17 TRANSPORTATION AND CIRCULATION

This chapter provides an evaluation of the potential transportation effects of implementing the proposed City of Folsom 2035 General Plan (2035 General Plan). As established in the Notice of Preparation for the proposed 2035 General Plan (see Appendix A, *Notice of Preparation)*, urban development and other activities subject to the plan may result in adverse effects to the transportation system, which includes roadways, bikeways, pedestrian facilities and transit services.

The following environmental assessment includes a review of the transportation resources potentially affected by the implementation of the 2035 General Plan, including the existing transportation system within the City of Folsom. This analysis includes a review of regulations, requirements, plans, and policies applicable to the transportation system.

The existing conditions of the transportation system serving the city were determined by collecting traffic count data, conducting a traffic "levels of service" analysis, reviewing the City's key transportation plans/maps (i.e. Pedestrian Master Plan, Bikeway Master Plan, transit routes/schedules, commercial vehicle routes, etc.) and standards. Potential impacts related to the transportation system were determined by comparing potential activities to the existing environment, based on CEQA assessment criteria, and by considering the policies, regulations, and guidelines adopted by the City of Folsom and by federal and state resource agencies.

17.1 SETTING

The environmental and regulatory setting of the City of Folsom with respect to the transportation system is described below for both the physical environment and the body of local, state, and federal policies and regulations with respect to the transportation system.

17.1.1 ENVIRONMENTAL SETTING

EXISTING ROADWAY SYSTEM

Figure 17-1 shows the location of the existing major roadways serving the City of Folsom along with the existing number of travel lanes. The General Plan establishes a hierarchy of roads, typically called a functional classification system. Roadways have two functions, which are incompatible from a design standpoint: to provide mobility and to provide land access. High and constant speeds are desirable for mobility, while low speeds are more desirable for land access. A functional classification system provides a functional specialization of meeting the access and mobility requirements of the roadways. Local streets emphasize the land access function, arterials emphasize a high level of mobility for through movement, and collectors offer a more balanced service for both functions. The City of Folsom is served by a hierarchy of roads consisting of the following:

1. **Freeways or limited access highways:** Such roads shall be grade separated at each intersection with another road. The major purpose of such roads is to route traffic around Folsom, with as few interruptions to the surface street system as possible. Highway 50 currently meets the definition of a freeway.

