3.11 TRANSPORTATION AND CIRCULATION

This section describes the existing transportation system in the vicinity of the project site and evaluates the potential impacts on the system associated with implementation of the project. Roadway, transit, bicycle, and pedestrian components of the overall transportation system are included in the analysis. Impacts are evaluated under near-term (present-day) conditions with and without the project, and cumulative year conditions with and without the project. The traffic analysis focuses on a specific project study area for transportation and circulation, which is defined in Section 3.11.1, *Environmental Setting*, below.

Comments received on the notice of preparation regarding transportation and circulation included the suggestion to include a proposed roadway easement for the future realignment of Scott Road. Additionally, comments regarding the use White Rock Road for large and heavy vehicles accessing the site, and the design and realignment of Scott Road.

Analysis Scenarios

The following scenarios are analyzed in this EIR:

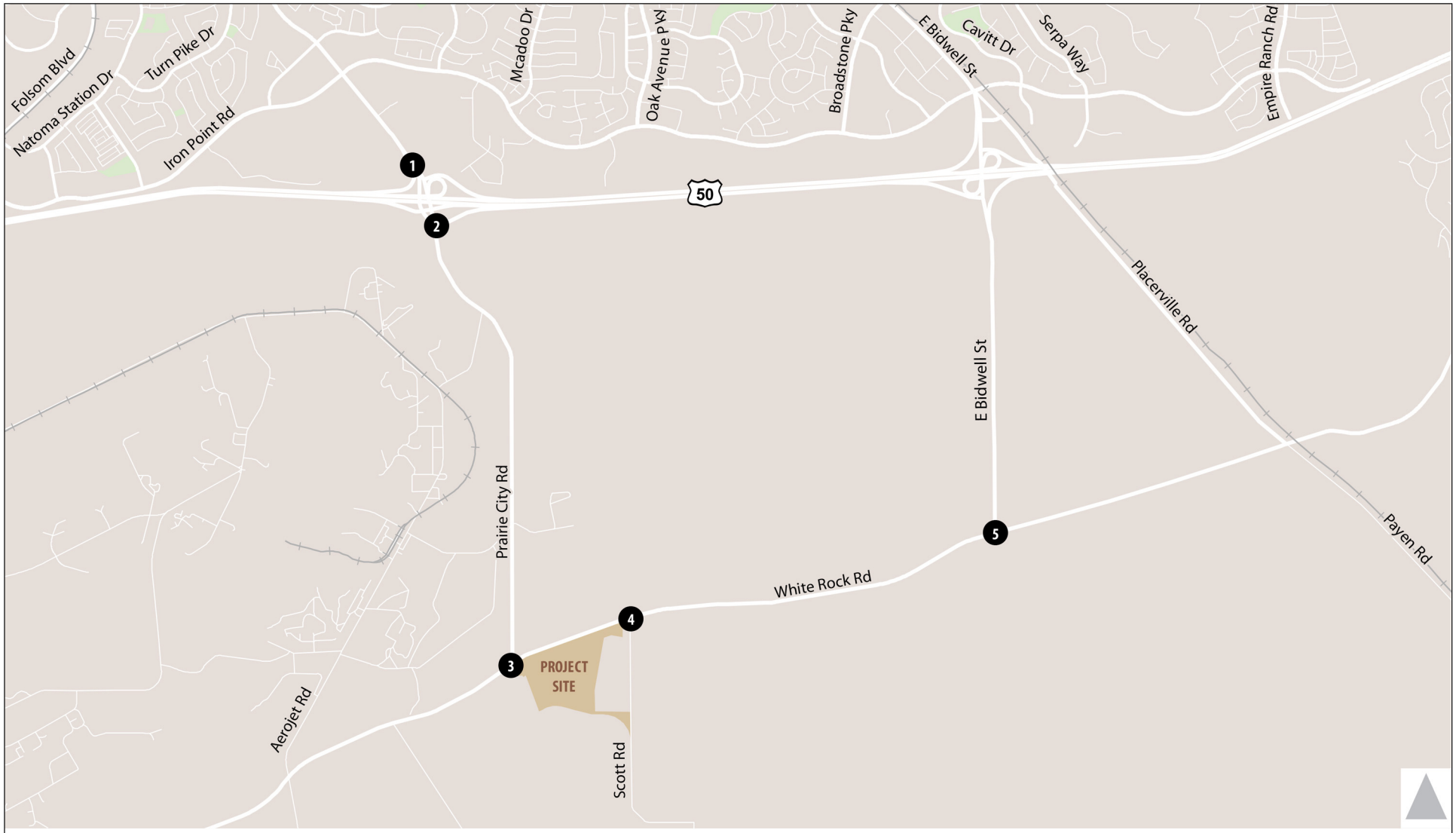
- Existing Conditions –the baseline condition against which project impacts are measured.
- Existing Plus Project Conditions – reflects changes in travel conditions associated with implementation of the project.
- Cumulative No Project Conditions – reflects conditions for a cumulative scenario, which includes reasonably foreseeable land uses, and planned transportation improvement projects, without project implementation.
- Cumulative Plus Project Conditions – represents conditions for a cumulative scenario, which includes reasonably foreseeable land uses, and planned transportation improvement projects, with implementation of the project.

3.11.1 Environmental Setting

This section describes the existing environmental setting, which is the baseline scenario upon which project-specific impacts are evaluated. The baseline for this study represents conditions based on collected data and field observations. The environmental setting for transportation includes baseline descriptions for roadway, bicycle, pedestrian, and transit facilities.

PROJECT STUDY AREA

The project study area was developed based on collaboration between the EIR consultants and City of Folsom staff, and reflects the project's expected travel characteristics (including number of vehicle trips and directionality of those trips), and primary travel routes to/from project vicinity. Exhibit 3.11-1 shows the study area, project site, and five study intersections selected for analysis. The study area also includes bicycle, pedestrian, and transit facilities in the project vicinity.



Source: Prepared by Fehr & Peers in 2018

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Exhibit 3.11-1

Study Area

Intersections

The study includes the following existing intersections:

1. Prairie City Road / US 50 Westbound Ramps
2. Prairie City Road / US 50 Eastbound Ramps
3. Prairie City Road / White Rock Road
4. Scott Road / White Rock Road
5. East Bidwell Street / White Rock Road

Roadway Network

Key roadways within the study area that would serve trips associated with the project include the following:

- *US 50* is an east-west highway that passes through the City of Folsom as it connects the Sacramento region to Lake Tahoe and beyond. Within the study area, US 50 is a six-lane freeway with two regular flow lanes and one high-occupancy vehicle lane in each direction. The speed limit on US 50 through Folsom is 65 miles per hour (mph).

- *Prairie City Road* generally runs north-south through the City of Folsom between Blue Ravine Road and White Rock Road. North of Blue Ravine Road, Prairie City Road transitions into Sibley Street, which continues to downtown Folsom. Prairie City Road has a full interchange with US 50 just north of the project site. Adjacent to the site of the project, the roadway is currently a rural, two-lane road; north of US 50, Prairie City Road is a four-to-six lane arterial with a raised median and Class II on-street bicycle lanes.

- *East Bidwell Street* is a north-south arterial roadway that extends from downtown Folsom through the US 50/East Bidwell Street interchange south to White Rock Road. Within the study area, East Bidwell Street currently has two travel lanes; north of US 50, East Bidwell Street is a six-lane arterial with a raised median and Class II on-street bicycle lanes.

- *Scott Road* is a two-lane north-south arterial roadway that borders the project and extends south from White Rock Road into unincorporated Sacramento County as a two-lane rural road.

