteria will be used in the design of the roadway and off-street trails systems:*

Crossings:	Freeway/ Expressway	Major Road	Secondary Road	Local Road
Class I Off Street Trail	Grade-Separated	Grade-Separated *or* Signal	Signal	Stop signs on bike trail
Class II Bike Lane	Signal	Signal	Signal *or* Stop sign	Stop sign
Class III Bike Route	Signal	Signal	n/a	n/a

Action C.2.7.1 *Include grade-separated crossings in the City's Capital Improvement Plan, and collect fees to assist in the construction of these facilities.*

Action C.2.7.2 *Develop standards for grade separated pedestrian and bicycle crossings that take the pedestrian/bicycle crossing either above or below the road. When the crossing goes under the road, development standards should specify that a change is elevation is required of both the crossing and roadway, thereby splitting the necessary vertical clearance. Doing so will make the crossing safer and more attractive to users by allowing them to see the horizon as they make the crossing.*

Policy C.2.8 *Promote bicycling and walking as a safe and attractive activity. Educate all road users to share the road and interact safely.*

Action C.2.8.1 *Develop programs to encourage bicycle use in communities where significant segments of the population do not drive and where short trips are most common (e.g., through Safe Routes to Schools programs).*

Action C.2.8.2 *Maintain roadways and bicycle-related facilities so they provide safe and comfortable conditions for the bike rider, including establishing a routine street sweeping program and maintaining lane striping for bike lanes and routes.*

Action C.2.8.3 *Minimize road construction impacts by coordinating bike, and pedestrian facilities with roadway construction whenever feasible.*

Action C.2.8.4 *Ensure traffic calming projects are appropriate for bicycle and pedestrian users (e.g., address bulb-out or roundabout designs that push cyclists into traffic).*

Action C.2.8.5 *Provide signage, alternative routes, etc. during construction activities affecting bikeways to ensure the safety of cyclists.*

Action C.2.8.6 *Enforce traffic laws to improve the safety and comfort of all road users, with a particular focus on behaviors and attitudes that cause motor vehicle/bicycle crashes.*

Action C.2.8.7 *Use available accident data to monitor bicycle-related accident levels annually and focus on a reduction of fifty percent on a per capita basis over the next 20 years.*

Action C.2.8.8 *Improve pedestrian crossings in areas of high pedestrian activity where safety is an issue.*

Action C.2.8.9 *Adopt a target level of bicycle use (e.g. percent of trips) and safety to be achieved within a specific timeframe, and improve data collection necessary to monitor progress.*

Policy C.2.9 *Establish the City as a model employer by encouraging bicycle use among its employees. Potential strategies for encouraging bicycle use include providing parking, showers, and lockers in City facilities and establishing a City bicycle fleet.*

Mitigation Measures

None required.

4.5.5 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 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 this region (further identified in Section 4.0) 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 U.S. 50 and SR 16.

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Cumulative Traffic Impacts on Local Roadways and State Highways

Impact 4.5.6 When considered with existing, proposed, planned and approved development in the region, implementation of the Rancho Cordova General 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 **Impact 4.5.1** and **4.5.2** are based on cumulative conditions (year 2030) that take into account anticipated traffic volumes from development in the region. While the proposed General Plan land uses would provide reduced vehicle miles traveled (in terms of the length of trips) outside of the Planning Area (see **Table 4.5-5**) as compared to maintenance of existing land use patterns (assuming development of the land use pattern under the Sacramento County General Plan), the proposed General Plan would still add substantial traffic volumes on local roadways and state highway facilities that would result in significant traffic impacts within the Planning 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.

Proposed General Plan Policies and Action Items That Provide Mitigation

The following General Plan policies and action items are identified in the General Plan Circulation Element that address roadways and circulation systems:

Policy C.5.1 *Aggressively pursue State and federal funding to implement all aspects of the City's Circulation Plan.*

Policy C.5.2 *Require proposed new development projects to analyze their contribution to increased traffic and to implement improvements necessary to address their impact on facilities not covered by a fee program.*

Policy C.5.3 *Assess fees sufficient to cover the fair share portion of all new development impacts on the local and regional transportation system.*

Action C.5.3.1 *Periodically undertake a detailed analysis of the improvements needed as growth occurs and the costs associated with those improvements. Update fees as necessary to ensure full funding of all required improvements.*

Action C.5.3.2 *Establish a road maintenance assessment district to provide a funding source to maintain road improvements and new roads as a result of new development.*

Mitigation Measures

Implementation of proposed General Plan policies and action items would assist in reducing its cumulative contribution to regional traffic effects. However, this impact would still be considered **cumulatively considerable** and a **significant and unavoidable** impact for the reasons listed in **Impacts 4.5.1** and **4.5.2**. Further, the City does not have jurisdiction over improvements outside of the City's jurisdiction (e.g., facilities within Sacramento County and Caltrans facilities) and the City 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 City could participate in to minimize its regional traffic impact.

Transit System

Impact 4.5.7 Implementation of the proposed General Plan would contribute to the cumulative demand for public transit service (e.g., bus and light rail service). The General Plan's contribution is considered **less than cumulatively considerable**.

