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## 3.9 - Traffic and Transportation

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### 3.9.1 - Summary

This section describes the existing traffic and transportation conditions and potential effects from Project implementation on the proposed incorporation area.

### 3.9.2 - Environmental Setting

#### Introduction

The proposed incorporation area's roadway network includes state highways, federal interstates, and County and City streets (arterial, collector, and local streets). The roadway system within the incorporation area is shown in Exhibit 3.9-1.

The dominant mode of travel within the proposed incorporation area is the automobile. The 2006 American Community Survey (U.S. Census 2007) includes data on the modes people in the Arden Arcade geographic area use to travel to work. Approximately 85 percent of all Arden Arcade residents traveled from home to work by car, truck, or van in 2006, of which 10 percent traveled in a carpool of two or more persons. Public transit served approximately three percent of residents commuting to work. Bicycle and pedestrian travel accounted for approximately five percent of work trips. Approximately five percent of residents work from home and less than two percent use a different form of transportation than those specified above.

Commuting to work is one of many reasons persons travel. The data from Sacramento Area Council of Governments 2000 Household Travel Survey (SACOG 2001) shows the range of travel purposes for residents in the Sacramento region, including all of Sacramento, Yolo, Yuba, and Sutter counties, and the western portions of Placer and El Dorado counties:

- 28 percent for work
- 12 percent for education
- 20 percent for personal business/other
- 5 percent for visiting/recreational
- 7 percent for meals
- 7 percent to serve passenger
- 9 percent for work-/school-based

Many of the above purposes occur in the late afternoon or early evening, which is why the period of 4:00 to 6:00 p.m. tends to be the most congested. However, localized hot spots can occur at other times of day due to schools, special events, recreational facilities, etc.

#### Existing Transportation System

##### Roadways

The roadway network within the proposed incorporation boundary consists of thoroughfare, arterial, collector, local and limited access roadways (Exhibit 3.9-1). The incorporation boundary is adjacent

to one freeway (Business-80). The most common type of major roadway within the proposed incorporation area is a four-lane arterial. The County's Final Draft Circulation Element (Sacramento County 2007) provides the following functional classification of roadways present in the incorporation area.

#### *Freeways*

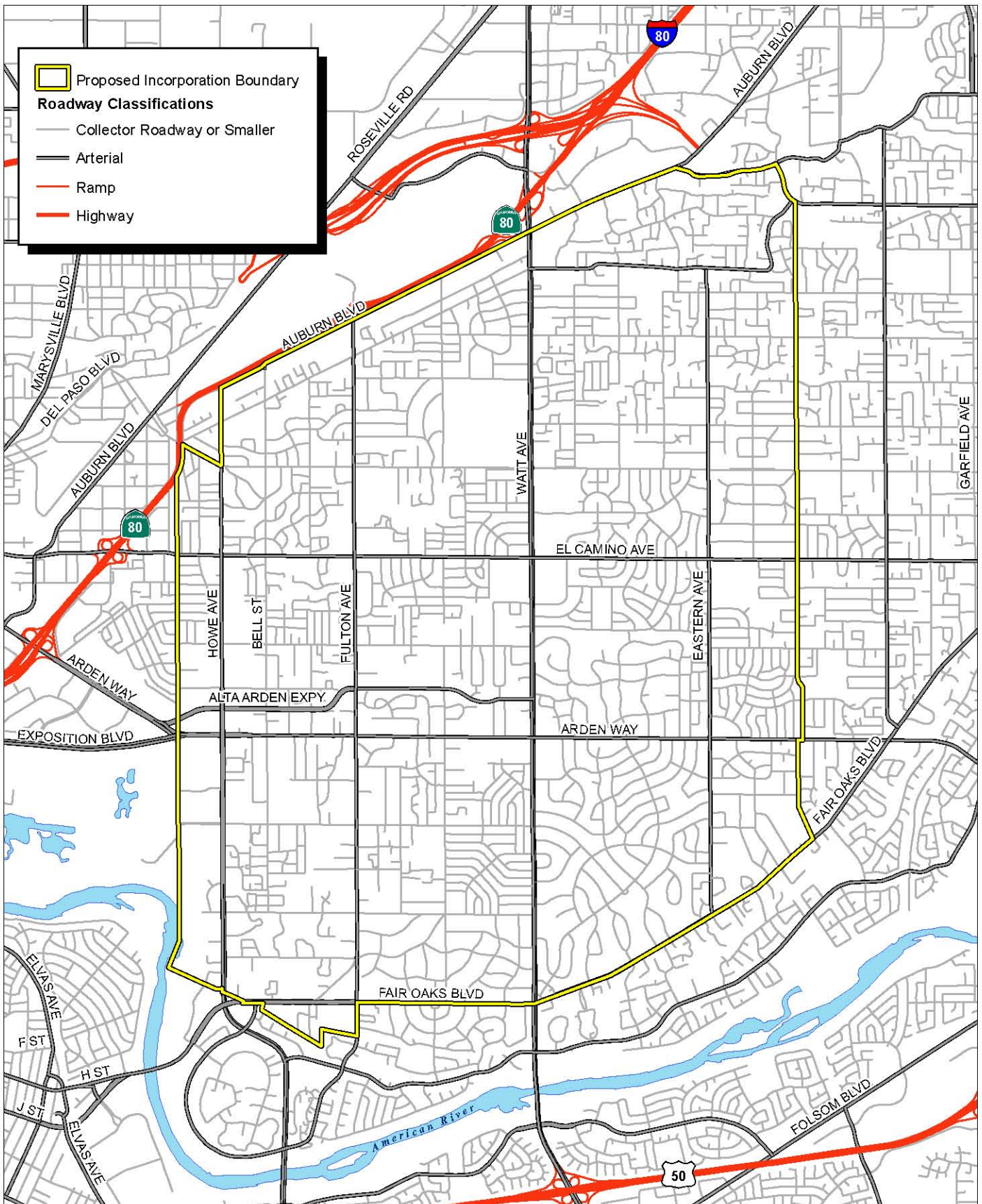
Freeways provide for high-speed through-traffic movement on continuous routes with full access control. Freeways connect points within the County and link the County to other parts of the state. Business-80 is the only freeway near the proposed incorporation area. Business-80 abuts the northwest border of the proposed incorporation area. Business-80 is officially named State Route 51 pursuant to Streets and Highways Codes (SHC) Section 351. However, SHC Section 351.1 indicates that it is signed as Interstate Business Loop 80. In 1996, the Sacramento Area Council of Governments (SACOG) decided to name the entire Business-80 freeway as the Capital City Freeway. In 2006, Caltrans traffic count (Caltrans 2007) indicated that the average annual daily traffic (AADT) of northbound traffic on Interstate Business-80 at Fulton Avenue was 141,000 and southbound AADT was 131,000. Caltrans' 2005 truck counts (Caltrans 2006) show that truck traffic represents only 5.7 percent of the total traffic on this stretch of Business-80.