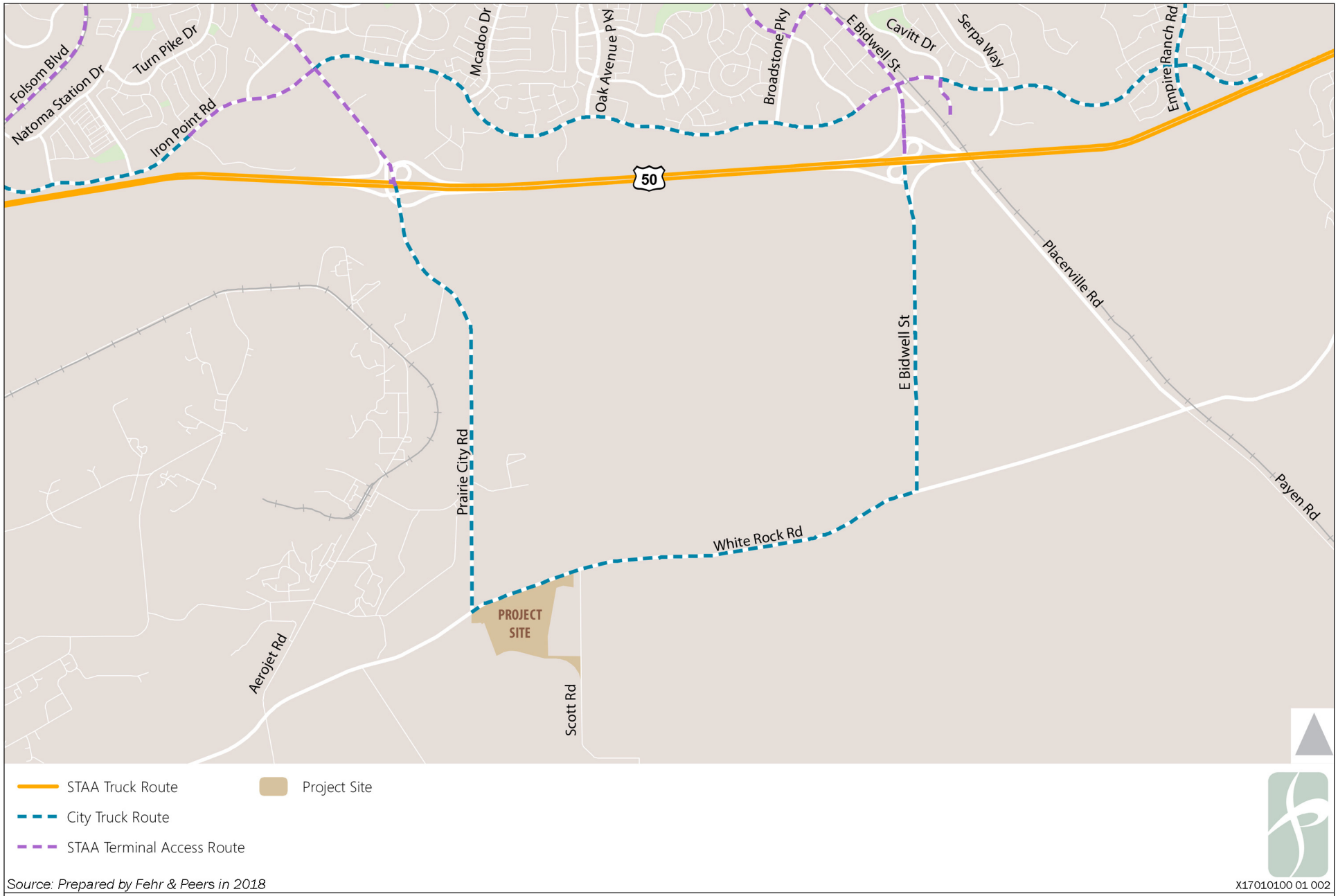
- *White Rock Road* is an east-west road within the study area, and has a posted speed limit of 55 mph. West of Prairie City Road, White Rock Road is a four-lane expressway and has two travel lanes in each direction separated by a raised median and Class II on-street bicycle lanes; east of Prairie City Road, White Rock Road is currently a rural, two-lane road. White Rock Road continues east into El Dorado County where it transitions into Silva Valley Parkway, and west into the City of Rancho Cordova.

Truck Routes

The City of Folsom also maintains a network of roads for use by commercial vehicles that comply with the Surface Transportation Accessibility Act. Any commercial vehicle or combination of vehicles as defined in Section 260 of the California Vehicle Code as having a gross vehicle weight rating of weighing 10,001 pounds or more, with an origin or destination point within the city, of freight, merchandise or load, must drive on streets designated as local truck routes. All existing study intersections are located along Commercial Truck Routes as identified by the City and shown in Exhibit 3.11-2.

TRAFFIC DATA COLLECTION

Traffic counts were collected at the study intersections on Thursday, May 8, 2014 during the a.m. (7–9) and p.m. (4–6) peak periods. During all counts, weather conditions were generally dry, no unusual traffic patterns were observed, and the Folsom Cordova Unified School District was in full session. In addition to collecting vehicle turning movements at the study intersections, all counts included pedestrian and bicycle activity. See Appendix E for detailed traffic count data.



Source: Prepared by Fehr & Peers in 2018

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Exhibit 3.11-2

Truck Routes

ASCENT ENVIRONMENTAL

STUDY PERIODS

Based on the collected traffic data, the a.m. peak hour within most of the study area occurred from 7:45 to 8:45, and the p.m. peak hour within the entire study area occurred from 4:45 to 5:45. This study evaluates the peak hour of the transportation system within the study area (not the peak hour of traffic generated by the project) because this is the time period during which the project is most likely to impact the surrounding transportation system.

ROADWAY SYSTEM

Traffic operations at all study intersections were analyzed under weekday a.m. and p.m. peak hour conditions using procedures and methodologies contained in the Highway Capacity Manual (Transportation Research Board 2010) for calculating delay at intersections. These methodologies were applied using the Synchro software program. The following procedures and assumptions were applied in the development of the Synchro model:

- roadway geometric data were gathered using aerial photographs and field observations,
- peak-hour traffic volumes were entered into the model according to the peak hour of the study area,
- the peak-hour factor was set using traffic count data,
- the counted pedestrian and bicycle volumes were entered into the model according to the peak-hour measurements,
- signal phasing and timings were based on existing signal timing plans provided by the City of Folsom, and
- speeds for the model network were based on the posted speed limits.

Level of Service Definitions

Each study intersection was analyzed using the concept of level of service (LOS). LOS is a qualitative measure of traffic operating conditions whereby a letter grade, from A (the best) to F (the worst), is assigned. These grades represent the perspective of drivers and are an indication of the comfort and convenience associated with driving. In general, LOS A represents free-flow conditions with no congestion, and LOS F represents severe congestion and delay under stop-and-go conditions. Table 3.11-1 displays the delay range associated with each LOS category for signalized and unsignalized intersections.

Table 3.11-1 Intersection Level of Service Definitions

LOS	Description (for Signalized Intersections)	Average Delay (Seconds/Vehicle)	
		Signalized Intersections	Unsignalized Intersections
A	Operations with very low delay occurring with favorable traffic signal progression and/or short cycle lengths.	≤ 10.0	≤ 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	> 10.0 to 20.0	> 10.0 to 15.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	> 20.0 to 35.0	> 15.0 to 25.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	> 35.0 to 55.0	> 25.0 to 35.0

Table 3.11-1 Intersection Level of Service Definitions

LOS	Description (for Signalized Intersections)	Average Delay (Seconds/Vehicle)	
		Signalized Intersections	Unsignalized Intersections
E	Operations with high delay values indicating poor progression, and long cycle lengths. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	> 55.0 to 80.0	> 35.0 to 50.0
F	Operations with delays unacceptable to most drivers occurring due to over-saturation, poor progression, or very long cycle lengths.	> 80.0	> 50.0

Note: LOS = level of service; V/C ratio= volume-to-capacity ratio

LOS at signalized intersections and roundabouts based on average delay for all vehicles. LOS at unsignalized intersections is reported for entire intersection and for minor street movement with greatest delay.

Source: Transportation Research Board 2010

For signalized intersections, LOS is based on the average delay experienced by all vehicles passing through the intersection. For side-street stop-controlled intersections, the delay and LOS for the overall intersection is reported along with the delay for the worst-case movement.

Existing Intersection Operations

Exhibit 3.11-3 displays the existing a.m. and p.m. peak hour intersection traffic volumes, traffic controls, and lane configurations. Table 3.11-2 displays the existing peak-hour intersection operations at the study intersections (refer to Appendix E for technical calculations).

Table 3.11-2 Intersection Operations – Existing Conditions

Intersection	Traffic Control	Peak Hour	Existing Conditions	
			Delay[1]	LOS
1. Prairie City Road / US 50 Westbound Ramps	Signal	AM PM	10 6	A A
2. Prairie City Road / US 50 Eastbound Ramps	Signal	AM PM	8 7	A A
3. Prairie City Road / White Rock Road	Signal	AM PM	11 10	B A
4. Scott Road / White Rock Road	SSSC	AM PM	4 (33) 3 (36)	A (D) A (E)
5. East Bidwell Street / White Rock Road	AWSC	AM PM	36 37	E E

Notes: LOS = Level of Service. SSSC = Side-Street Stop-Controlled. AWSC = All Way Stop Control.