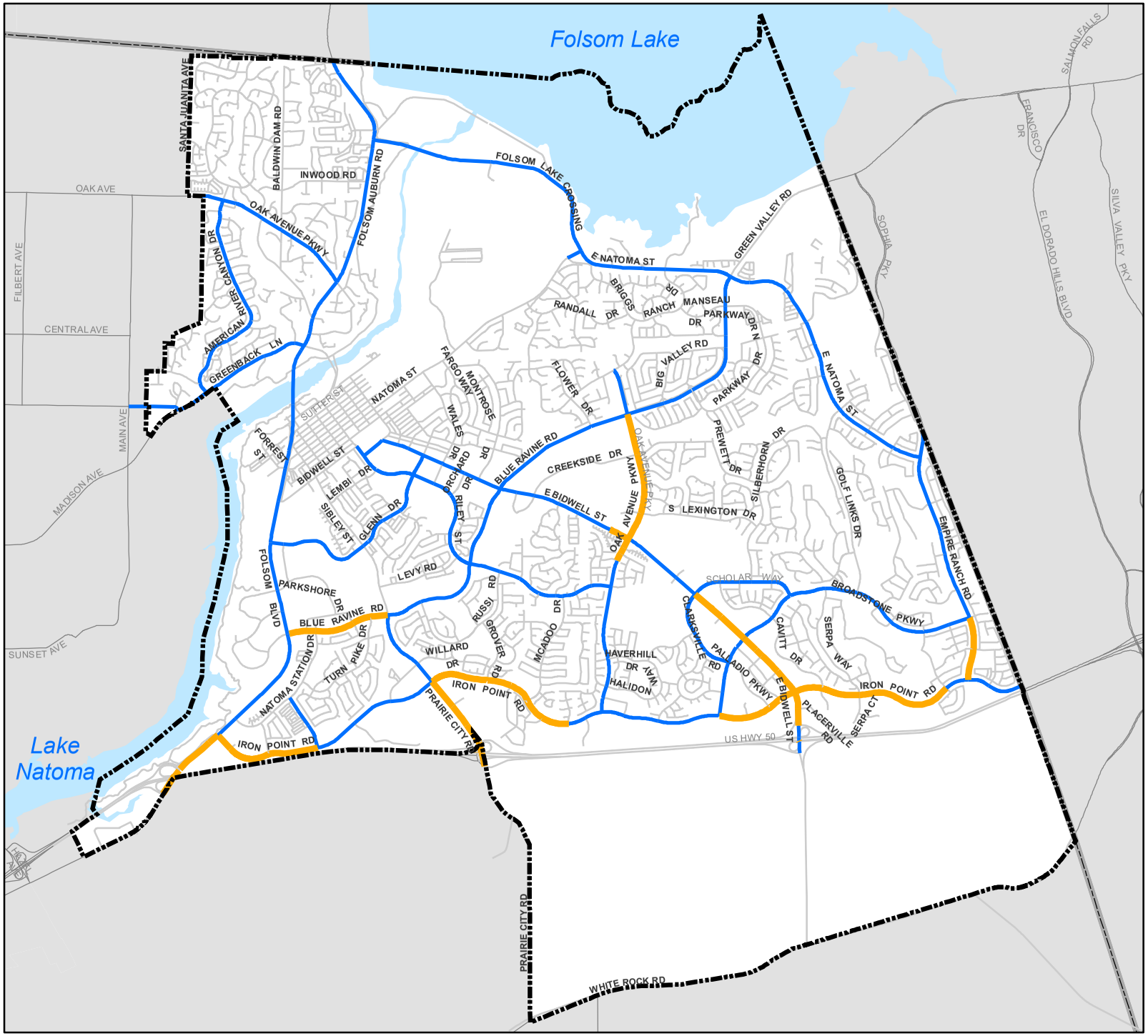

Figure 17-1

City of Folsom

Roadway Lanes Existing Conditions

Folsom City Boundary

Existing Lanes

Two Lane Roadway

Four Lane Roadway

Six Lane Roadway

Created by
Planning Partners 2018.

Additional Source:
DKS Associates, 2018.

2. **Expressways** Allow for moderate- to high-speed travel within the city. The purpose of an expressway is to carry cross-town traffic from other communities or between neighborhoods within the city. An expressway may contain some grade-separated intersections, but this type of road would mainly be a surface street. Expressways should be located to allow for controlled intersections spaced at one-half mile intervals or more. Only arterial and collector roads should intersect with an expressway. The city does not currently have any expressways but the Capital Southeast Connector JPA is proposing an expressway along White Rock Road, the southern boundary of the City's Sphere of Influence.
3. **Arterial roads (or major streets)** serve to connect neighborhoods within the city and the city with surrounding communities. Movement of people and goods, also known as "mobility," rather than access to adjacent land uses, is the primary function of an arterial street. Arterials would normally define the boundaries of neighborhoods, not provide internal access to a neighborhood. The city has two types: 1) "major arterials", which are divided four or six-lane roadways, and 2) "minor arterials," which are undivided four-lane roadways.
4. **Collector roads** serve to route traffic from local streets within a residential neighborhood or a commercial area to an arterial road. Collector streets would not normally serve as a "through" road for more than one area but would typically carry higher traffic volumes than local streets. The city has two types: 1) "collectors," which are two-lane roadways with center turn lanes, and 2) "minor collectors," which are two-lane roadways without center turn lanes.
5. **Local roads** serve a portion of a neighborhood only and, together with other local roads in a neighborhood, route traffic to a collector street.

The major arterial roads serving the City of Folsom are listed in Table 17-1 and described below:

- **Folsom Boulevard** is a four-lane arterial road that extends from the City of Sacramento to Greenback Lane, where it becomes Folsom Auburn Road. On the western side of the city, between Aerojet Road and Highway 50, it is a four lane arterial road in a generally east-west alignment. Between Highway 50 and Greenback Lane, Folsom Boulevard has a generally north-south alignment. It is a six lane arterial road between the Eastbound Highway 50 off ramp and Iron Point Road. It is a four-lane urban arterial road between Iron Point Road and Greenback Lane. Just south of Greenback Lane, Folsom Boulevard is one of only three vehicle bridges across the American River within the city, this one called Lake Natoma Crossing.
- **Folsom-Auburn Road** is a north-south arterial road that extends from the City of Auburn to Greenback Lane, where it becomes Folsom Boulevard. Folsom-Auburn Road is a four lane urban arterial road between the northern city limits and Greenback Lane.
- **Natoma Street** is a two-lane southwest-northeast arterial that extends from Folsom Boulevard to Fargo Way, where it becomes East Natoma Street.