#### *Thoroughfares*

Thoroughfares provide for mobility within the County and the proposed incorporation area, carrying through traffic on continuous routes, and providing transportation links between major residential, employment, commercial, and retail areas. Access to abutting private property and intersecting local streets is generally restricted. Thoroughfares generally have the following functional characteristics:

- Thoroughfares are typically developed as six-lane roadways with a raised center median.
- Bikeways along designated thoroughfares may be Class I, Class II, or Class III facilities.
- Access to a thoroughfare occurs at intersections with other thoroughfares, arterials, and collectors. Access to and from local streets and private properties may be restricted to right turn movements only, using islands and turn lanes.
- Direct access points are located at sufficient intervals from each other and from public roads to maintain the safety and the traffic carrying capacity of the roadway.

Within the Arden Arcade incorporation area, several roadways are designated as thoroughfares. Watt Avenue is a thoroughfare throughout the entire proposed incorporation area. Other designated thoroughfares are Fair Oaks Boulevard between the project's western boundary and Eastern Avenue; Howe Avenue from the project's southern boundary to Arden Way; Arden Way from the project's western boundary to just east of Howe Avenue; and Auburn Boulevard from Watt Avenue to the project's northern boundary.

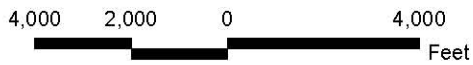


Source: Sacramento County GIS (2009), SACOG (2009), MBA (2009).



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## Exhibit 3.9-1 Existing Roadways and Circulation

Traffic counts were obtained from the Sacramento County Department of Transportation's Traffic Counts website (SacDOT 2007) and are presented in Table 3.9-1

**Table 3.9-1: 2006 Roadway Traffic Counts**

Street	Segment	Classification	Total Daily Volume
Alta Arden Expressway	East of Howe	Limited Access Roadway	17,607
Arden Way	East of Eastern	Thoroughfare	17,929
Arden Way	East of Morse	Thoroughfare	31,008
Auburn Boulevard	East of Watt	Thoroughfare	26,448
Bell Street	North of Northrop	Collector	8,568
Cottage Way	West of Watt	Collector	8,782
Eastern Avenue	North of Fair Oaks	Arterial	16,290
Eastern Avenue	North of Marconi	Arterial	16,712
Edison Avenue	West of Fulton	Arterial	7,498
Edison Avenue	West of Watt	Arterial	3,533
El Camino Avenue	East of Eastern	Arterial	20,617
El Camino Avenue	East of Fulton	Arterial	24,496
El Camino Avenue	East of Watt	Arterial	21,478
Ethan Way	South of El Camino	Arterial	9,714
Fair Oaks Boulevard	East of Eastern	Arterial	30,253
Fair Oaks Boulevard	West of Eastern	Thoroughfare	37,957
Fair Oaks Boulevard	East of Watt	Thoroughfare	38,316
Fulton Avenue	North of Arden	Arterial	30,266
Fulton Avenue	South of El Camino	Arterial	31,805
Fulton Avenue	South of Marconi	Arterial	33,209
Fulton Avenue	South of Northrop	Arterial	29,442
Howe Avenue	North of Alta Arden	Arterial	28,956
Howe Avenue	North of Arden	Arterial	30,390
Howe Avenue	North of El Camino	Arterial	18,819
Howe Avenue	North of Fair Oaks	Thoroughfare	53,463
Hurley Way	East of Bell	Collector	13,866
Hurley Way	East of Howe	Collector	14,919
Hurley Way	West of Watt	Collector	7,497
Marconi Avenue	East of Eastern	Arterial	24,812

Table 3.9-1 (cont.): 2006 Roadway Traffic Counts

Street	Segment	Classification	Total Daily Volume
Marconi Avenue	East of Fulton	Arterial	29,015
Marconi Avenue	East of Howe	Arterial	22,336
Mission Avenue	North of Fair Oaks	Collector	2,338
Morse Avenue	South of Alta Arden	Collector	8,426
Morse Avenue	South of Cottage Way	Collector	10,160
Morse Avenue	North of Fair Oaks	Collector	4,548
Morse Avenue	North of El Camino	Collector	2,767
Northrop Avenue	East of Howe	Collector	10,241
Watt Avenue	North of El Camino	Thoroughfare	51,968
Watt Avenue	North of American River Bridge	Thoroughfare	91,373
Watt Avenue	South of Arden	Thoroughfare	57,416
Watt Avenue	South of Auburn	Thoroughfare	59,065
Watt Avenue	North of Cottage Way	Thoroughfare	57,450
Watt Avenue	North of El Camino	Thoroughfare	53,841
Watt Avenue	North of Fair Oaks	Thoroughfare	55,070
Watt Avenue	North of Marconi	Thoroughfare	54,689
Whitney Avenue	West of Eastern	Thoroughfare	9,011
Notes: Annual counts occurring in 2006 Source: SacDOT 2007			

### Arterials

Arterials generally have four lanes and limited access. They provide a link between thoroughfares and collectors. Arterials can also provide for mobility and direct access within commercial and retail corridors through two-way left-turn lanes. Arterials have the following functional characteristics:

- Arterials are typically developed as four-lane roadways with either a center two-way left-turn lane or a raised center median.
- Bikeways along designated arterials may be Class I, Class II, or Class III facilities.
- Based on the function of a particular arterial, access may be provided to adjacent properties through a two-way left-turn lane or more restricted through a raised center median.

Within the proposed incorporation area, several roadways have been designated as arterials, including Arden Way east of Howe Avenue, Fair Oaks Boulevard east of Eastern Avenue, Howe Avenue north

of Arden Way, Auburn Boulevard south of Watt Avenue, Fulton Avenue, Marconi Avenue, El Camino Avenue, Whitney Avenue, Edison Avenue, Ethan Way, and Eastern Avenue. Traffic counts for 2006 are presented above in Table 3.9-1.

#### *Collectors*

Collectors provide for internal mobility within communities, and connect local roads to thoroughfares and arterials. Direct access to abutting private property is generally be permitted. Collectors have the following functional characteristics:

- Collectors are typically developed as two-lane roadways.
- Bikeways along designated arterials may be Class I, Class II, or Class III facilities.
- Direct access to abutting private property shall generally be permitted.

Collectors within the Arden Arcade incorporation area include Bell Street, Cottage Way, Hurley Way, Mission Avenue, and Morse Avenue.

#### *Local Roadways*

Local streets provide direct access to abutting property and connect with other local roads and collectors. Local streets are typically developed as two-lane undivided roadways. Access to abutting private property and intersecting streets is permitted.