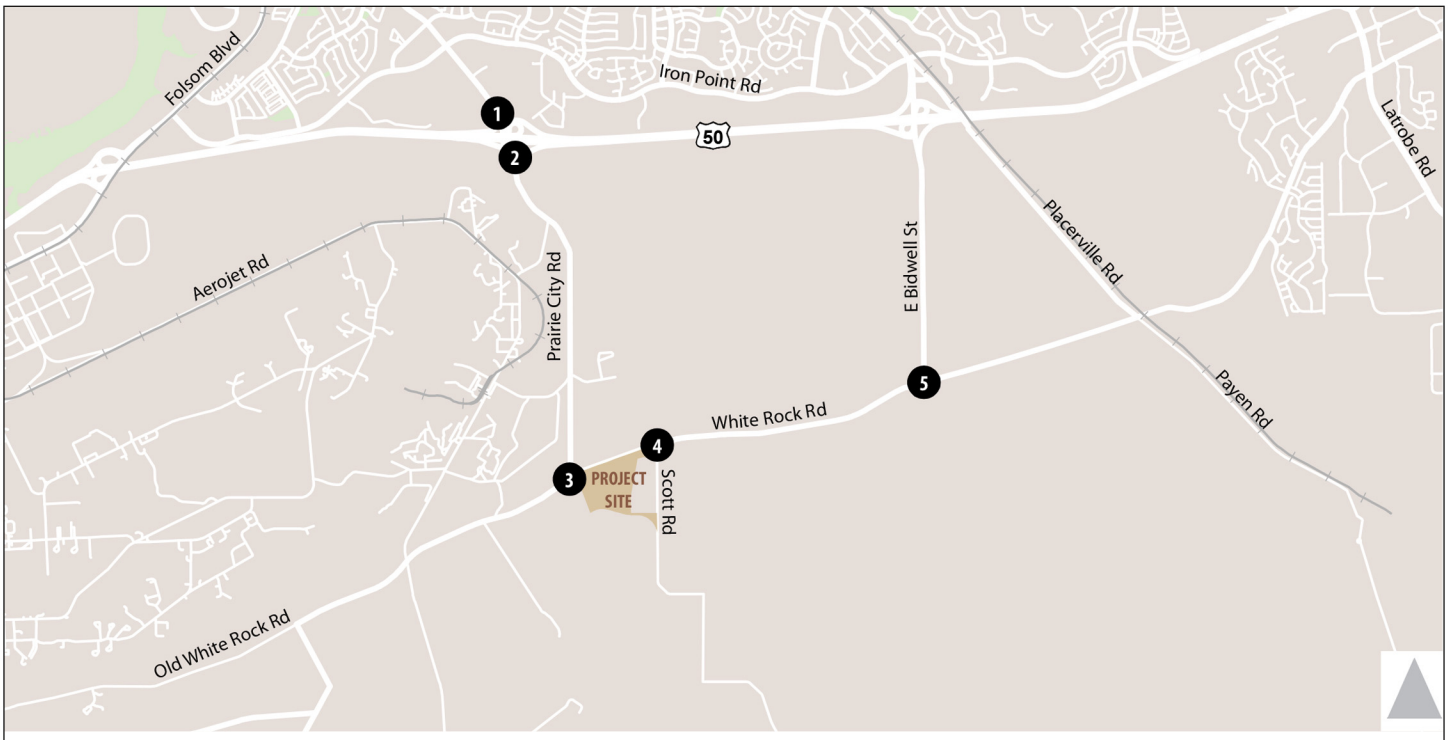
[1] For signalized and AWSC intersections, average intersection delay is reported in seconds per vehicle for all approaches. For SSSC intersections, the LOS and control delay for the worst movement is shown in parentheses next to the average intersection LOS and delay. Impacts to signalized and AWSC intersections are determined by the overall LOS and average delay; impacts to SSSC intersections are determined by the delay for the worst movement. Intersection LOS and delay are calculated based on the procedures and methodology contained in the Highway Capacity Manual 2010 (Transportation Research Board, 2010). All intersections were analyzed in Synchro.

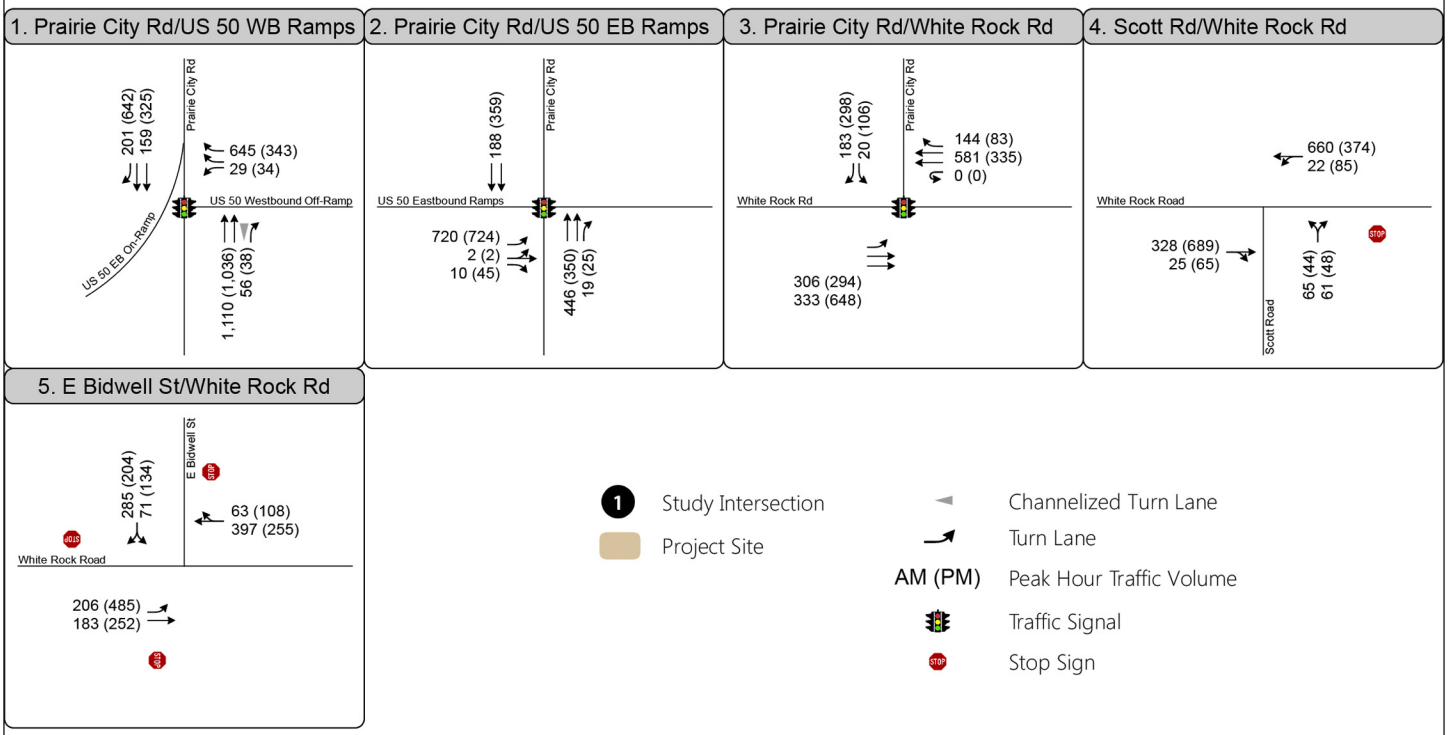
Source: data provided by Fehr & Peers in 2018

All existing intersections operate at LOS C or better under both peak hours, except for Intersection 4 (Scott Road / White Rock Road), which operates at LOS D during the a.m. peak hour and LOS E during the p.m. peak hour for the worst case movement (northbound left-turn), and Intersection 5 (East Bidwell Street / White Rock Road), which operates at LOS E during both the a.m. and p.m. peak hours.

Existing Off-Ramp Queueing

Table 3.11-3 displays the existing off-ramp queue lengths at the US 50/Prairie City Road ramp terminal intersections.





Source: Prepared by Fehr & Peers in 2018

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Exhibit 3.11-3 Peak Hour Traffic Volumes and Lane Configurations – Existing Conditions

Table 3.11-3 Off-Ramp Queueing – Existing Conditions

Intersection	Storage Length	Peak Hour	Queue Length[1]
US 50 Westbound Off-Ramp	1,900 feet	AM PM	200 feet 75 feet
US 50 Eastbound Off-Ramp	1,500 feet	AM PM	175 feet 175 feet

[1] Off-Ramp queues rounded up to the nearest 25 feet.

Source: data provided by Fehr & Peers in 2018

As displayed in Table 3.11-3, the existing off-ramp queues at both ramp terminal intersections are within the available storage length.

Bicycle/Pedestrian System

The City of Folsom has an extensive bicycle network on the north side of US 50 including Class II on-street bike lanes on all major roadways including Prairie City Road north of US 50, East Bidwell Street north of Old Placerville Road, Oak Avenue Parkway, and on the entire length of Iron Point Road. There are also various Class I bike path connections that extend to/from Iron Point Road. Closer to the project site, White Rock Road has Class II on-street bike lanes west of Prairie City Road. Exhibit 3.11-4 displays existing bicycle facilities within the study area.

Continuous sidewalks exist on both sides of Prairie City Road north of the US 50 interchange ramps to Iron Point Road. Pedestrian facilities are currently provided on the east side of the roadway through the US 50/Prairie City Road interchange. South of the US 50 interchange, no pedestrian facilities are currently provided along Prairie City Road. Most other major roadways within the study area that are located to the north of US 50 have sidewalks on both sides of the roadway, with some missing sections adjacent to vacant parcels.

Within the immediate vicinity of the project site, bicycle and pedestrian facilities are currently not provided because of the undeveloped nature of the area. In coordination with new development and roadway construction, bicycle and pedestrian facilities will be installed according to current standards.