Implementation of the General Plan would increase demand for transit services in the Planning Area as well as demands for such services in the region. However, the proposed General Plan accommodates 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 3.0-21**). Additionally, the City is currently preparing a Transit Master Plan to aid in the identification of the transit demands of the City consistent with the proposed General Plan and implementation of needed system improvements. No conflicts with current transit provisions or plans are expected as a result of implementation of the proposed General Plan. Thus, implementation of the proposed General Plan would accommodate its increase in transit demand and would have a **less than cumulatively considerable** contribution to public transit impacts.

Proposed General Plan Policies and Action Items That Provide Mitigation

The following General Plan policies and action items are identified in the General Plan Circulation Element that address roadways and circulation systems:

Policy C.3.1 *Advocate for transit services which meet the needs of residents and employees in Rancho Cordova.*

Action C.3.1.1 *Create, implement, and update regularly a Transit Master Plan for Rancho Cordova that identifies the type of system desired for the City. Transit routes should coincide with major destinations for employment and shopping, the location of major institutions, concentrations of multi-family housing, and other land uses likely to attract public transit ridership. Bus routes should follow major roads with service to residential neighborhoods from connector streets. Figure C-3 identifies the City's preferred transit system.*

Action C.3.1.2 *Work with transit providers to develop and implement the Transit Master Plan and any additional transit services within the City that are timely, cost-effective, and responsive to growth patterns and existing and future transit demand.*

Action C.3.1.3 *Pursue all available sources of funding for transit services.*

Action C.3.1.4 *Ensure that transit service is provided in accordance with regional plans and policies, including identified transit improvements developed as part of the Sacramento County Mobility Study.*

Action C.3.1.5 *Review the need for additional transit lines/service in new development and require installation of needed stops through the project review process.*

Policy C.3.2 *Maintain and improve access and mobility for seniors, youth, and the disabled with programs that meet their mobility needs.*

Action C.3.2.1 *Encourage paratransit service within the City by working with service providers to better identify service gaps and resources, and to improve response times.*

Policy C.3.3 *Promote the integration of transit facilities into new development.*

Action C.3.3.1 *Require new development and redevelopment to include public transit stations, especially light rail stations, and to promote pedestrian activity and connection between public transit and retail, office, and residential uses.*

Policy C.3.4 *Promote the establishment and use of employee shuttles that help reduce trips on City roads.*

Action C.3.4.1 *Encourage and accept employee shuttles as a viable mitigation measure for trip reduction when proposed development cannot otherwise mitigate potential impacts to City streets.*

Mitigation Measures

None required.

Bicycle and Pedestrian System

Impact 4.5.8 Implementation of the proposed General Plan would contribute to cumulative demands for pedestrian and bicycle infrastructure. The General Plan's contribution is considered **less than cumulatively considerable**.

Implementation of the General Plan would increase pedestrian and bicycle use in the Planning Area in addition to anticipated growth in pedestrian and bicycle usage in the region. However, the proposed General Plan accommodates a mix of residential densities, commercial uses, and pedestrian and bicycle facilities to promote options for movement other than the use of motor vehicles. The General Plan includes proposed new bikeways and trails that would connect with

existing trails (e.g., American River Parkway and Folsom South Canal) thus providing new facilities to accommodate its contribution to increased demand (see **Figure 3.0-20**).

The City is preparing a Pedestrian and Bicycle Master Plan to aid in the identification and implementation of these facilities. Thus, implementation of the proposed General Plan would accommodate its increase in demand for pedestrian and bicycle infrastructure and would have a **less than cumulatively considerable** contribution to pedestrian and bicycle infrastructure.

Proposed General Plan Policies and Action Items That Provide Mitigation

The following General Plan policies and action items are identified in the General Plan Circulation Element that address roadways and circulation systems:

Goal C.2 *Establish an extensive, world-class pedestrian and bicycle network that is a safe and attractive option for local or regional trips or recreation and that connects to the City's neighborhoods, parks and schools, employment areas, and retail centers.*

Policy C.2.1 *Create a system of on- and off-street trails and multi-use paths, as generally illustrated on Figure C-2, that are used for walking and bicycling and that are attractive, natural, and safe transportation corridors.*

Policy C.2.2 *Require bicycle and pedestrian connections to public transit systems at stops, stations, and terminals; carpool/vanpool park-and-ride lots; and activity centers (e.g., schools, community centers, medical facilities, senior residences, parks, employment centers, high-density residential areas, commercial centers).*

Policy C.2.3 *Design all development projects to safely integrate walking and provide alternatives to automobile transportation.*

Policy C.2.4 *Provide sidewalks throughout the City. Minimum widths for sidewalks are shown below, but these may be adjusted/increased as determined appropriate by the City to accommodate special circumstances of individual projects. Meandering sidewalks are discouraged, except where necessary to accommodate site-specific features such as trees or habitat.*

MINIMUM SIDEWALK WIDTHS

Street Classification	Sidewalk Width
Residential/Industrial	5 feet
Commercial	8 feet
Major	8 feet
Downtown	10 feet

Action C.2.4.1 *Prepare and adopt a Pedestrian Master Plan that sets forth a comprehensive pedestrian system and support facilities, as well as plans education, marketing, and enforcement programs. Identify detailed and ranked improvements in the Master Plan, and update the plan every three to five years.*

Action C.2.4.2 *Coordinate the Pedestrian Master Plan and the circulation-related components of the City Open Space Standards.*