#### *Limited Access Roadways*

Limited access roadways are intended to have limited access regardless of their lane capacity. Access limitations improve safety and promote traffic flow, increasing the capacity of the roadway without adding lanes. There are two types of limited access roadways in the County; 1) locally declared freeways as provided in the Streets and Highway Code, and 2) expressways as created under County Code. Business-80 is an example of a Streets and Highway Code freeway and Alta Arden Expressway from Ethan Way to Watt Avenue is a County declared freeway within the proposed incorporation area. Traffic count for the Alta Arden Expressway for 2006 is presented above in Table 3.9-1.

#### **Roadway Capacity and Level of Service**

Level of Service (LOS) is a general measure of traffic operating conditions whereby a letter grade, from A (the best) to F (the worst), is assigned. These grades are based on estimates of roadway capacity according to the roadway's functional classification and number of lanes. These grades represent the perspective of drivers and are an indication of the comfort and convenience associated with driving. The LOS grades are generally defined as:

- **LOS A** represents free-flow travel with an excellent level of comfort and convenience and the freedom to maneuver.

- **LOS B** has stable operating conditions, but the presence of other road users causes a noticeable, though slight, reduction in comfort, convenience, and maneuvering freedom.
- **LOS C** has stable operating conditions, but the operation of individual users is substantially affected by the interaction with others in the traffic stream.
- **LOS D** represents high-density, but stable flow. Users experience severe restriction in speed and freedom to maneuver, with poor levels of comfort and convenience.
- **LOS E** represents operating conditions at or near capacity. Speeds are reduced to a low but relatively uniform value. Freedom to maneuver is difficult with users experiencing frustration and poor comfort and convenience. Unstable operation is frequent, and minor disturbances in traffic flow can cause breakdown conditions.
- **LOS F** is used to define forced or breakdown conditions. This condition exists wherever the volume of traffic exceeds the capacity of the roadway. Long queues can form behind these bottleneck points with queued traffic traveling in a stop-and-go fashion.

In 2007, the County of Sacramento conducted a study for the purpose of a Development Fee Program (Sacramento County 2007b). The Development Fee Program helps fund improvements to the County’s major roadway, transit, bicycle and pedestrian facilities that are needed to accommodate travel demand generated by new land development in the unincorporated portion of Sacramento County over the next 25 years. The County projected that housing units in unincorporated Sacramento County are expected to grow by 55 percent and employment is expected to grow by 43 percent. The study analyzed road segments and intersections in the unincorporated Sacramento County and calculated Levels of Service (LOS) for 2005 conditions and conditions in the year 2035.

*Segment Analysis*

Table 3.9-2 shows the roadway segments in the proposed incorporation area. It shows the following six roadway segments with an LOS of F in 2005:

- Arden Way from Howe Avenue to Fulton Avenue;
- Fair Oaks Boulevard from Watt Avenue to Eastern Avenue;
- Fulton Avenue from El Camino Avenue to Arden Way;
- Howe Avenue from Marconi Avenue to El Camino Avenue;
- Howe Avenue from Hurley Way to Fair Oaks Boulevard; and
- Watt Avenue throughout the incorporation area.

However, the study shows that an additional four roadway segments (listed below) will reach an LOS F and one segment (Howe Avenue from Marconi Avenue to El Camino Avenue) will lose its congestion and be reduced to an LOS of C by 2032.

- Arden Way from Fulton Avenue to Watt Avenue;
- Fair Oaks Boulevard from Fulton Avenue to Watt Avenue;

- Fair Oaks Boulevard from Eastern Avenue to Arden Way; and
- Fulton Avenue from Arden Way to Fair Oaks Boulevard.

#### *Intersection Analysis*

Table 3.9-3 depicts the calculated LOS of intersections within the proposed incorporation area. It shows that in 2005, only the intersection of Watt Avenue and Fair Oaks Boulevard demonstrates an LOS of F. However, by the year 2032, even with the improvements projected by the Development Fee Program, an additional four intersections (listed below) will reach the congestion level of an LOS F. The Development Fee Program Document (Sacramento County 2007b) suggests additional intersections improvements of two left-turn lanes in all directions for Eastern Avenue at El Camino Avenue and two northbound left turn lanes for Watt Avenue at Alta Arden Expressway would sufficiently reduce congestion on these two intersections to less than an LOS F.

- Howe Avenue and Fair Oaks Boulevard;
- Howe Avenue and Alta Arden Expressway;
- Eastern Avenue at El Camino Avenue; and
- Watt Avenue at Alta Arden Expressway.

#### **2035 Metropolitan Transportation Plan**

The 2035 Metropolitan Transportation Plan (MTP) (SACOG 2008) provides summary information regarding various capital improvement funding programs, as well as project summary information for projects selected for implementation during the 28-year plan period.

Projects included the 2035 MTP fall into several categories including bicycle and pedestrian ways; public-transit routes, including bus, light rail, heavy rail passenger lines, and associated facilities such as stations or terminals and their grounds;; and transportation management facilities and services, including demand-, system-, and operations-management. MTP projects in the Project area include the following:

- **Arden Way.** Intelligent Transportation Systems (ITS) improvements from Watt Avenue to Fair Oaks Boulevard.
- **Auburn Boulevard.** Enhancements from Howe Avenue to Watt Avenue. This project will initiate a study to develop a special planning area ordinance and streetscape master plan for the Auburn Boulevard Corridor.
- **Howe Avenue Corridor Mobility Strategies.** May include roadway widening from Arden Way to Auburn Boulevard, transit enhancements, and other improvements.
- **Hurley Way.** Revitalization from Watt Avenue to American River Parkway: perform planning for reconfiguration of the street, including analysis, design and planning of sidewalk infrastructure, pedestrian crosswalks, transit facilities, intersection improvements.



- **Fulton Avenue.** Enhancements from Arden Way to Auburn Boulevard. Construct landscaped medians, streetscaping, sidewalks, bikeways, lighting, transit shelters, and landscaped medians (Phase II).
- **Bike/Pedestrian Improvements.** 2010 Bikeway Master Plan implementation in various locations.
- **Bus Stop Accessibility Improvements.** Bus Stop Accessibility Improvements in Sacramento County at various locations.
- **Commercial Corridor Enhancements.** Streetscaping in various locations in Sacramento: provide streetscaping, lighting, and other safety enhancements to enhance bicycle and pedestrian use.
- **Bus Stop Accessibility Improvements.** Bus Stop Accessibility Improvements in Sacramento County at various locations.
- **Corridor Mobility Strategies.** Implement identified investments that may include improved intersections, technology deployment, and multimodal complete streets at various locations.
- **Bus Stop Accessibility Improvements.** Bus Stop Accessibility Improvements in Sacramento County at various locations.
- **Intersection Improvements.** At various locations, provide turning movements, improve intersections, and install traffic signals.
- **LED Signal Heads.** Install LED signal heads at various locations in Sacramento County.
- **Left-Turn Lanes.** Various locations: installation of left-turn lanes in accordance with the County DOT's Project Priority List.
- **Pavement Reconstruction and Resurfacing.** Pavement reconstruction/resurfacing program throughout Sacramento County at various locations.
- **Pedestrian Master Plan Implementation.** Construct pedestrian facilities and improvements on El Camino Avenue, from Ethan way to Mission Avenue and Marconi Avenue from Fair Oaks to Walnut Avenue, in accordance with the adopted Sacramento County Pedestrian Master Plan.
- **Pedestrian Master Plan Implementation.** New sidewalks and walkways, pedestrian signals, crossings, and intersection improvements in Sacramento County at various locations. In compliance with the County's Master Plan.
- **Bus Stop Accessibility Improvements.** Bus Stop Accessibility Improvements in Sacramento County at various locations.