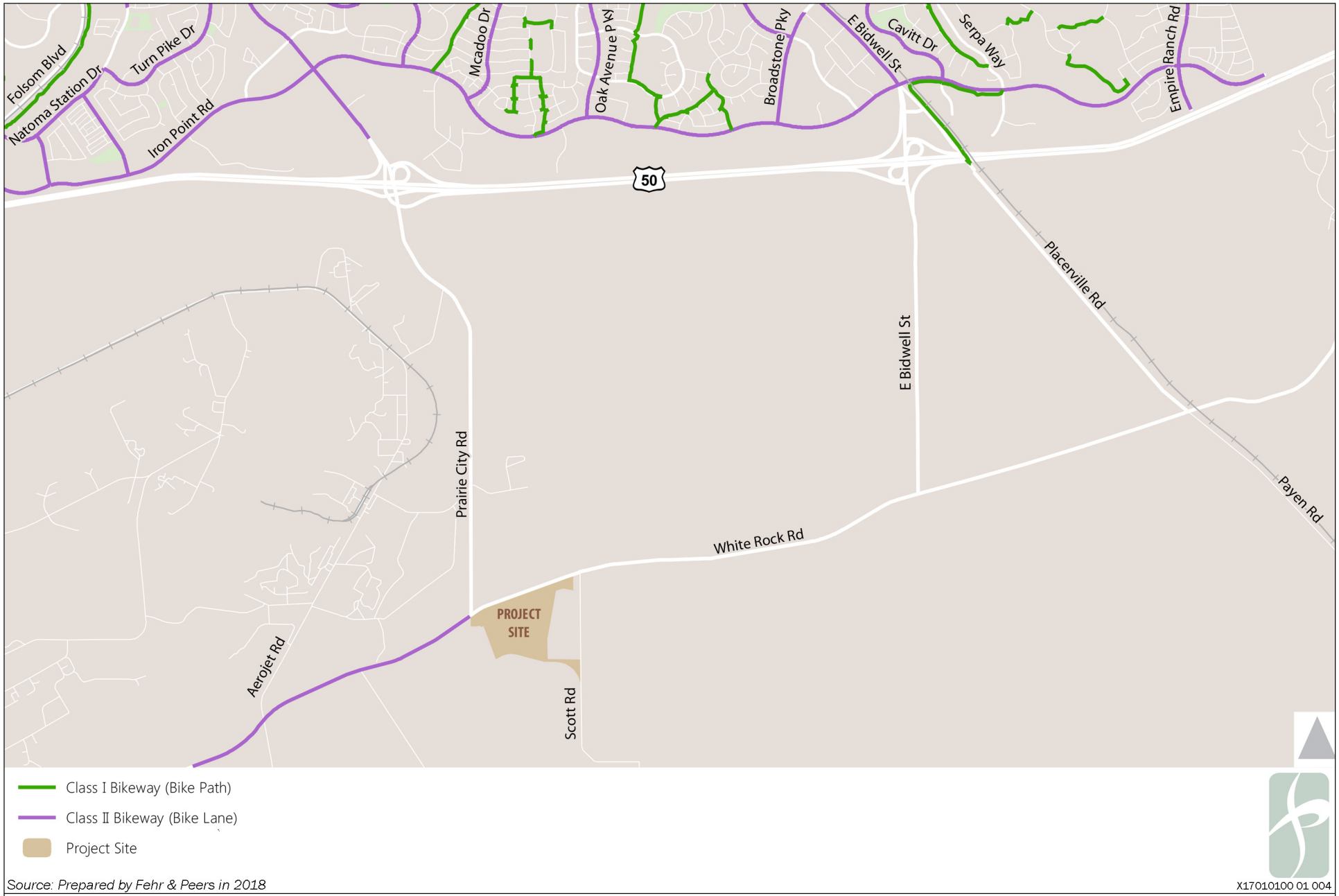
TRANSIT SYSTEM

The City of Folsom Transit Division provides fixed route and dial-a-ride service within the City (Folsom Stage Line). Fixed route service is provided Monday through Friday on three routes. Route 10 runs from 4:25 a.m. to 7:47 p.m. and connects to Sacramento Regional Transit (RT) Light Rail and RT bus Route 24. Route 10 provides service primarily on Iron Point Road within the study area, before continuing north on Palladio Parkway, Broadstone Parkway, and East Bidwell Street. Route 20 runs during the morning commute period from 7:10 a.m. to 7:40 a.m. Monday through Friday, and during the afternoon commute period from 3:15 p.m. to 3:45 p.m. Monday, Tuesday, Thursday, and Friday, and from 1:40 p.m. to 2:10 p.m. on Wednesdays. Route 20 provides service on Broadstone Parkway and Empire Ranch Road within the northeastern portion of the study area. Route 30 runs during the morning commute period from 6:00 a.m. to 8:00 a.m. and during the p.m. peak period from 2:40 p.m. to 5:00 p.m. Monday through Friday. Route 30 connects Woodmere Road and Glenn Rive to City Hall and Folsom Prison.

The Folsom Stage Line Dial-A-Ride service is provided for senior citizens age 55 and older, and residents with physical, developmental, or mental disabilities.

Sacramento RT provides bus and light rail service in the Sacramento region. The Gold Line Light Rail and RT bus Route 24 serve the City of Folsom. Light Rail service is provided 7 days per week, including holidays. Bus service is provided Monday through Friday from 6:00 a.m. to 7:22 p.m. Weekend and holiday service is not provided on Route 24.

Exhibit 3.11-5 displays existing transit service within the study area.



Source: Prepared by Fehr & Peers in 2018

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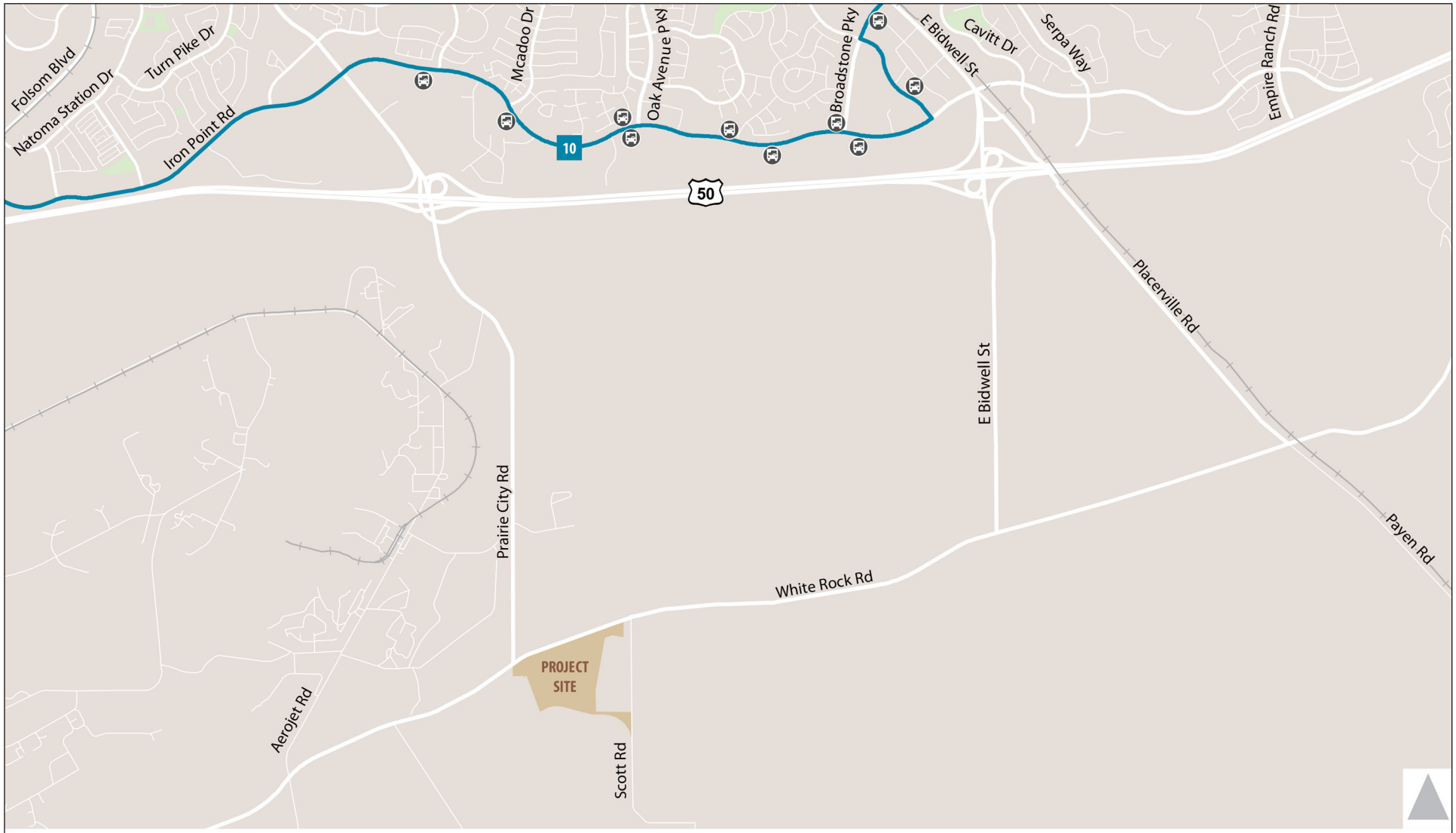
Exhibit 3.11-4

Existing Bicycle Facilities



Source: Prepared by Fehr & Peers in 2018

X17010100 01 005

Exhibit 3.11-5

Existing Transit Service

ASCENT ENVIRONMENTAL

3.11.2 Regulatory Framework

FEDERAL

No federal plans, policies, regulations, or laws related to transportation and circulation are applicable to the proposed project. However, federal regulations relating to the Americans with Disabilities Act, Title VI, and Environmental Justice relate to transit service.