Table 17-1 Existing Arterial and Collector Roadways

Arterials	Collectors	
Folsom Boulevard	Santa Juanita Avenue	Manseau Drive
Folsom-Auburn Road	American River Canyon Drive	Big Valley Drive
East Bidwell Street	Baldwin Dam Road	Natoma Street (P)
Iron Point Road	Canyon Rim Drive	Forrest Street
Blue Ravine Road	Crow Canyon Drive	Bidwell Street
Folsom Lake Crossing	Placer Mine Road	Lembi Drive
Natoma Street	Orangevale Avenue	Parkshore Drive
Greenback Lane	Oak Avenue	Woodmere Road
Oak Ave Parkway	Hillswood Drive	Blue Ravine Road (P)
Prairie City Road	Berry Creek Drive	Levi Road
Scott Road (Future East Bidwell Street)	Inwood Road (P)	Natoma Station Drive
White Rock Road	Oak Avenue Parkway (P)	Turnpike Drive
Empire Ranch Road	Stafford Street (P)	Ingersoll Way
Riley Street	Coloma Street (P)	Black Diamond Drive
Glen Drive	Montrose Drive	Willard Drive
Oak Avenue	Wales Drive	Russi Road
Broadstone Parkway	Dean Way (P)	Grover Road
	Flower Drive	Creekside Drive
	Willow Creek Drive	N. Lexington Drive
	Randall Drive	
	Briggs Ranch Drive	

Note: (P) = Portion of roadway is collector while remainder is either an arterial or local roadway. See Figure 17-1 for limits by classification

Source: DKS 2017.

- **East Natoma Street** is an east-west arterial that extends from Fargo Way, where it becomes Natoma Street, to Empire Ranch Road. It is a two lane urban arterial road between Wales Drive and Folsom Lake Crossing. It is a four lane urban arterial road between Folsom Lake Crossing and Empire Ranch Road.
- **Blue Ravine Road** is a southwest-northeast arterial that extends from Folsom Boulevard to East Natoma Street, where it becomes Green Valley Road. It is a six lane arterial road between Folsom Boulevard and Prairie City Road. It is a four lane urban arterial road between Prairie City Road and East Natoma Street.
- **Green Valley Road** is a two lane southwest-northeast arterial road that extends from the City of Folsom to City of Placerville.
- **Iron Point Road** is an east-west arterial that extends from Folsom Boulevard to the El Dorado County Line. It is a six lane urban arterial road between Folsom Boulevard and Black Diamond Road. It is a four lane urban arterial road between Black Diamond Road and Prairie City Road. Iron Point Road is a six lane urban arterial road between Prairie City Road and Buckingham Way. It is a four lane urban arterial road between Buckingham Way and Broadstone Parkway. Iron Point Road is a six lane urban arterial road between Broadstone

Parkway and Carpenter Hill Road. It is a four lane urban arterial road between Carpenter Hill Road and the El Dorado County Line.

- **East Bidwell Street** is a northwest-southeast arterial that extends from Riley Street to White Rock Road. It is a four lane urban arterial road between Riley Street and Oak Avenue Parkway. It is a five lane urban arterial road between Oak Avenue Parkway and Clarksville Road. It is a six lane arterial road between Clarksville Road and Highway 50. South of Highway 50 (where it was formally named Scott Road) East Bidwell Street has been a two lane rural road but it is being widened to a four lane urban arterial road at the time of preparation of this Draft PEIR.
- **Oak Avenue Parkway** is a north-south arterial that extends from Santa Juanita Avenue to Folsom-Auburn Road as well as from Willow Creek Drive to Iron Point Road. Between Santa Juanita Avenue and Folsom-Auburn Road, it has two to four lanes. It is a four lane urban arterial road between Willow Creek Drive and Blue Ravine Road. It is a six lane urban arterial road between Blue Ravine Road and Riley Street. It is a four lane urban arterial road between Riley Street and Iron Point Road.
- **Prairie City Road** is a north-south arterial that extends from Blue Ravine Road to White Rock Road, north of Blue Ravine Road it is called Sibley Street. It is a five lane urban arterial road between Blue Ravine Road and Iron Point Road. Prairie City Road is a six lane urban arterial road between Iron Point Road and Highway 50. It is a two lane rural road between Highway 50 and White Rock Road.
- **Empire Ranch Road** is a north-south arterial that extends from Iron Point Road to East Natoma Street, where it becomes Sophia Parkway in El Dorado County. It has six lanes between Iron Point Road and Broadstone Parkway and four lanes between Broadstone Parkway and East Natoma Street.
- **Broadstone Parkway** is a four lane east-west arterial that extends from Iron Point Road to Empire Ranch Road. It has six through lanes at the East Bidwell Street intersection.
- **Riley Street** is a four lane northwest-southeast arterial that extends from Oak Avenue Parkway to East Bidwell Street. It is a two lane urban arterial between East Bidwell Street and Folsom-Auburn Road. Just east of Folsom-Auburn Road, Riley Street is one of only three vehicle bridges across the American River in the City of Folsom, this one being called the Rainbow Bridge.
- **Glenn Drive** is a two to four-lane east-west arterial road that extends from Folsom Boulevard to East Bidwell Street. East of East Bidwell Street, Glenn Drives extends to Wales Drive as a collector street.
- **Greenback Lane** is an east-west arterial road that extends from Interstate 80, where it becomes Elkhorn Boulevard, to Folsom Auburn Road, where it becomes Riley Street. It is a four lane urban arterial road between Madison Avenue, the city limit, and Folsom Auburn Road.
- **Folsom Lake Crossing** is a four lane east-west arterial road that extends from the Folsom Auburn Road to Natoma Street. Folsom Lake Crossing is one of only three vehicle bridges across the American River in the City of Folsom.