Policy C.2.5 *Provide safe and convenient bicycle access to all parts of the community.*

Action C.2.5.1 *Prepare and adopt a Bikeway Master Plan that sets forth a comprehensive bicycle system and support facilities over the next 20 years, as well as plans education, marketing, and enforcement programs. Identify detailed and ranked circulation improvements in the Master Plan, and update the plan every three to five years.*

Action C.2.5.2 *Coordinate the Bikeway Master Plan with the circulation-related components of the City Open Space Standards.*

Action C.2.5.3 *Pursue all available sources of funding for the development and improvement of bicycle facilities. Develop projects and secure funding to improve pedestrian and bicycle safety and access around schools and transit stations.*

Action C.2.5.4 *Establish a Bicycle Advisory Committee to oversee creation and implementation of the Bicycle Master Plan and ensure consistency with existing policy documents, such as the General Plan.*

Action C.2.5.5 *Coordinate City departments with stakeholders such as the County of Sacramento, Sacramento Area Council of Governments, Folsom South Canal Development Team, American River Parkway Committee, Cordova Recreation and Park District, Sacramento City/County Bicycle Advisory Committee, air quality agencies, Sacramento Regional Transit District, 50 Corridor Transportation Management Association, employers, residents, and cyclists in order to design, implement, and maintain the proposed bikeway system.*

Action C.2.5.6 *Provide funding for a staff position focused on review of proposed bicycle and related facilities and their implementation and operation.*

Policy C.2.6 *Provide on-street bike lanes along all connector roadways and on local and major roadways when necessary to provide for interconnected routes. On-street bike routes may be provided on local, connector, and major roadways as deemed necessary by the City.*

Policy C.2.7 *Require grade-separated crossings or enhanced at-grade crossings at key locations on the off-street trail system to maximize the safety and attractiveness of bicycling and walking routes. Locations for grade-separated crossings include Highway 50 in the vicinity of Olson Drive, an additional crossing of Highway 50 generally west of Mather Field Road, and crossings associated with the Folsom South Canal. Additional grade-separated crossings will be identified in Greenfield areas of the City as new development is proposed. The following criteria will be used in the design of the roadway and off-street trails systems:*

Crossings:	Freeway/ Expressway	Major Road	Secondary Road	Local Road
Class I Off Street Trail	Grade-Separated	Grade-Separated *or* Signal	Signal	Stop signs on bike trail
Class II Bike Lane	Signal	Signal	Signal *or* Stop sign	Stop sign
Class III Bike Route	Signal	Signal	n/a	n/a

Action C.2.7.1 *Include grade-separated crossings in the City's Capital Improvement Plan, and collect fees to assist in the construction of these facilities.*

Action C.2.7.2 *Develop standards for grade separated pedestrian and bicycle crossings that take the pedestrian/bicycle crossing either above or below the road. When the crossing goes under the road, development standards should specify that a change is elevation is required of both the crossing and roadway, thereby splitting the necessary vertical clearance. Doing so will make the crossing safer and more attractive to users by allowing them to see the horizon as they make the crossing.*

Policy C.2.8 *Promote bicycling and walking as a safe and attractive activity. Educate all road users to share the road and interact safely.*

Action C.2.8.1 *Develop programs to encourage bicycle use in communities where significant segments of the population do not drive and where short trips are most common (e.g., through Safe Routes to Schools programs).*

Action C.2.8.2 *Maintain roadways and bicycle-related facilities so they provide safe and comfortable conditions for the bike rider, including establishing a routine street sweeping program and maintaining lane striping for bike lanes and routes.*

Action C.2.8.3 *Minimize road construction impacts by coordinating bike, and pedestrian facilities with roadway construction whenever feasible.*

Action C.2.8.4 *Ensure traffic calming projects are appropriate for bicycle and pedestrian users (e.g., address bulb-out or roundabout designs that push cyclists into traffic).*

Action C.2.8.5 *Provide signage, alternative routes, etc. during construction activities affecting bikeways to ensure the safety of cyclists.*

Action C.2.8.6 *Enforce traffic laws to improve the safety and comfort of all road users, with a particular focus on behaviors and attitudes that cause motor vehicle/bicycle crashes.*

Action C.2.8.7 *Use available accident data to monitor bicycle-related accident levels annually and focus on a reduction of fifty percent on a per capita basis over the next 20 years.*

Action C.2.8.8 *Improve pedestrian crossings in areas of high pedestrian activity where safety is an issue.*

Action C.2.8.9 *Adopt a target level of bicycle use (e.g. percent of trips) and safety to be achieved within a specific timeframe, and improve data collection necessary to monitor progress.*

Policy C.2.9 *Establish the City as a model employer by encouraging bicycle use among its employees. Potential strategies for encouraging bicycle use include providing parking, showers, and lockers in City facilities and establishing a City bicycle fleet.*

Mitigation Measures

None required.