STATE

Corridor System Management Plan (US Highway 50)

In 2014, Caltrans released the *United States Route 50 Transportation Concept Report and Corridor System Management Plan* for portions of US 50 within the study area. This report shows existing operations on US 50 as being at LOS F. The report also indicates a Concept LOS E for this corridor.

The above-referenced Caltrans LOS results are based on daily volume-to-capacity comparisons and do not necessarily consider specific operational characteristics (e.g., length of weave sections, peak hour factors, etc.) within the I-5 and US 50 corridors. Nevertheless, these data are valuable in understanding Caltrans' expectations of their current and projected operating performance.

Senate Bill 743

Senate Bill 743, passed in 2013, requires the California Governor's Office of Planning and Research to develop new CEQA guidelines that address traffic metrics under CEQA. As stated in the legislation, upon adoption of the new guidelines, "automobile delay, as described solely by LOS or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment pursuant to this division, except in locations specifically identified in the guidelines, if any." The California Governor's Office of Planning and Research is currently updating its CEQA Guidelines to implement SB 743 and is proposing that vehicle miles traveled (VMT) be the primary metric used to identify transportation impacts.

Regional Plans and Programs

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

LOCAL

The project site lies within the jurisdictional boundaries of Sacramento County; therefore, the County's policies, as well as Sacramento LAFCo's polices, would apply. Furthermore, if the SOIA and annexation are approved, the project site would be in the jurisdiction of the City of Folsom. Thus, applicable policies of the City of Folsom's General Plan are described below.

Sacramento County General Plan

The following policy of the *Sacramento County 2030 General Plan* (Sacramento County 2011) are applicable to the project:

- **Policy CI-10:** Land development projects shall be responsible to mitigate the project's adverse impacts to local and regional roadways.

City of Folsom General Plan

The following policy of the *City of Folsom General Plan* (1993) are applicable to the project:

- **Policy 17.17:** The City should strive to achieve at least a traffic LOS C throughout the City. During the course of Plan buildout it may occur that temporarily higher LOS may result where roadway improvements have not been adequately phased as development proceeds. However, this situation will be minimized based on annual traffic studies or project specific traffic studies as approved by the City of Folsom and monitoring programs.

Folsom Plan Area Specific Plan

The *Folsom Plan Area Specific Plan* (FPASP) (City of Folsom 2011) provides a comprehensive vision for development of the Folsom Plan Area south of US 50. The following policies are applicable to this project:

- **Policy 7.4:** Submit a general plan amendment to the City to modify General Plan Policy 17.17 regarding Traffic Level of Service 'C'. This level of service may not be achieved throughout the entire Plan Area at buildout.

- **Policy 7.6:** Major and minor arterials, collectors, and minor collectors shall be provided with sidewalks that safely separate pedestrians from vehicular traffic and Class II bicycle lanes that encourage transportation choices within the Plan Area.

- **Policy 7.13:** A system of sidewalks, trails, and bikeways shall internally link all land uses and connect to all existing or planned external street and trail facilities contiguous with the Plan Area to provide safe routes of travel for pedestrians and bicyclists as depicted in Figure 7.29 and as indicated on the applicable roadway sections. Pedestrian and bicycle facilities shall be designed in accordance with City design standards, including the latest version of the Bikeway Master Plan, the FPASP and the FPASP Community Design Guidelines.

3.11.3 Environmental Impacts and Mitigation Measures

This section describes the analysis techniques, assumptions, and results used to identify potential significant impacts of the project on the transportation system. Transportation and circulation impacts are described and assessed, and mitigation measures are recommended for impacts identified as significant or potentially significant.

METHODOLOGY

While approval of the SOIA and annexation, along with changes to land use and zoning designations, would not result in physical changes to the site, approval of the SOIA/annexation would remove barriers to the development of a future corporation yard at this site. Therefore, this analysis considers the potential environmental impacts of the development of a future corporation yard.

The transportation and circulation analysis methodology uses the anticipated travel characteristics of the project, trip generation and mode split assumptions, and vehicle trip distribution, as described below.

Project Elements Affecting Transportation and Circulation

The City's corporation yard operations are currently split among multiple sites. The main corporation yard is at the west end of Leidesdorff Street, with additional corporation yards located at the water treatment plant, a corporation yard adjacent to the Folsom City Zoo Sanctuary and Rodeo Park on Stafford Street, and a corporation yard adjacent to the John Kemp Community Park and Folsom Sports Complex on Clarksville Road.

The main Leidesdorff Yard (5 acres of active use) is fully occupied and unable to support current requirements; thus, the City has developed other smaller corporation yard sites to meet current needs. Approximately 10 acres of additional space is available on the site of the former landfill for passive uses, but even with this available acreage, the existing sites cannot meet current and projected City corporation yard requirements.

After review of current and future needs, the City determined that it would be most efficient if most corporation yard activities were consolidated at one site. The project site provides a location outside of the City's core, close to a soon-to-be expanded roadway, close to development in the FPASP area, close to other noise sources (off-highway motor vehicle uses and a busy roadway), and away from most residential uses. The site is currently within the County of Sacramento's jurisdiction, outside of the City's SOI.

For the purposes of this study, the project is assumed to replace the existing Leidesdorff yard and will include a new facility southeast of the Prairie City Road/White Rock Road intersection. The new facility would accommodate up to 314 employees. Near-term, the project proposes three access scenarios as described below.

- Access Option 1: If the corporation yard is built before Phase 1 of the SouthEast Connector, the City could connect to the existing Prairie City Road/White Rock Road intersection to create a "main gate" road that would curve from the intersection towards the corporation yard entrance. This would be done in a way to remain on land controlled by the landowner and avoid State property. The City would also add an emergency vehicle access only entrance off of Scott Road. (See Exhibit 2-8.)

- Access Option 2: If the SouthEast Connector is built first, the JPA may build their planned Phase 1 which would include realigning the Prairie City/White Rock Road intersection farther east along White Rock Road to the ultimate intersection connection and add a frontage road leading to the Scott Road intersection. In this case, the City could extend from the realigned intersection and realign Scott Road along the southern boundary of the corporation yard site to the new intersection. The frontage road would be abandoned, and Scott Road would be abandoned north of the realignment. (See Exhibit 2-8.)

- Access Option 3a: If the SouthEast Connector is built first, knowing that the City plans to build their corporation yard at this location, the JPA could build their Phase 1 improvements within the right-of-way of the ultimate connection (from the realigned Prairie City Road intersection to the new Scott Road alignment). Option 3a assumes no overpass would be built. (See Exhibit 2-9.)

- Access Option 3b: Once the SouthEast Connector and corporation yard could be built out to the ultimate preferred plan, an overpass and realigned Scott Road would be functional. This is similar to option 3a, but with an overpass. (See Exhibit 2-11.)

This study conservatively assumes a near-term scenario with Access Scenario 1 (i.e., project access via the southern leg of the Prairie City Road/White Rock Road intersection and the existing configuration of the Scott Road/White Rock Road intersection). This assumption is conservative because the existing Scott Road/White Rock Road intersection operates with side street stop control at LOS E and is susceptible to increases in delay associated with the addition of project traffic.

Under cumulative conditions, this study assumes project access via the southern leg of the Prairie City Road/White Rock Road intersection, which will be improved as part of the Capital SouthEast Connector Project.

Project Trip Generation

The existing trip generation of the Leidesdorff Yard serves as a baseline from which to calculate the trip generation of the project based on the growth in employees. As displayed in Table 3.11-4, the existing Leidesdorff Yard has a need of 177 employees and generates 46 a.m. peak hour trips and 17 p.m. peak hour trips based on counts collected in October 2017. The project is expected to need 314 employees,

which represents an increase of 77 percent. This factor was applied to the existing trip generation of the Leidesdorff Yard to estimate the trip generation of the project. As displayed in Table 3.11-4, the project is expected to generate 83 a.m. peak hour trips and 31 p.m. peak hour trips. All project trips are assumed to be vehicle trips (i.e., no project trips are assumed to be made by transit, walking, or biking).

Table 3.11-4 Project Vehicle Trip Generation

Folsom Corporation Yard	Vehicle Trips						
	Need (Employees)	AM Peak Hour			PM Peak Hour		
		Total	In	Out	Total	In	Out
Existing Leidesdorff Yard	177	46	24	22	17	7	10
Project	314	83	43	40	31	13	18

Notes: Vehicle trip generation for the project is calculated using the trip generation of the existing Leidesdorff Yard and the relative increase in employees expected as part of the project.