EXISTING TRAFFIC VOLUMES

Daily roadway segment counts (24-hour) were completed in October 2015 (the base year for the General Plan analysis) by using machine counters placed along roadways throughout the city. Turning movement volumes at major intersections were counted in October 2015 at 41 locations. The weekday A.M. peak hour generally falls between the hours of 7 A.M. to 9 A.M. while the P.M. peak hour generally falls between the hours of 4 P.M. to 6 P.M. Daily traffic volumes for the freeway mainlines and ramp junctions were collected from Caltrans on-line data sources, including the 2015 Traffic Volumes and 2015 PeMS data. (Caltrans 2016, 2017)

EXISTING TRAFFIC LEVELS OF SERVICE

The capacity of the city's arterial system is controlled by the capacities of its signalized intersections and thus the City focuses its "level of service" (LOS) analysis on signalized intersections. LOS is a qualitative description of traffic flow based on factors such as speed, travel time, delay, freedom to maneuver, volume, density, and capacity. Six levels are defined, from LOS A, as the best operating conditions, to LOS F, or the worst operating conditions. LOS E represents "at-capacity" operations. When volumes exceed capacity, stop-and-go conditions result and operations are designated as LOS F.

In recent years the City of Folsom has maintained a policy of evaluating the operations of its intersections by the nationally recognized Highway Capacity Manual (HCM 2010) (Transportation Research Board, 2010). As shown in Table 17-2, the LOS rating in Highway Capacity Manual (HCM) method is based on the "average control delay" expressed in seconds per vehicle.

Table 17-2 Intersection Level of Service Criteria

Level of Service	Total Delay Per Vehicle (seconds)	
	Signalized Intersections	Unsignalized Intersections
A	< 10	< 10
B	> 10 and < 20	> 10 and < 15
C	> 20 and < 35	> 15 and < 25
D	> 35 and < 55	> 25 and < 35
E	> 55 and < 80	> 35 and < 50
F	> 80	> 50

Source: HCM 2010 Highway Capacity Manual, Transportation Research Board, Washington, D.C., 2010.

Folsom's existing LOS policy set forth in the 1988 General Plan as amended is as follows:

> **Policy 17.17** The City should strive to achieve at least a traffic Level of Service "C" throughout the city. During the course of the Plan buildout it may occur that temporary higher Level of Service results where roadway improvements have not been adequately phased as development proceeds. However, this situation will be minimized based on annual traffic studies as approved by the City of Folsom and Monitoring programs. (Resolution No. 3798)

However, a separate LOS policy has been adopted for the recently annexed Folsom Plan Area, south of Highway 50, as follows:

> For roadways and intersections within the project boundaries (south of Highway 50), strive to meet LOS C but LOS D conditions can be considered acceptable if improvements required to meet LOS C exceeds the City's "normally accepted maximum" improvements.

"Normally accepted maximum" improvements on arterial roadways includes three through-lanes in each direction; and at intersections includes two left-turn lanes, three through-lanes and one right-turn lane on an approach.