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TABLE 4.5-13
ANTICIPATED ENVIRONMENTAL EFFECTS OF ROADWAY SYSTEM SIZING MAP

Roadway	Direction	From	To	Proposed Number of Total Lanes	Right-of-Way (ROW) and Associated Environmental Effects
Americanos Blvd.	North	Kiefer Blvd.	Douglas Road	4	No existing roadway. Four streams, two roads, 14 vernal pools, 45 acres of vernal pool grassland may be affected by improvements to ROW.*
	South				
	North	Douglas Road	White Rock Road	4	No existing roadway. One stream, 40 acres of mine tailings, one acre of open water, two roads, two vernal pools, five acres vernal pool grassland may be affected by improvements to ROW.*
	South				
	North	White Rock Road	Rancho Cordova Pkwy	4	No existing roadway. One stream, 20 acres of mine tailings, one intersection to be built may be affected by improvements to ROW.*
	North				
	South	Rancho Cordova Pkwy	Folsom Blvd	2	No existing roadway. One canal bridge required, 2.6 acres of existing development, seven acres of mine tailings, and one road may be affected by improvements to ROW.*
	South				
Bradshaw Road	North	Elder Creek Road	Jackson Hwy (SR 16)	6	Currently two lanes. Agricultural land and commercial land on both sides, approximately ten residences, utility poles on both sides, and drainage may be affected by improvements to ROW.
	South				
	North	Jackson Hwy (SR 16)	Old Placerville.	6	Six lanes north of Goethe, four lanes south. Utility poles and streetlights and a drainage ditch may be affected by improvements to ROW.
	South				
	North	Old Placerville.	Folsom Blvd.	6	Road is built out with six lanes, landscaped medians, turn lanes, bike lanes, sidewalks, and landscaping.
	South				
Chrysanthy Blvd.	North	Florin Road	Kiefer Blvd.	4	No existing roadway. Seven acres of farmland, three acres of pasture grassland, 1.5 acres of marsh, four streams, three roads, 19 vernal pools, and 20 acres of vernal pool grassland may be affected by improvements to ROW.*
	South				

Roadway	Direction	From	To	Proposed Number of Total Lanes	Right-of-Way (ROW) and Associated Environmental Effects
Chrysanthy Blvd. (cont.)	North	Kiefer Blvd.	Sunrise Blvd.	4	No existing roadway. One canal bridge required, three streams, 0.1 acres of low density development, two roads, 10 vernal pools, 31 acres of vernal pool grassland may be affected by improvements to ROW.*
	South				
	East	Sunrise Blvd.	Grant Line Road	4	No existing roadway. 0.3 acres of marsh, four streams, two roads, 17 vernal pools, 48 acres of vernal pool grassland may be affected by improvements to ROW.*
	West				
Coloma Road	East	Folsom Blvd.	Sunrise Blvd.	4	Roadway is currently four lanes with sidewalks, bike lanes with trees and utility poles.
	West				
	East	Sunrise Blvd.	Gold Country Blvd.	4	Roadway is currently at 4 lanes with approximately 20 utility poles, 15 streetlights, 10 trees, commercial property lines and the Coloma Treatment Plant.
	West				
Douglas Road	East	Eagles Nest Road	Sunrise Blvd.	6	Currently two lanes. Adjacent vacant land on south, portions of Mather Airport on north. Northern California TRACON (air traffic control) would be affected as well as Mather Lake and wetlands. Roadway bridges over Folsom Canal and Morrison Creek require four more lanes each.
	West				
	East	Sunrise Blvd.	Jaeger Road	6	Currently two lanes. Approximately 35 utility poles and two trees as well as other vegetation may need to be modified or removed.
	West				
	East	Jaeger Road	Grant Line Road	6 to 4	No existing roadway. One stream, 0.05 acres of mine tailings, two roads, 17 vernal pools, 11 acres of vernal pool grassland may be affected by improvements to ROW.*
	West				
Eagles Nest Road	North	Florin Road	Jackson Hwy (SR 16)	2	Currently two lanes. Drainage on both sides, some agricultural land, and utility poles on west may be affected by improvements to ROW.

Roadway	Direction	From	To	Proposed Number of Total Lanes	Right-of-Way (ROW) and Associated Environmental Effects
	South				
Eagles Nest Road (cont.)	North	Jackson Hwy (SR 16)	Douglas Road	4	One lane rural road exists from Jackson Hwy to Kiefer Blvd. Agricultural land, approximately five residences, a Muslim cemetery, a pet cemetery, and at least two vernal pools may be affected by improvements to ROW.
	South				
Easton Valley Pkwy	East	Rancho Cordova Pkwy	Hazel Ave.	6	No existing roadway. Two streams, 29 acres of mine tailings, one road may be affected by improvements to ROW.*
	West				
	East	Hazel Ave.	New Road	6	No existing roadway. 15 acres of mine tailings and one road may be affected by improvements to ROW.*
	West				
	East	New Road	Prairie City Road	4	No existing roadway. Two streams, 27 acres of mine tailings, 2.5 acres of riparian woodland, one road may be affected by improvements to ROW.*
	West				
Elder Creek Road	East	Plan Area Boundary	Bradshaw Road	4	Currently two lanes. Several low density residences, utility poles on both sides of the street, drainage on both sides, and a Buddhist temple on the north side may be affected by improvements to ROW.
	West				
	East	Bradshaw Road	Excelsior Road	4	Currently two lanes. Agricultural land with wire fencing on both sides for entire length, vernal pools and wetland features along 1/4 of road, and a cemetery on the north may be affected by improvements to ROW.
	West				
Excelsior Road	North	Florin Road	Elder Creek Road	2	Currently two lanes without improvements. Widening for sidewalks/landscaping may affect wetlands and drainage on both sides. Vernal pool reserve on east side.
	South				
	North	Elder Creek Road	Kiefer Blvd.	4	Currently two lanes without improvements. Utility poles along