Source: data provided by Fehr & Peers in 2018

Daily traffic counts collected at the Leidesdorff Yard driveway document that the a.m. (6:00 – 7:00) and p.m. (12:30 – 1:30) peak hours of project-generated traffic do not coincide with the a.m. (7:00 – 9:00) and p.m. (4:00 – 6:00) peak periods of adjacent street traffic.

Project Vehicle Trip Distribution

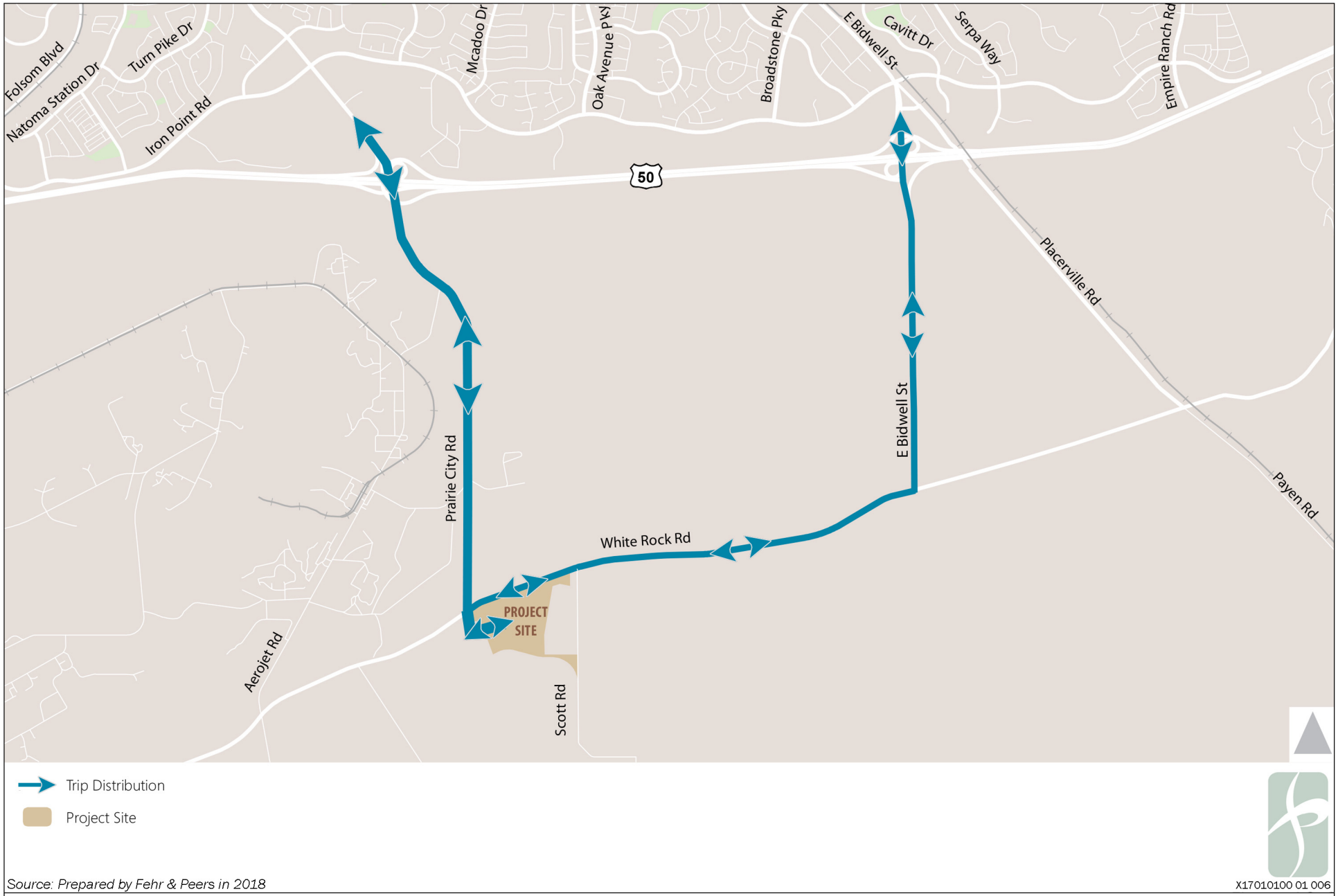
Project vehicle trip distribution was developed using the following assumptions:

- The distribution of existing and project trips reflects the spatial distribution of land uses (i.e. trips are proportionate to the density of land uses);
- All trips generated by the existing Leidesdorff Yard and the project exclusively use local roadways within the City of Folsom (i.e. no trips use freeway facilities); and
- The existing Leidesdorff Yard generates no peak hour trips south of US 50; and therefore, none of these trips pass through any of the study interactions. Solid waste vehicles do utilize roadways through the study area to travel to and from the Keifer landfill, but those trips usually do not occur during the peak hours of adjacent street traffic.

Exhibit 3.11-6 shows the distribution of inbound and outbound project trips under Existing Plus Project conditions. A separate distribution was developed for cumulative conditions to account for the cumulative roadway network and land uses (see "Cumulative Impacts" for discussion). In both distributions, and as documented above, project trips remain on local roadways within the City of Folsom during peak hours. This is reasonable to assume because a significant portion of project-generated trips consist of utility trips (e.g., garbage trucks, maintenance trucks, etc. that remain on local roadways and may operate on semi-fixed routes) that do not exhibit typical trip-making behavior, such as following the shortest path between an origin-destination pair.

THRESHOLDS OF SIGNIFICANCE

The significance criteria used to evaluate the project impacts to transportation and traffic under CEQA are based on Appendix G of the CEQA Guidelines, and thresholds of significance adopted by the City in applicable general plans and previous environmental documents. The following describes the significance criteria used to identify project-specific and cumulatively considerable impacts to the transportation and circulation system for the project.



Source: Prepared by Fehr & Peers in 2018

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Exhibit 3.11-6

Trip Distribution – Existing Plus Project Conditions

ASCENT ENVIRONMENTAL

Intersections

Policy 17.17 of the City of Folsom *General Plan* specifies that the City will strive to achieve a minimum LOS C throughout the City. This policy acknowledges that during build-out, temporary worsening of LOS may occur where roadway improvements are not adequately phased. Furthermore, Policy 7.4 of the *Folsom Plan Area Specific Plan* states that the Plan shall, "submit a general plan amendment to the City to modify General Plan Policy 17.17 regarding Traffic Level of Service 'C'." For the purposes of this analysis, an impact is considered significant if implementation of the project would result in any of the following:

- traffic generated by the project causes an intersection within the Folsom Plan Area that currently operates (or is projected to operate) at LOS D or better to degrade to LOS E or worse; or
- traffic generated by the project increases the average delay by five seconds or more at an intersection in Folsom Plan Area that currently operates (or is projected to operate) at an unacceptable LOS E or F.

The above interpretation of Policy 17.17 is consistent with the FPASP EIR and subsequent EIRs within the Folsom Plan Area.

Freeway Facilities

Impacts to the freeway system would be significant if:

- project traffic causes off-ramp traffic to queue back to beyond the freeway gore point (i.e. the divergence of the edge lines of the mainline and off-ramp) or worsens an existing/projected queuing problem on a freeway off-ramp; or
- project causes a facility of the US 50 freeway system (i.e., a ramp terminal intersection) that currently operates at LOS E or better to degrade to LOS F; or
- project adds traffic to the US 50 freeway system (i.e., a ramp terminal intersection) that is already operating at LOS F.

Transit

Impacts to the transit system would be significant if the project would:

- adversely affect public transit operations; or
- result in demands to transit facilities greater than available capacity; or
- fail to adequately provide access to transit.

Bicycle Facilities

Impacts to bicycle facilities are considered significant if the project would:

- adversely affect existing or planned bicycle facilities, or
- result in unsafe conditions for bicyclists; or
- fail to adequately provide for access by bicycle.

Pedestrian Circulation

Impacts to pedestrian circulation are considered significant if the project would:

- adversely affect existing or planned pedestrian facilities, or
- result in unsafe conditions for pedestrians; or
- fail to adequately provide for access by pedestrians.

Construction-Related Traffic Impacts

Construction-related traffic impacts would be significant if they would:

- degrade an intersection or roadway to an unacceptable level;
- cause substantial inconvenience to motorists because of prolonged road closures; or
- result in substantially increased potential for conflicts between vehicles, pedestrians, and bicyclists.

ISSUES NOT DISCUSSED FURTHER

All roadway improvements associated with future development of the SOIA/annexation area would be constructed in accordance with applicable City, County, and Caltrans design and safety standards. Thus, the project would not increase hazards because of a design feature or incompatible uses. This issue is not discussed further in this EIR.

Emergency access would be subject to review by the City of Folsom and responsible emergency service agencies; thus, ensuring any future development with the SOIA/annexation area would be designed to meet all City of Folsom emergency access and design standards. Therefore, adequate emergency access would be provided. This issue is not discussed further in this EIR.

The closest airport is Mather Airport, located approximately 7.5 miles southwest of the SOIA/annexation area. Thus, the project would not have impacts on air traffic, and would not result in incompatible uses in the study area. This issue is not discussed further in this EIR.