**Table 3.9-2: Summary of Roadway Segment Level of Service Analysis**

Roadway	Segment		Lanes			Daily Volume		LOS	
	From	To	2005	2032	GP	2005	2032	2005	2032
Alta Arden Express Way	Howe Avenue	Fulton Avenue	4	4	6	16,900	18,000	A	A
Alta Arden Express Way	Fulton Avenue	Watt Avenue	4	4	6	16,100	18,800	A	A
Arden Way	Howe Avenue	Fulton Avenue	4	4	4	40,400	42,300	<b>F</b>	<b>F</b>
Arden Way	Fulton Avenue	Watt Avenue	4	4	4	35,000	36,000	E	<b>F</b>
Arden Way	Watt Avenue	Eastern Avenue	4	4	4	24,500	23,100	B	B
Arden Way	Eastern Avenue	Fair Oaks Boulevard	4	4	4	20,300	20,300	A	A
Auburn Boulevard	Watt Avenue	Winding Way	4	4	4	25,400	24,800	C	B
Eastern Avenue	Fair Oaks Boulevard	Arden Way	4	4	4	18,700	22,400	A	B
Eastern Avenue	Arden Way	El Camino	4	4	4	26,100	28,300	C	C
Eastern Avenue	El Camino	Marconi Avenue	4	4	4	24,100	25,600	B	C
Eastern Avenue	Marconi Avenue	Whitney Avenue	4	4	4	17,100	19,400	A	A
Eastern Avenue	Whitney Avenue	Edison Avenue	2	2	2	9,600	11,900	A	B
El Camino	Howe Avenue	Fulton Avenue	5	5	5	29,000	27,900	B	B
El Camino	Fulton Avenue	Morse Avenue	4	4	4	27,500	27,600	C	C
El Camino	Morse Avenue	Watt Avenue	4	4	4	25,300	26,600	C	C
El Camino	Watt Avenue	Walnut Avenue	4	4	4	23,900	24,600	B	B
Fair Oaks Boulevard	Howe Avenue	Fulton Avenue	6	6	6	35,200	34,100	B	B
Fair Oaks Boulevard	Fulton Avenue	Watt Avenue	4	4	4	32,900	37,800	E	<b>F</b>
Fair Oaks Boulevard	Watt Avenue	Eastern Avenue	4	4	4	40,800	47,900	<b>F</b>	<b>F</b>
Fair Oaks Boulevard	Eastern Avenue	Arden Way	4	4	4	35,200	37,500	E	<b>F</b>
Fulton Avenue	Edison Avenue	Marconi Avenue	4	4	4	26,400	28,000	C	C

**Table 3.9-2 (cont.): Summary of Roadway Segment Level of Service Analysis**

Roadway	Segment		Lanes			Daily Volume		LOS	
	From	To	2005	2032	GP	2005	2032	2005	2032
Fulton Avenue	Marconi Avenue	El Camino	4	4	4	30,500	32,000	D	D
Fulton Avenue	El Camino	Alta Arden Expressway	4	4	4	38,100	40,200	F	F
Fulton Avenue	Alta Arden Expressway	Arden Way	4	4	4	39,500	41,800	F	F
Fulton Avenue	Arden Way	Fair Oaks Boulevard	4	4	4	33,800	39,800	E	F
Howe Avenue	Auburn Boulevard	Marconi Avenue	4	4	4	5,200	9,000	A	A
Howe Avenue	Marconi Avenue	El Camino	2	4	4	18,800	27,100	F	C
Howe Avenue	El Camino	Alta Arden Expressway	4	4	4	29,900	33,900	D	E
Howe Avenue	Alta Arden Expressway	Arden Way	6	6	6	31,500	36,900	A	B
Howe Avenue	Arden Way	Hurley Way	6	6	6	41,700	49,800	C	E
Howe Avenue	Hurley Way	Fair Oaks Boulevard	6	6	6	54,600	64,400	F	F
Watt Avenue	Auburn Avenue	Edison Avenue	6	6	6	65,500	73,400	F	F
Watt Avenue	Edison Avenue	Marconi Avenue	6	6	6	58,200	64,900	F	F
Watt Avenue	Marconi Avenue	El Camino	6	6	6	58,600	63,700	F	F
Watt Avenue	El Camino	Arden Way	6	6	6	62,200	68,600	F	F
Watt Avenue	Arden Way	Fair Oaks Boulevard	4	4	4	58,400	66,700	F	F
Winding Way	Auburn Boulevard	College Oak Drive	2	2	2	19,400	22,000	F	F

Source: Sacramento County 2007b.

Table 3.9-3: Summary of Intersection Level of Service Analysis

North-South Street Name	East-West Street Name	2005			2032		
		LOS	Vol/Cap <sup>1</sup>	Delay <sup>2</sup>	LOS	Vol/Cap <sup>1</sup>	Delay <sup>2</sup>
Howe Avenue	Fair Oaks Boulevard	E	0.95		<b>F</b>	<b>1.04</b>	
Howe Avenue	Arden Way	C	0.77		C	0.77	
Howe Avenue	Alta Arden Parkway	E	0.94		<b>F</b>	<b>1.16</b>	
Howe Avenue	El Camino	D	0.84		D	0.87	
Howe Avenue	Marconi Avenue	D	0.80		D	0.85	
Howe Avenue	Edison Avenue	B		12.0	B		10.6
Fulton Avenue	Fair Oaks Boulevard	A		1.0	A		2.1
Fulton Avenue	Arden Way	E	0.91		D	0.84	
Fulton Avenue	Alta Arden Expressway	C	0.73		E	0.91	
Fulton Avenue	El Camino	E	0.91		E	0.90	
Fulton Avenue	Marconi Avenue	D	0.82		C	0.78	
Fulton Avenue	Edison Avenue	B	0.61		B	0.65	
Eastern Avenue	Fair Oaks Boulevard	C	0.77		D	0.82	
Eastern Avenue	Arden Way	B	0.68		B	0.68	
Eastern Avenue	El Camino	E	0.93		<b>F</b>	<b>1.02</b>	
Eastern Avenue	Marconi Avenue	D	0.90		E	0.94	
Eastern Avenue	Whitney Avenue	A	0.46		A	0.53	
Auburn Boulevard	Winding Way	B	0.69		C	0.77	
Watt Avenue	Fair Oaks Boulevard	<b>F</b>	<b>1.01</b>		<b>F</b>	<b>1.48</b>	
Watt Avenue	Arden Way	D	0.84		D	0.84	
Watt Avenue	Alta Arden Expressway	C	0.75		<b>F</b>	<b>1.13</b>	