Roadway	Direction	From	To	Proposed Number of Total Lanes	Right-of-Way (ROW) and Associated Environmental Effects
	South				west side, drainage on both, trees on east, and approximately eight urban residences may be affected by improvements to ROW.
Excelsior Road (cont.)	North	Kiefer Blvd.	Eagles Nest Road	4	Currently two lanes. South of Independence Development ROW exists with potential impacts to utility poles on east. Roadway crosses Morrison Creek. Within Independence Development, 80 homes would require removal as well as 5 large trees and a park. Minimal impacts would occur north of Independence Development due to ROW improvements.
	South				
Florin Road	East	Excelsior Road	Sunrise Blvd.	4	Currently two lanes. Laguna Creek bridge would require two additional lanes. Utility poles on south side, three large trees on south side, twenty wetland features and vernal pools on both sides may be affected by improvements to ROW.
	West				
Folsom Blvd.	East	Watt Ave.	Bradshaw Road	4	Currently four lanes with median, turn lanes, sidewalks on north, and landscaping. Bounded by large trees on south and railroad tracks (light rail and freight).
	West				
	East	Bradshaw Road	Mather Field Road	4	Currently four lanes with median, turn lanes, sidewalk and landscaping on north. Bounded by large trees on south and railroad tracks (light rail and freight). Some drainage features on vacant land portions of north side. A real estate office sits adjacent to south side and may be affected by any improvements.
	West				
	East	Mather Field Road	Sunrise Blvd.	4	Currently four lanes with median, turn lanes, sidewalks on north, and landscaping. Bounded by large trees on south and railroad tracks (light rail and freight).
	West				

Roadway	Direction	From	To	Proposed Number of Total Lanes	Right-of-Way (ROW) and Associated Environmental Effects
	East	Sunrise Blvd	Hazel Ave.	4	Currently four lanes with median, turn lanes, sidewalks on north, and landscaping. Bounded by large trees on south and railroad tracks (light rail and freight).
	West				
Folsom Blvd. (cont.)	East	Hazel Ave.	US Highway 50	4	Four lanes at Hazel, two lanes west of winery. Utility poles on south may require relocation. Railroad tracks on south may be affected. Drainage and fence line on north may be affected by improvements to ROW.
	West				
Gold Center Drive	East	Zinfandel Drive	Prospect Park Drive	2	Currently two lanes. Striping still needed between portions of Prospect Park Drive but no other improvements required.
	West				
Gold Country Blvd.	East	Sunrise Blvd.	Coloma Road	2	Roadway is currently at 2 lanes. Contains landscaped medians, landscaped buffers on both sides, bike lanes & sidewalks on both sides.
	West				
	East	Coloma Road	Hazel Ave.	4	The 2-lane roadway contains landscaped medians, landscaped buffers on both sides, bike lanes & sidewalks on both sides, street parking, elementary school, residential homes, 40 trees and 25 street lights that may need to be modified or removed to accommodate improvements to ROW.
	West				
Grant Line Road	North	Plan Area Boundary	Kiefer Blvd.	6	The 2-lane roadway contains 10 residential homes setbacks, approximately 60 utility poles, approximately 10 trees and drainage ditches that may need to be modified or removed to accommodate improvements to ROW.
	South				
	North	Kiefer Blvd.	Douglas Road	6	The 2-lane roadway contains approximately 60 utility poles and drainage ditches that may need to be modified or removed to accommodate improvements to ROW.
	South				

Roadway	Direction	From	To	Proposed Number of Total Lanes	Right-of-Way (ROW) and Associated Environmental Effects
Grant Line Road (cont.)	North	Douglas Road	White Rock Road	6	The 2-lane roadway contains an electrical sub-station, approximately 60 utility poles, 10 trees and vegetation, and 1 residential property that may need to be modified or removed to accommodate improvements to ROW.
	South				
Hazel Ave.	North	Easton Valley Pkwy	Folsom Blvd.	6	No road currently exists. Proposed roadway would go over light rail tracks and through Gencorp/Aerojet property. Two streams and four acres of mine tailings may be affected by improvements to ROW.
	South				
	North	Folsom Blvd.	American River	6	Roadway is currently at 6 lanes except for the freeway overpass (4 lanes) which may need to be modified to accommodate improvements to ROW.
	South				
International Pkwy	East	Mather Field Road	New Road	4	Roadway is currently at 2 lanes. No other impacts would be associated with need to be modified to accommodate improvements to ROW.
	West				
	East	New Road	Sunrise Blvd	6	Road is currently four lanes with full improvements. Buffer exists on both sides with room for two more lanes. Road ends at Kilgore. Vacant land along unbuilt portion. Road would cross Folsom Canal.
	West				
	East	Sunrise Blvd	Rancho Cordova Pkwy	4	No existing roadway. 0.5 acres of marsh, one stream, 41 acres of mine tailings, two roads, four vernal pools may be affected by improvements to ROW.*
	West				
	East	Rancho Cordova Pkwy	Grant Line Road	4	No existing roadway. Two streams, 14 acres of mine tailings, one road, eight vernal pools, 25 acres of vernal pool grassland may be affected by improvements to ROW.*
	West				
Jackson Hwy (SR 16)	East	Watt Ave.	Bradshaw Road	6	The two-lane roadway contains approximately 20 utility poles that may need to be modified or removed to accommodate improvements to ROW.