ENVIRONMENTAL IMPACTS

Potential impacts of the project on the transportation system are evaluated in this section based on the thresholds of significance and analysis results. Mitigation measures are recommended for any identified significant impacts.

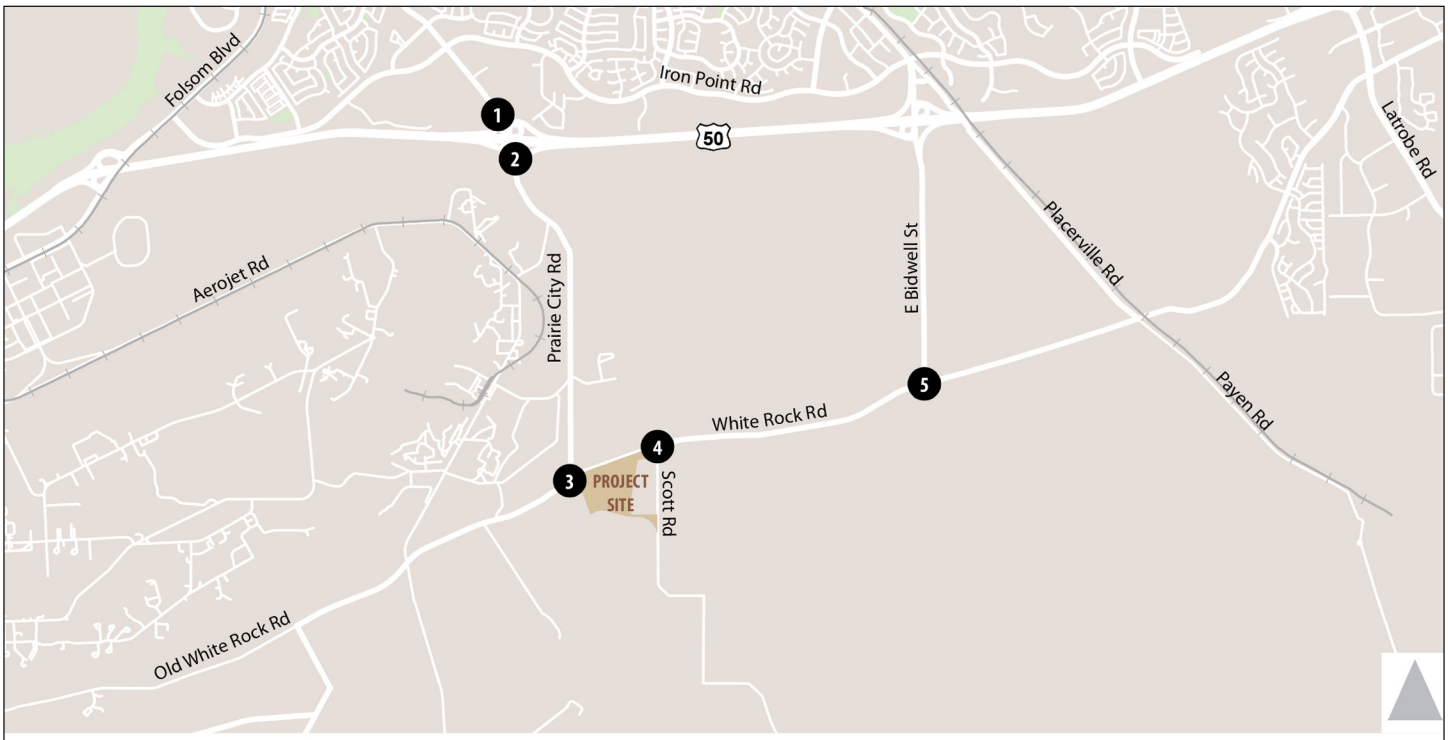
Impact 3.11-1: Impacts to intersection operations

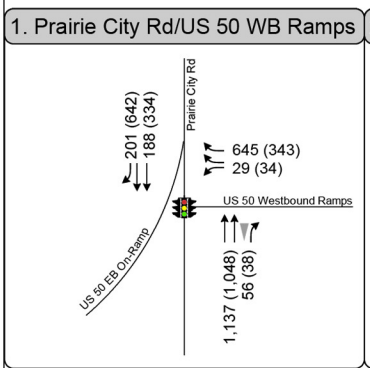
Implementation of the project would add an estimated 83 a.m. peak hour and 31 p.m. peak hour trips to the roadway network in the study area. Based on the traffic modeling and analysis, all study area intersections would operate at acceptable levels of service except for the Scott Road/White Rock Road intersection, which would worsen from LOS D to LOS E in the a.m. peak hour. Because the LOS would degrade from an acceptable level to an unacceptable level, this would be a **significant** impact.

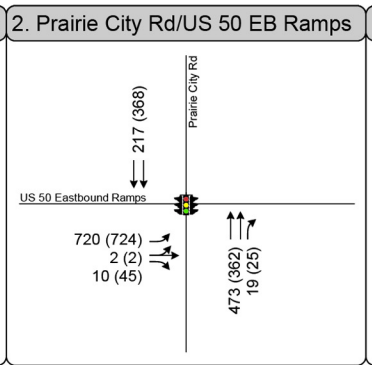
Existing Plus Project traffic volumes account for the addition of vehicle trips associated with the new employees to the existing volumes in accordance with the trip distribution previously presented. Exhibit 3.11-7 displays the resulting a.m. and p.m. peak hour intersection traffic volumes under Existing Plus Project conditions.

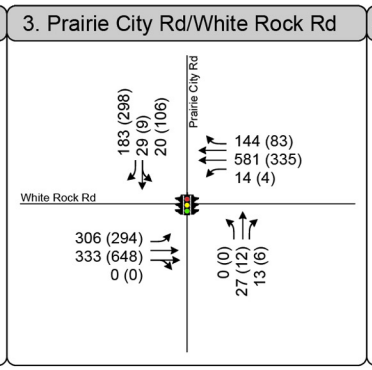
Table 3.11-5 shows the Existing Plus Project peak-hour intersection operations at the study intersections (refer to Appendix E for technical calculations).

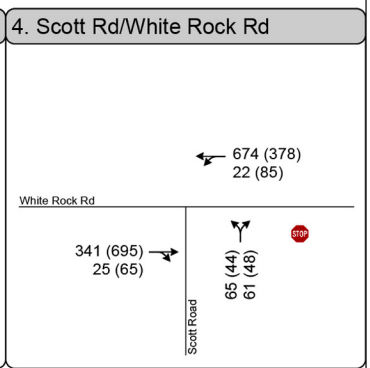
All signalized study intersections would continue to operate acceptably at LOS C or better. The East Bidwell Street/White Rock Road intersection would continue to operate unacceptably at LOS E during both peak hours, but the average intersection delay would not increase by five seconds or more and thus not constitute a significant impact. The side street approach at the Scott Road/White Rock Road intersection would worsen from LOS D to LOS E in the a.m. peak hour and would be a **significant** impact.

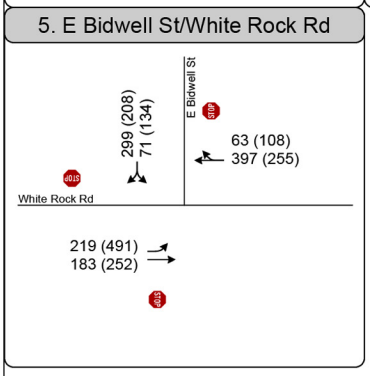


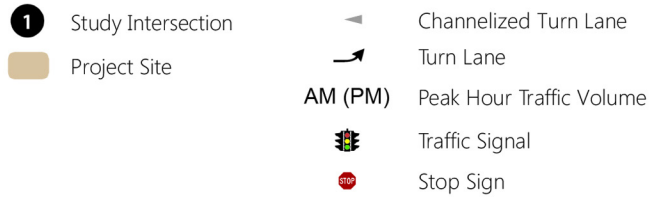












Source: Prepared by Fehr & Peers in 2018

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Exhibit 3.11-7 Peak Hour Traffic Volumes and Lane Configurations – Existing Plus Project

Table 3.11-5 Intersection Operations – Existing Plus Project Conditions

Intersection	Traffic Control	Peak Hour	Existing Conditions		Existing Plus Project Conditions	
			Delay[1]	LOS	Delay[1]	LOS
1. Prairie City Road / US 50 Westbound Ramps	Signal	AM PM	10 6	A A	10 6	B A
2. Prairie City Road / US 50 Eastbound Ramps	Signal	AM PM	8 7	A A	8 7	A A
3. Prairie City Road / White Rock Road	Signal	AM PM	11 10	B A	22 23	C C
4. Scott Road / White Rock Road	SSSC	AM PM	4 (33) **3 (36)**	A (D) **A (E)**	**4 (36)** **3 (37)**	**A (E)** **A (E)**
5. East Bidwell Street / White Rock Road	AWSC	AM PM	**36** **37**	**E** **E**	**39** **39**	**E** **E**

Notes: LOS = Level of Service. SSSC = Side-Street Stop-Controlled. AWSC = All Way Stop Controlled.