**Table 3.9-3 (cont.): Summary of Intersection Level of Service Analysis**

North-South Street Name	East-West Street Name	2005			2032		
		LOS	Vol/Cap <sup>1</sup>	Delay <sup>2</sup>	LOS	Vol/Cap <sup>1</sup>	Delay <sup>2</sup>
Watt Avenue	El Camino Avenue	D	0.86		D	0.84	
Watt Avenue	Marconi Avenue	E	0.92		D	0.90	
Watt Avenue	Whitney Avenue	D	0.82		D	0.86	
Watt Avenue	Edison Avenue	E	0.92		E	0.92	
Watt Avenue	Auburn Boulevard	D	0.88		E	0.94	
Notes: <sup>1</sup> Volume to capacity ratio (for signalized intersections) <sup>2</sup> Delay in seconds (for stop signs) Source: Sacramento County 2007b.							

- **Watt Avenue Enhancements Phase 2.** Watt Avenue from Capital City Freeway (SR-51) to Jackson Hwy. (SR-16): construct curb, gutter, sidewalks, bikeways, lighting, transit shelters, and landscaped medians.
- **Bikeway Master Plan Construction Phase 2.** Various locations throughout County: construct on-street bikeways, including shoulder widening to provide shoulders for the bike lanes.
- **Fulton Avenue Enhancements Phase 2.** Fulton Avenue from Arden Way to Auburn Boulevard: construct landscaped medians, streetscaping, sidewalks, bikeways, lighting, transit shelters, and landscaped medians.
- **Pedestrian Master Plan Implementation Project.** Construct pedestrian facilities and improvements in various locations throughout Sacramento County in accordance with the adopted Sacramento County Pedestrian Master Plan. The project includes improvements to existing corridors to enhance pedestrian safety and mobility, including sidewalk and walkway construction, pedestrian signal installation, improvements to existing signalized and non-signalized intersections and pedestrian crossings, and other improvements to benefit pedestrian access and safety.
- **Watt Avenue Bus Rapid Transit.** Develop a bus rapid transit corridor on Watt Avenue between Folsom Boulevard and McClellan Business Park.

### ***Transit System***

Sacramento Regional Transit provides transit service to the greater Sacramento area. Within the proposed incorporation area, Sacramento Regional Transit provides bus routes on many of the thoroughfare and arterial roadways (see Exhibit 3.9-2). Light rail does not serve the proposed incorporation area and no Transit Centers exist within the proposed incorporation area. The two nearest Transit Centers are at the Arden Fair shopping mall and California State University Sacramento campus, which are east and south of the Project area, respectively.

### ***Bicycle and Pedestrian System***

The 2010 City/County Bikeway Master Plan (Sacramento City/County 1993/1995) was developed to serve the recreational and transportation needs of the public. The goal of the 2010 City/County Bikeway Master Plan was to develop a comprehensive plan, which will meet the needs of all bicyclists.

On-road bicycle facilities are defined in the 2010 Plan as:

- **Class I Bikeways (Bike Paths)** are the most popular type of facility. This is substantiated by the Master Plan bicycle survey. Because the availability of uninterrupted right-of-ways are limited, this type of facility is difficult to locate and expensive to build. In addition, the position of bike paths may not serve large numbers of bicycle commuters. Prime locations for

bike paths are areas such as power line easements, utility easements, canal banks, river levees, drainage easement, abandoned railroad or highway right-of-ways, or regional community parks.

- **Class II Bikeways (Bike Lanes)** are for preferential use by bicycles and are established within the paved area of the roadway. Bike lanes are intended to promote an orderly flow of bicycle and vehicle traffic. This type of facility is established by using the appropriate striping, legends, and signs within a roadway right-of-way. Bike lanes are located on arterial and collector streets as designated in the Bikeway Master Plan.
- **Class III Bikeways (Bike Routes)** are facilities shared with motor vehicle traffic. Bike routes must be of benefit to the bicyclist and offer a higher degree of service than adjacent streets. They provide for specific bicycle demand and may be used to connect discontinuous segments of bike lane streets. In addition, bike routes are located on residential streets, and rural roads. If the pavement width is sufficient and traffic volume/speeds warrant, an edge line may be painted to further delineate the bike route. Bike routes are signed with the G-93 Bike Route marker, but no striping or legends are required.

The 2010 Plan contains bikeway segments of each street listed by community, a summary of the total program, and a summary of the five-year and ten-year programs. Table 3.9-4 shows route location, mileage, and class of bicycle routes in the proposed incorporation area.

**Table 3.9-4: Bikeway Inventory for Arden Arcade Area**

Street	Location	Mileage	5 yrs	10 yrs
Alta Arden Expressway	Ethan Way to Watt Avenue	2.04	II	
Arden Way	Morse Avenue to McClaren Drive	3.14	II	
Auburn Boulevard	Howe Avenue to Watt Avenue	1.94	III	II
Bell Street	Northrop Avenue to Auburn Avenue	3.06	II	
Eastern Avenue	F.O.B. to Edison Avenue	3.58	II	
Edison Way	Howe Avenue to Cypress Avenue	3.73	II	
El Camino Avenue	Ethan Way to Walnut Avenue	3.99	II	
Ethan Way	Hurley Way to El Camino Avenue	1.02	III	II
Howe Avenue	Hurley Way to Business 80	2.45	II	
Hurley Way	Ethan Way to Watt Avenue	1.97		II
Marconi Avenue	I-80 to Walnut Avenue	3.94	II	
Maryal Avenue	Watt Avenue to El Camino Avenue	1.06		II
Morse Avenue	F.O.B. to Auburn Boulevard	4.03	II	
Northrop Avenue	Howe Avenue to Watt Avenue	1.24	II	

**Table 3.9-4 (cont.): Bikeway Inventory for Arden Arcade Area**

Street	Location	Mileage	5 yrs	10 yrs
Watt Avenue	Middle of American River to Auburn Boulevard	4.82	III	
Whitney Avenue	Morse Avenue to Walnut Avenue	2.46		II
Source: Sacramento City/County 1993/1995				

In preparing the Sacramento County Pedestrian Master Plan (SacDOT 2007b), the County of Sacramento Department of Transportation (SacDOT) conducted a five-month survey of pedestrian facilities to document existing conditions within the public rights-of-way. The inventory focused on heavily used roadways and intersections and on those roadways and intersections serving governmental, public service and commercial uses. Highlights of the findings include:

- For roadways surveyed, approximately 75 percent of County roadways have sidewalks on one or both sides and 25 percent do not have sidewalks on either side of the street.
- Approximately 66 percent of all corners surveyed have rolled curbs, approximately 16 percent have vertical curbs, and 18 percent do not have curbs.
- Approximately 41 percent of all developed corners have curb ramps. Of these, approximately 57 percent were older perpendicular curb ramps with flared sides and approximately 40 percent were newer parallel pan-type curb ramps.