Roadway	Direction	From	To	Proposed Number of Total Lanes	Right-of-Way (ROW) and Associated Environmental Effects
	West				
Jackson Hwy (SR 16) (cont.)	East	Bradshaw Road	Excelsior Road	6	Currently two lanes. Utility poles on north side, drainage on both sides, and a cemetery on north may be affected by improvements to ROW.
	West				
	East	Excelsior Road	Sunrise Blvd.	6	Currently two lanes. Agricultural and rural residences on the north, drainage on both sides, extensive vernal pools and wetlands, Triangle Rock Vernal Pool Reserve on south, and over 50 trees may be affected by improvements to ROW.
	West				
	East	Sunrise Blvd.	Plan Area Boundary	6	The 2-lane roadway contains approximately 30 utility poles and 10 trees that may need to be modified or removed to accommodate improvements to ROW.
	West				
Jaeger Road	North	Grant Line Road	Kiefer Blvd.	4	No existing roadway. Five acres agricultural, one stream, one road, two vernal pools, 14 acres of vernal pool grassland may be affected by improvements to ROW.*
	South				
	North	Kiefer Blvd.	Douglas Road	4 to 6	Road is currently one lane rural road (unpaved). Extensive wetlands (over 20 features) on both sides of the road as well as wire fencing and approximately five drainage features may be affected by improvements to ROW.
	South				
Kiefer Blvd.	East	Watt Ave.	Bradshaw Road	4	Currently built-out at four lanes with all improvements. Utility poles abut ROW on both sides with residential and some commercial land adjacent to road which may be affected by improvements to ROW.
	West				
	East	Bradshaw Road	Excelsior Road	4	No existing roadway. Three acres of existing development, one stream, two roads, two vernal pools, 10 acres of vernal pool grassland may be affected by improvements to ROW.*
	West				

Roadway	Direction	From	To	Proposed Number of Total Lanes	Right-of-Way (ROW) and Associated Environmental Effects
Kiefer Blvd. (cont.)	East	Excelsior Road	Sunrise Blvd.	4	No existing roadway. One canal bridge required, three acres of farmland, three streams, two roads, sixteen vernal pools, 20 acres of vernal pool grassland may be affected by improvements to ROW.*
	West				
	East	Sunrise Blvd.	Grant Line Road	4	No existing roadway. Two streams, 0.26 acres of open water, two roads, five vernal pools, 12 acres of vernal pool grassland may be affected by improvements to ROW.*
	West				
Kilgore Road	North	International Pkwy	White Rock Road	4	Road at build-out with four lanes and full improvements.
	South				
	North	White Rock Road	Folsom Blvd	2	Two lanes and sidewalks already exist. Utility poles on east side of the northern half may be affected by improvements to ROW.
	South				
Mather Field Road	North	Excelsior Road	Old Placerville Road	4	No existing roadway. 17 acres of existing development (high-density), two roads, one vernal pool, six acres of vernal pool grassland may be affected by improvements to ROW.*
	South				
	North	Old Placerville Road	Folsom Blvd.	6	Road is built out with six lanes south of freeway. Freeway overpass would require an additional lane. North of the freeway road is four lanes. 11 residences with block sound walls, a gas station, two commercial buildings, utility poles on the east side, two intersections, crossings for railroad and light rail, and railroad spur on west side may be affected by improvements to ROW.
	South				
Mayhew Road	North	Elder Creek Road	Kiefer Blvd.	2	Road ends south of Kiefer. Golf course, approximately six large trees, 15 smaller trees on west side, fence line and bushes along east side, an industrial property south of Jackson, twenty trees, a creek, and drainage features, as well as a creek crossing may be affected by improvements to ROW.

Roadway	Direction	From	To	Proposed Number of Total Lanes	Right-of-Way (ROW) and Associated Environmental Effects
	South				
	North	Kiefer Blvd.	Micron Ave	2	Currently two lanes south of Micron Ave. Buffer on east and west available for improvements to ROW with minimal impacts.
	South				
	North	Micron Ave	Folsom Blvd	4	Currently four lanes south of Folsom until freeway. Overpass requires an additional lane southbound. Two trees south of the freeway may be affected by improvements to ROW. Residential land abuts roadway on both sides but would likely be unaffected.
	North				
Micron Ave.	East	Mayhew Road	Bradshaw Road	2	Road is built out with two lanes and a merge lane. Includes sidewalk and landscaping on south side.
	West				
Old Placerville Road	East	Bradshaw Road	New Road	6	Currently four lanes close to Bradshaw and two lanes east of Granby Dr. Approximately 20 homes, approximately 20 palm trees, shopping centers on north and south at Bradshaw, multi-family housing on south side, Karsten Homes (industrial), portions of Mather Airport, utility poles on both sides, drainage on south, as well as street lights may be affected by improvements to ROW.
	West				
	East	New Road	Rockingham Drive	4	The road is fully built out with four lanes, landscaping, sidewalks, bike lanes, and all intersections complete.
	West				
Prairie City Road	North	Grant Line Road	New Road	4	The 2-lane roadway contains approximately 30 utility poles that may need to be modified or removed to accommodate improvements to ROW.
	South				
Prairie City Road (cont.)	North	New Road	US Highway 50	4	The 2-lane roadway contains approximately 40 utility poles that may need to be modified or removed to accommodate improvements to ROW.