[1] For signalized and AWSC intersections, average intersection delay is reported in seconds per vehicle for all approaches. For SSSC intersections, the LOS and control delay for the worst movement is shown in parentheses next to the average intersection LOS and delay. Impacts to signalized and AWSC intersections are determined based on the overall LOS and average delay; impacts to SSSC intersections are determined based on the delay for the worst movement. Intersection LOS and delay is calculated based on the procedures and methodology contained in the Highway Capacity Manual 2010 (Transportation Research Board, 2010). All intersections were analyzed in Synchro.

Bold indicates unacceptable operations; **Bold and underlined** indicates a significant impact.

Source: data provided by Fehr & Peers in 2018

Mitigation Measure 3.11-1: Scott Road realignment or improvements to the Scott Road/White Rock Road intersection.

The removal of the Scott Road/White Rock Road intersection is planned as part of the construction of the Capital SouthEast Connector Project, and thus no mitigation is required with implementation of Access Scenario 2 and Access Scenario 3 as discussed in Section 2.6.3. Access Scenario 1 would be implemented should the project be constructed prior to the Capital SouthEast Connector and is the only access option that requires mitigation because it does not assume removal of the Scott Road/White Rock Road intersection. Since any near-term improvements constructed at the Scott Road/White Rock Road intersection would be removed with construction of the Capital SouthEast Connector Project, this EIR identifies two mitigation options. To satisfy Mitigation Measure 3.11-1, the City shall either:

- Option A: construct the realignment of Scott Road to connect to the Prairie City/White Rock Road intersection. All existing Scott Road traffic traveling through the Scott Road/White Rock Road intersection would instead use the Prairie City Road/White Rock Road intersection; or

- Option B: construct a westbound left turn pocket at the Scott Road/White Rock Road intersection.

Significance after Mitigation

With implementation of Option A, the existing Scott Road east of the project site (and thus the Scott Road/White Rock Road intersection) would no longer exist. As displayed in Table 3.11-6, routing project traffic and the existing Scott Road traffic through the Prairie City Road/White Rock Road intersection would result in LOS C operations during both peak hours at this location and would not generate additional impacts to study intersections.

With implementation of Option B, the significant impact at the Scott Road/White Rock Road intersection would be mitigated to less than significant, although the intersection would still operate unacceptably during the PM peak hour. Traffic volumes (and thus operations) at the Prairie City Road/White Rock Road intersection would not change from Existing Plus Project conditions.

Table 3.11-6 Intersection Operations – Existing Plus Project Conditions with Mitigation

Intersection	Traffic Control	Peak Hour	Existing Plus Project Conditions		Existing Plus Project with Mitigation 3.11-1a		Existing Plus Project with Mitigation 3.11-1b	
			Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS
3. Prairie City Road / White Rock Road	Signal	AM PM	22 23	C C	23 25	C C	22 23	C C
4. Scott Road / White Rock Road	SSSC	AM PM	**4 (36)** **3 (37)**	**A (E)** **A (E)**	- -	- -	4 (35) **3 (36)**	A (D) **A (E)**

Notes: LOS = Level of Service. SSSC = Side-Street Stop-Controlled.

[1] For signalized intersections, average intersection delay is reported in seconds per vehicle for all approaches. For SSSC intersections, the LOS and control delay for the worst movement is shown in parentheses next to the average intersection LOS and delay. Impacts to signalized intersections are determined based on the overall LOS and average delay; impacts to SSSC intersections are determined based on the delay for the worst movement. Intersection LOS and delay is calculated based on the procedures and methodology contained in the Highway Capacity Manual 2010 (Transportation Research Board, 2010). All intersections were analyzed in Synchro.

Bold indicates unacceptable operations; **Bold and underlined** indicates a significant impact.

Source: data provided by Fehr & Peers in 2018

With implementation of Mitigation Measure 3.11-1, this impact would be reduced to **less than significant**.

Impact 3.11-2: Impacts to freeway facilities

Implementation of the project would not add trips to US 50 and would not cause queuing at any freeway off-ramps to approach or extend beyond its storage capacity. Therefore, this impact would be **less than significant**.

Table 3.11-7 displays the Existing Plus Project off-ramp queuing results within the study area during the a.m. and p.m. peak hours. As shown, the project does not result in any change to off-ramp queue lengths. All study freeway off-ramp queues would continue to remain well within the available storage area with the addition of the project. This impact would be **less than significant**.

Table 3.11-7 Off-Ramp Queuing – Existing Plus Project Conditions

Location	Available Storage[1]	Peak Hour	Existing Conditions	Existing Plus Project
			Queue[2]	Queue[2]
US 50 Prairie City Road Westbound Off-Ramp	1,900 feet	AM PM	200 feet 75 feet	200 feet 75 feet
US 50 Prairie City Road Eastbound Off-Ramp	1,500 feet	AM PM	175 feet 175 feet	175 feet 175 feet

Notes:

[1] The available storage length for off-ramp queuing is measured from the noted off-ramp terminal intersection to the freeway off-ramp gore point.

[2] Maximum queue length is based upon output from Synchro software. All queues are rounded up to the nearest 25 feet.

Source: data provided by Fehr & Peers in 2018

Mitigation Measures

No mitigation is required.

Impact 3.11-3: Impacts to Transit

Implementation of the project would not generate new demand for transit trips during either peak hour and would not adversely affect existing transit routes. Furthermore, the project would expand transit storage facilities and office space for administrative employees, which helps the City of Folsom Transit Division to better meet demand. Therefore, this impact would be **less than significant**.

Implementation of the project would not generate new demand for transit trips during either peak hour, and thus would not result in demands to transit facilities greater than available capacity. Although no transit options exist within the study area, the project would expand transit storage facilities and office space for administrative employees, which helps support the expansion of transit service within the City. The project would not significantly affect operations of existing transit lines, nor would it degrade access to transit. Therefore, this impact would be **less than significant**.

Mitigation Measures

No mitigation is required.

Impact 3.11-4: Impacts to bicycle or pedestrian facilities

The project would not adversely affect existing or planned bicycle facilities, result in unsafe conditions for bicyclists, or fail to adequately provide for access by bicycle. Therefore, this would impact would be **less than significant**.

The project would construct curb, gutter, and sidewalk along its frontage, with the exception of White Rock Road, which would be improved with construction of Capital SouthEast Connector Project. The design of the curb, gutter, and sidewalk would reflect City standards. The project would not disrupt existing or planned bicycle/pedestrian facilities, nor would it create inconsistencies with any adopted plans, guidelines, policies or standards related to bicycle or pedestrian systems. Therefore, this impact would be **less than significant**.

Mitigation Measures

No mitigation is required.

Impact 3.11-5: Construction-related impacts

Project construction may require restricting or redirecting pedestrian, bicycle, and vehicular movements at locations around the site to accommodate construction, staging, and modifications to existing infrastructure. Such restrictions could include lane closures, lane narrowing, and detours. For these reasons, construction traffic impacts would be **potentially significant**.

Construction may include disruptions to the transportation network near the site, including the possibility of temporary lane closures, street closures, sidewalk closures, and bikeway closures; however, access to all nearby parcels will be maintained. Heavy vehicles will access the site and may need to be staged for construction. Construction traffic impacts would be localized and temporary; ample staging area would be available to the construction contractor on the project site, reducing the need for use of streets and other active areas; and the City of Folsom or its contractor would prepare and implement a Construction Traffic Management Plan to reduce the temporary impacts to the degree feasible. These activities could result in degraded roadway operating conditions. Therefore, the impacts are considered **potentially significant**. The duration of construction, number of trucks, truck routing, number of employees, employee parking, truck idling, lane closures, and a variety of other construction-related activities are unknown at this time. Therefore, it would be speculative to conduct any type of quantitative analysis.

Mitigation Measure 3.11-5: Preparation and implementation of a construction traffic and parking management plan.

Prior to the beginning of construction or issuance of building permits, the City will prepare a construction traffic and parking management plan to the satisfaction of the City Traffic Engineer and subject to review by affected agencies. The plan will ensure that acceptable operating conditions on local roadways and freeway facilities are maintained. At a minimum, the plan shall include:

- description of trucks including: number and size of trucks per day, expected arrival/departure times, truck circulation patterns;
- description of staging area including: location, maximum number of trucks simultaneously permitted in staging area, use of traffic control personnel, specific signage;
- description of street closures and/or bicycle and pedestrian facility closures including: duration, advance warning and posted signage, safe and efficient access routes for existing businesses and emergency vehicles, and use of manual traffic control; and
- description of driveway access plan including: provisions for safe vehicular, pedestrian, and bicycle travel, minimum distance from any open trench, special signage, and private vehicle accesses.

Significance after Mitigation

Construction traffic impacts would be localized and temporary. The City or its contractor would prepare and implement a construction traffic management plan that meets with the approval of the City Traffic Engineer, in accordance with City Code, which would reduce the temporary impact to the degree feasible. For these reasons, construction traffic impacts of the project would be **less than significant**.