The Pedestrian Master Plan also contains an implementation plan section that identifies projects that improve pedestrian safety and access. This section lists the highest-ranking projects and programs included in the Pedestrian Capital Improvement Program (CIP). The Arden Arcade area has almost \$8 million set aside for CIP projects.

### 3.9.3 - Regulatory Framework

#### Federal

There are thousands of federal laws and regulations related to goods movement, homeland security, street maintenance, traffic safety, and transportation funding. The following legislation established the framework for transportation planning at the federal level:

- Intermodal Surface Transportation Efficiency Act (ISTEA) approved in 1991.
- Transportation Efficiency Act for the 21st Century (TEA-21) approved in 1998 to replace ISTEA. This measure has expired; however, it has been temporarily extended on several occasions.



## State

The California Department of Transportation (Caltrans) operates and maintains State Route 51 (Business-80), which provide direct regional access to the proposed incorporation area. Caltrans has accepted a standard of LOS D in rural areas and LOS E in urbanized areas. The established LOS standard for State Route 16 and U.S. 50 (both located south of the Incorporation Area) is LOS E.

Potential development within the proposed incorporation area will use State Route 51 (Business-80) and rely on access to existing interchanges with these facilities. Any changes to State Route 51 mainlines or existing interchanges would require approval by Caltrans.

## Regional

SACOG is responsible for the preparation of, and updates to, the Metropolitan Transportation Plan (MTP) and the corresponding Metropolitan Transportation Improvement Program (MTIP). The MTP provides a 20-year transportation vision and corresponding list of projects. The MTIP identifies short-term projects (seven-year horizon) in more detail. The current MTP is the 2006 Metropolitan Transportation Plan.

SACOG is also responsible for the oversight and distribution of most federal and state transportation funding sources. SACOG also develops the air quality plans and compliance measures, which incorporate mobile (vehicular) pollution sources.

## Local

### Roadway System

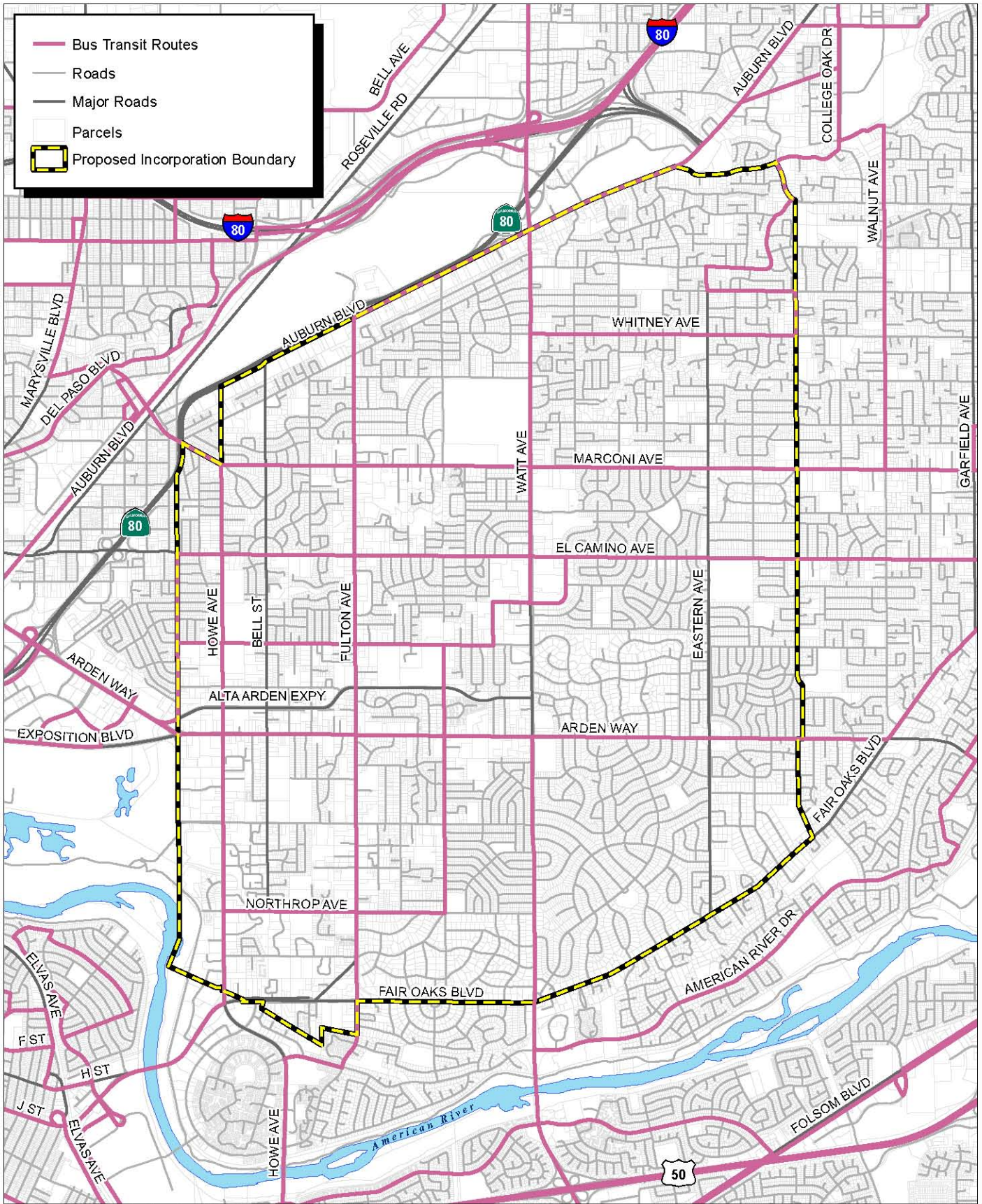
The Sacramento County General Plan (1993) contains Policy CI-22, which states that the County shall apply the following LOS standards for planning roads in the unincorporated areas.