Roadway	Direction	From	To	Proposed Number of Total Lanes	Right-of-Way (ROW) and Associated Environmental Effects
	South				
Rancho Cordova Pkwy	North	Douglas Road	Rio Del Oro Pkwy	6	No existing roadway. One stream, 17 acres of mine tailings, two roads, three vernal pools, 12 acres of vernal pool grassland may be affected by improvements to ROW.*
	South				
	North	Rio Del Oro Pkwy	White Rock Road	6	No existing roadway. 22 acres of mine tailings, three roads, two vernal pools may be affected by improvements to ROW.*
	South				
	North	White Rock Road	Folsom Blvd	6	No existing roadway. One canal bridge required, 0.6 acres of existing development (high-density), two streams, 35 acres of mine tailings, one road may be affected by improvements to ROW.*
	South				
Rio Del Oro Pkwy	North	Sunrise Blvd	Rancho Cordova Pkwy	6	No existing roadway. Six acres of mine tailings, one road, six acres of vernal pool grassland may be affected by improvements to ROW.*
	South				
	North	Rancho Cordova Pkwy	White Rock Road	4	No existing roadway. 32 acres of mine tailings and one road may be affected by improvements to ROW.*
	South				
	North	White Rock Road	Folsom Blvd	4	No existing roadway. Two acres of development (high-density), two streams, 35 acres of mine tailings, one road may be affected by improvements to ROW.*
	South				
Rockingham Drive	East	Old Placerville Road	Mather Field Road	4	Road is currently four lanes with sidewalks, landscaping and trees on both sides of the road. Streetlights on both sides of the road.
	West				
Routier Road	North	Elder Creek Road	Kiefer Blvd	2	No existing roadway. Six acres of farmland, 2.6 acres of development, four streams, three roads, 10 vernal pools, 17 acres of vernal pool grassland may be affected by improvements to ROW.*
	South				

Roadway	Direction	From	To	Proposed Number of Total Lanes	Right-of-Way (ROW) and Associated Environmental Effects
Routier Road (cont.)	North	Kiefer Blvd	Folsom Blvd	4	Currently two lanes from Folsom south to Old Placerville. Overpass over freeway requires two additional lanes. Four trees south of freeway, large bushes, and a sidewalk on west (south of Folsom) may be affected by improvements to ROW. Roadway south of Old Placerville does not exist (Mather Airport).
	South				
Sunrise Blvd	North	Grant Line Blvd	Kiefer Blvd.	6	The 2-lane roadway contains approximately 60 utility poles and a creek overpass that may need to be modified or removed to accommodate improvements to ROW.
	South				
	North	Kiefer Blvd.	Douglas Road	6	The 2-lane roadway contains approximately 50 utility poles that may need to be modified or removed to accommodate improvements to ROW.
	South				
	North	Douglas Road	White Rock Road	6	The 4-lane roadway contains landscaped medians and buffers, approximately 60 utility poles, 100 street lights, approximately 40 trees and commercial/industrial property lines that may need to be modified or removed to accommodate improvements to ROW.
	South				
	North	White Rock Road	Folsom Blvd	6	The 6-lane roadway contains landscaped medians and buffers, sidewalks, approximately 80 utility poles, 60 street lights, approximately 50 trees and commercial/industrial property lines that may need to be modified or removed to accommodate improvements to ROW.
	South				
	North	Folsom Blvd	American River	6	The 6-lane roadway contains landscaped medians and buffers, sidewalks, approximately 60 utility poles, 40 street lights, approximately 25 trees and commercial property lines that may need to be modified or removed to accommodate improvements to ROW.
	South				

Roadway	Direction	From	To	Proposed Number of Total Lanes	Right-of-Way (ROW) and Associated Environmental Effects
Sun Center Drive	East	Kilgore Road	White Rock Road	2	Road is currently two lanes with landscaping, striping, sidewalks, and a large number of large trees of various types.
	West				
Watt Ave	North	Plan Area Boundary	Jackson Hwy (SR 16)	6	Currently two lanes. Drainage along both sides, utility poles along east side, and 50 or more large bushes on east side may be affected by improvements to ROW.
	South				
	North	Jackson Hwy (SR 16)	Kiefer Blvd	6	Currently two lanes north of Kiefer. Three lanes south of Kiefer. Drainage on west side of roadway may be affected by improvements to ROW.
	South				
	North	Kiefer Blvd	Folsom Blvd	6	Currently built-out at six lanes with full improvements and cinderblock sound walls for residences on east side.
	South				
	North	Folsom Blvd	American River	6	Currently built out at six lanes with full improvements. Bridge over freeway requires two additional lanes. North of the freeway road is four lanes but large vacant median available for two additional lanes.
	South				
White Rock Road	East	New Road	Zinfandel Drive	4	The roadway is currently 2 lanes with sidewalks, street parking, residential properties lines, elementary school, approximately 60 utility poles and street lights, commercial/ industrial property lines with landscaped buffers, and 40 trees that may need to be modified or removed to accommodate improvements to ROW.
	West				
	East	Zinfandel Drive	Sunrise Blvd	6	The roadway is currently 6 lanes and merges into 4 lanes with turn lanes, landscaped medians & buffers on both sides, Folsom South Canal overpass, approximately 15 utility poles, and approximately 15 street lights that may need to be modified or removed to accommodate improvements to ROW.
	West				

Roadway	Direction	From	To	Proposed Number of Total Lanes	Right-of-Way (ROW) and Associated Environmental Effects
White Rock Road (cont.)	East	Sunrise Blvd	Grant Line Road	6	The roadway is currently 4 lanes and merges into 2 lanes with buffers on both sides, approximately 40 trees & vegetation, and approximately 100 utility poles that may need to be modified or removed to accommodate improvements to ROW.
	West				
	North	Grant Line Road	Prairie City Road	6	The 2-lane roadway contains approximately 40 utility poles that may need to be modified or removed to accommodate improvements to ROW.
	South				
Zinfandel Drive	North	Douglas Road	White Rock Road	6	Road is six lanes with full improvements north of Data Drive. South of Data road is four lanes with full improvements and wide buffer. Sidewalks and landscaping on both sides may be affected by improvements to ROW. Road currently ends at Solera Drive.
	South				
	North	White Rock Road	Folsom Blvd	6	Road is built out with six lanes and full improvements south of freeway. Freeway overpass requires widening for one additional southbound lane. North of freeway road narrows to four lanes with improvements and business close to ROW on both sides. A gas station, service station, six to ten businesses, commercial parking, a railroad crossing, two intersections, and the Zinfandel Light Rail Station may be affected by improvements to ROW.
	South				
	North	Folsom Blvd	Sunrise Blvd	2	Roadway becomes two lanes north of Folsom Blvd. and is complete with sidewalks, landscaping, and bike lanes throughout this residential area.
	South				
New Road	East	Old Placerville	New Road	4	No existing roadway. Seven acres of high density development, one stream, two roads. May be affected by improvements to ROW*
	West				

Roadway	Direction	From	To	Proposed Number of Total Lanes	Right-of-Way (ROW) and Associated Environmental Effects
New Road (cont.)	East	New Road	Eagles Nest Road	4	No existing roadway. 20 acres pasture grassland, 0.03 acres of marsh, .02 acres high density development, one road may be affected by improvements to ROW.*
	West				
New Road	East	Mather Field Road	International Pkwy	4	No existing roadway. One acre of pasture, six acres of existing development, one road may be affected by improvements to ROW.*
	West				
	East	International Pkwy	New Road	4	No existing roadway. Three acres of existing development, one road may be affected by improvements to ROW.*
	West				
New Road	North	Douglas Road	Americanos Blvd.	4	No existing roadway. One stream, 23 acres of mine tailings, three roads, three vernal pools may be affected by improvements to ROW.*
	South				
	North	Americanos Blvd.	White Rock Road	4	No existing roadway. 20 acres of mine tailings and two roads may be affected by improvements to ROW.*
	South				
	North	White Rock Road	New Road	2	No existing roadway. Two streams, six acres of mine tailings, two roads may be affected by improvements to ROW.*
	South				
New Road	North	New Road	New Road	2	No existing roadway. 16 acres of mine tailings, three roads, 11 acres of vernal pool grassland may be affected by improvements to ROW.*
	South				
New Road	East	Prairie City Road	Nothing Proposed	4	No existing roadway. Two streams, 17 acres of mine tailings, two roads, three acres of vernal pool grassland may be affected by improvements to ROW.*
	West				
New Road	North	Easton Valley Pkwy	US Highway 50	4	No existing roadway. One stream, six acres of mine tailings, three acres of riparian woodland, one road may be affected by improvements to ROW.*
	South				

Roadway	Direction	From	To	Proposed Number of Total Lanes	Right-of-Way (ROW) and Associated Environmental Effects
New Road	North	Easton Valley Pkwy	Folsom Blvd	4	No existing roadway. One stream, 14 acres of mine tailings, 2 acres of riparian woodland, one road may be affected by improvements to ROW.*
	South				
New Road	East	Americanos Blvd	New Road	4	No existing roadway. 37 acres of mine tailings and one road may be affected by improvements to ROW.*
	West				
New Road	East	White Rock Road	New Road	2	No existing roadway. Two roads and 11 acres of vernal pool grassland may be affected by improvements to ROW.*
	West				
New Road	North	New Road	Prairie City Road	2	No existing roadway. Three streams, 8 acres of mine tailings, nine acres of recreation area (state land), one road, one vernal pool, 33 acres of vernal pool grassland may be affected by improvements to ROW.*
	South				
New Road	East	Grant Line Road	New Road	2	No existing roadway. 5 acres of development, one stream, seven acres of mine tailings, two roads, 10 vernal pools, 10 acres of vernal pool grassland may be affected by improvements to ROW.*
	West				
New Road	East	Grant Line Road	New Road	2	No existing roadway. Two streams, one road, 11 vernal pools, 20 acres of vernal pool grassland may be affected by improvements to ROW.*
	West				
New Road	East	Grant Line Road	New Road	2	No existing roadway. Three streams, one road, 21 vernal pools, 30 acres of vernal pool grassland may be affected by improvements to ROW.*
	West				