1. Rural Collectors: LOS D
2. Urban area roads: LOS E

Under this policy and Policy CI-23, land development projects that cause the LOS on a County roadway to deteriorate below these levels are responsible for implementing mitigation measures to maintain an adequate LOS. Since the new city would be required to adopt the Sacramento County General Plan and until a new city general plan is prepared and adopted, this EIR utilizes the LOS standards from Policy CI-22 as the criteria to determine impact significance for roadways in the incorporation area.

### Transit System

Similar to the roadway system, the Sacramento County General Plan sets forth applicable policies regarding transit service in the proposed incorporation area. Policy CI-13 of the General Plan states that the County shall provide a minimum level of transit service in suburban areas. This policy was



Source: Sacramento County GIS (2009), SACOG (2009), MBA (2009).



## Exhibit 3.9-2 Transit System

the basis for establishing an impact threshold of significance that considers any disruption to existing transit service in the incorporation area as a significant impact.

In the greater Sacramento area, transit service is provided by Regional Transit. The project is located in Northern Sacramento County where existing transit service is limited. The existing fixed -route service provided by Regional Transit with the proposed incorporation area is as follows:

- Route 20 – Cottage
- Route 22 – Arden
- Route 23 – El Camino
- Route 25 – Marconi
- Route 26 – Fulton
- Route 29 – Arden-California Avenue
- Route 80 –Watt Avenue-Elkhorn
- Route 82 – Howe-65<sup>th</sup> Street
- Route 84 – Watt Avenue-North Highlands
- Route 87 – Howe

Ten bus routes are provided by Regional Transit within the proposed incorporation area. Routes 20, 22, 23, 25, 26, 80, 84, and 87 connect to the Light Rail Blue Line that serves the north area and downtown. Routes 26, 80, 82, 84 also connect to the Light Rail Yellow Line that serves Folsom and downtown. Route 29 connects the proposed incorporation area directly to downtown.

### ***Bicycle/Pedestrian System***

The Sacramento City/County 2010 Bikeway Master Plan (Sacramento City/County 1993/1995) identifies bikeways throughout unincorporated Sacramento County (Exhibit 3.9-3).

## **3.9.4 - Project Impact Analysis**

### **Methodology for Analysis**

The discussion below describes the steps that were followed to analyze the potential impacts to the transportation system from implementation of the project. Approval of the project as defined for this EIR would not change the Sacramento County General Plan land use designations for the area within the proposed incorporation boundary. Further, implementation of the project would not grant approval for new development projects without first conducting detailed project level environmental review and clearance.

Potential impacts to the roadway system were analyzed by utilizing existing traffic count information and forecasts for daily traffic volumes for the proposed incorporation area as identified in the Sacramento County Development Fee Program Document. Potential impact to the transit system, bicycle, and pedestrian systems were determined by evaluating the proposed incorporation description in terms of the significance criteria listed below.

It should also be mentioned that the proposed incorporation represent existing-plus project and cumulative-plus project conditions for the roadway system analysis. This unique situation occurs because the project as defined in this EIR would not change the physical condition or operation of the existing roadway system, Instead, implementation of the project may affect the future operation of the roadway system by increasing traffic volumes beyond levels anticipated in the Sacramento County General Plan due to the potential for increased urbanization within the proposed incorporation boundary.

### Thresholds of Significance

For the purposes of this EIR, to determine whether traffic and transportation impacts are significant environmental effects, the following questions are analyzed and evaluated. Would the project:

- Cause an increase in traffic, which 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?
- Result in inadequate parking capacity?
- Conflict with adopted policies, plans or programs supporting alternative transportation (e.g. bus turnouts, bicycle racks)?

### 3.9.5 - Impact Statements and Mitigation Discussions

#### Traffic Increase

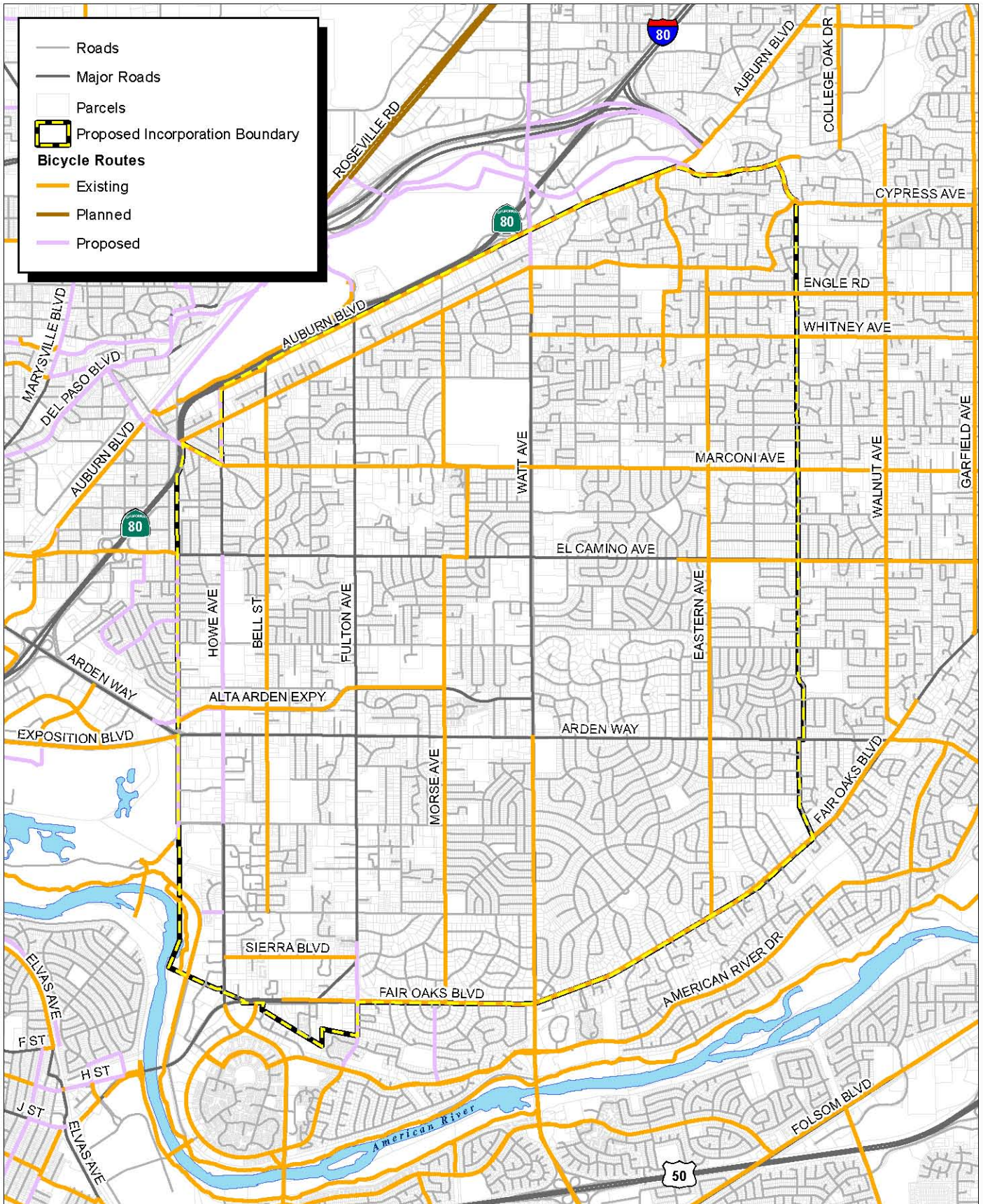
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<b>Impact 3.9-1:</b>	<b>The project would not cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections).</b>
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#### Impact Analysis

Approval of the project is not expected to generate increased traffic in the immediate proposed incorporation area beyond that previously authorized by the provisions of the County General Plan and zoning ordinance. Following the incorporation, traffic volumes would be similar to the existing conditions.



Source: Sacramento County GIS (2009), SACOG (2009), MBA (2009).



### Exhibit 3.9-3 Bicycle Routes

As mentioned above, the new city would adopt the County General Plan, which would result in general continuation of the existing and approved land use pattern that was previously analyzed in the 1993 County General Plan EIR.

As discussed above, the proposed incorporation area currently has existing LOS deficiencies for Roadway Segments and Intersections; however, the project will not result in an increase in LOS deficiencies nor will it correct them. As identified in the Government Code Section 57385. (a) “If unincorporated territory ...is incorporated, all roads and highways or portions of a road or highway in the territory which had been accepted into the county road system pursuant to Section 941 of the Streets and Highways Code ...shall become a city streets on the effective date of the incorporation.” Likewise subsection (c) of the same section states that “Nothing in subdivision (a) requires a city to improve the affected road or highway to city standards” resulting in a less than significant impact after project implementation.

Pending project approval (i.e. incorporation) the newly formed City of Arden Arcade would have land use control over the intensity and development potential of vacant lands (see section 3.5 Land Use). To develop the vacant lands within their authority, new project applicants will be required to go through the entitlement, environmental review, and the project approval process; at which time an analysis of project specific traffic impacts will be identified for all new projects in the proposed incorporation area. However, there is the potential for the City of Arden Arcade to develop vacant land to be inconsistent with the existing County General Plan and EIR, resulting in a potentially significant impact. Implementation of Mitigation Measure 3.5-2 (Land Use and Planning) will require the City of Arden Arcade to develop vacant lands consistent with the adopted County General Plan until such time the City of Arden Arcade develops and adopts a General Plan and EIR analyzing the impacts of increased development intensities. In this context, the project is not expected to result in any new traffic with respect to worker trips and/or deliveries to and from the proposed incorporation area, resulting in a less than significant impact after project implementation.

As a result, given no change in the existing condition and restrictions of future development conditions, the project would have a less than significant impact on existing traffic roadway capacities.

***Significance Determination Before Mitigation***

Less than significant impact.

***Mitigation Measures***

See Land Use Mitigation Measure: MM- 3.5-2

***Significance Determination After Mitigation***

Less than significant impact.

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**Level of Service Standards**

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**Impact 3.9-2:** The project would not exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways.

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***Impact Analysis***

As discussed above in Impact 3.9-1, the project would result in a continuation of the existing land use pattern and, thus, is comparable to existing conditions. In this context, it is reasonable to conclude that with no increases in traffic, the project would not exceed, either individually or cumulatively, County level of service standards.

***Significance Determination Before Mitigation***

No impact.

***Mitigation Measures***

None necessary.

***Significance Determination After Mitigation***

No impact.

**Air Traffic Patterns**

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**Impact 3.9-3:** The project would not 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.

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***Impact Analysis***

The project does not involve use of air transit, nor is it expected to cause any change in air traffic patterns. No impact is expected.

***Significance Determination Before Mitigation***

No impact.

***Mitigation Measures***

No mitigation is required.

***Significance Determination After Mitigation***

No impact.

**Traffic Hazards**

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**Impact 3.9-4:** The project would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

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***Impact Analysis***

The project would not include the design of any roadway improvements.

**Significance Determination Before Mitigation**

No mitigation is required.

**Mitigation Measures**

None necessary.

**Significance Determination After Mitigation**

No impact.

**Emergency Access**

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**Impact 3.9-5: The project would not result in inadequate emergency access.**

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**Impact Analysis**

As provided above, the project involves no increases in vehicle trips or physical improvements to the roadway system. In this context, the project would not result in any physical disruptions to existing emergency access.

**Significance Determination Before Mitigation**

No impact.

**Mitigation Measures**

No mitigation is required.

**Significance Determination After Mitigation**

No impact.

**Parking Capacity**

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**Impact 3.9-6: The project would not result in inadequate parking capacity.**

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**Impact Analysis**

The project involves no construction activities and therefore, no additional parking for workers and equipment would be required. In addition, the project involves no changes in existing land use, which could indirectly require additional parking.

**Significance Determination Before Mitigation**

No impact.

**Mitigation Measures**

No mitigation is required.

**Significance Determination After Mitigation**

No impact.



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**Conflict with Alternative Transportation**

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**Impact 3.9-7: The Project would not conflict with adopted policies, plans or programs supporting alternative transportation (e.g. bus turnouts, bicycle racks).**

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**Impact Analysis**

As described above, local transit, bus, and van service is provided by the Regional Transit. The project proposes no change in local means of alternative transportation and, therefore, the project would not create conditions that could conflict with adopted policies supporting alternative transportation. However, the project applicants propose no changes regarding coordination with other district providing services to the region and the project description does not identify how transit service will be provided after incorporation; therefore existing transit service could be discontinued, resulting in a potentially significant impact.

**Significance Determination Before Mitigation**

Potentially significant impact.

**Mitigation Measures**

Implement Mitigation Measure 3.8-16b.

**Significance Determination After Mitigation and Supporting Rationale**

Less than significant impact. Mitigation Measure 3.8-16b will ensure that the existing level of transit service is not disrupted because of incorporation and ensure the project's consistency with LAFCO standards for public service provisions associated with the provision of transit services.

**Safe Access**

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**Impact 3.9-8: The project would provide safe access and would not obstruct access to nearby uses or fail to provide for future street right of way.**

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**Impact Analysis**

The project proposes no access improvements; therefore, the project would not obstruct access to nearby uses or fail to provide for future street right of way.

**Significance Determination Before Mitigation**

No impact.

**Mitigation Measures**

No mitigation is required.

**Significance Determination After Mitigation**

No impact.