The 2035 General Plan proposes a new level of service policy that would apply to the entire city:

> **Policy M 4.1.3** - Strive to achieve at least traffic Level of Service "D" throughout the city. Level of Service "E" conditions can be acceptable due to costs of mitigation or when there would be other unacceptable impacts, such as right-of-way acquisition or degradation of the pedestrian environment due to increased crossing distances or unacceptable crossing delays. Level of Service "E" may also be accepted during peak commute periods at major intersections within one-quarter mile of a freeway interchange or river crossing.

The City recognizes that this modified policy could lead to increased vehicle delay at some intersections, typically during only one or two hours a day. However, as noted in the policy, it is important to balance that impact with other impacts that would stem from implementing improvements that are beyond the City's "normally accepted maximum" improvements. Those additional improvements could include one or more of the following:

- Non-standard operational improvements (e.g. a free-flowing right-turn lane)
- Further widening of intersections to provide additional traffic lanes (e.g. a triple left-turn lane or more than three through-lanes in each direction)
- Grade separations

Those improvements could result in one or more of the following additional impacts:

- **Direct impacts on adjacent development:** Grade separations and, in most cases, further widening of an intersection would require additional right-of-way. The additional land needed for those improvements impact could directly affect structures, parking and/or landscaping on adjacent parcels. In some cases vehicle access to adjacent parcels could also be affected.
- **Cost:** In most cases, the additional improvements would be expensive – not only for the initial cost of right-of-way and construction but also for the on-going cost of maintaining the additional infrastructure (e.g. additional pavement, structures and/or signal equipment). There is also no funding source identified for the additional improvements
- **Degradation of the pedestrian environment:** The City's "normally accepted maximum" improvements at intersections includes two left-turn lanes, three through-lanes and one right-turn lane on an approach. Thus pedestrians need to cross nine traffic lanes. Additional traffic lanes would result in even wider crosswalks. Non-standard operational improvements, such a free-flowing right-turn lane, could cause unacceptable conflicts between pedestrians and vehicles.

At one time, most jurisdictions in the greater Sacramento region had LOS"C" as their standard. However, over the last 20 years most jurisdictions have weighed impacts on vehicle delay against the same set of "other impacts" described above and have modified their standards to LOS D or LOS E, or they have allowed significant exceptions to a LOS C standard.

Table 17-3 summarizes LOS at the City's major intersections under existing conditions. The locations of these intersections are shown in Figure 17-2.

Table 17-3 Existing Intersection Levels of Service

No[1]	North-South Street	East-West Street	A.M. Peak Hour		P.M. Peak Hour	
			Delay	LOS[2]	Delay	LOS[2]
1	Folsom Auburn Rd	Folsom Lake Crossing	38.8	**D**	79.6	**E**
2	Folsom Auburn Rd	Oak Avenue Pkwy	50.5	**D**	41.6	**D**
3	Madison Ave	Greenback Ln	33.3	C	24.3	C
4	Folsom Auburn Rd	Greenback Ln	33.9	C	59.5	E
5	Riley Street	Leidesdorff St	2.2	A	9.1	A
6	Riley Street	Sutter St	2.7	A	6.3	A
7	Folsom Blvd	E Natoma St	13.1	B	11.7	B
8	Riley Street	E Natoma St	27.4	C	28.1	C
9	Folsom Lake Crossing	E Natoma St	15	B	19.5	B
10	Riley Street	East Bidwell Street	27.2	C	31.5	C
11	Blue Ravine Rd	E Natoma St	32.9	C	31.7	C
12	Folsom Blvd	Glenn Drive	15.1	B	15.5	B
13	Sibley Street	Glenn Drive	28.8	C	30.7	C
14	Glenn Drive	Riley Street	30.9	C	33.6	C
15	Glenn Drive	East Bidwell Street	26.3	C	28.4	C
16	Folsom Blvd	Blue Ravine Rd	36.7	**D**	54.1	**D**
17	Sibley Street	Blue Ravine Road	47.1	**D**	35.7	**D**
18	Blue Ravine Road	Riley Street	31.7	C	32	C
19	Blue Ravine Road	East Bidwell Street	28.5	C	33.3	C
20	Oak Avenue Parkway	Blue Ravine Road	28.1	C	26.2	C
21	Empire Ranch Road	Natoma Street	11.3	B	9.9	A
22	Oak Avenue Parkway	Riley Street	24.7	C	25.2	C
23	Oak Avenue Parkway	East Bidwell Street	27.1	C	30.9	C
24	East Bidwell St	Scholar Way	15.7	B	18.4	B
25	Broadstone Pkwy	East Bidwell St	20.3	C	23.9	C
26	Empire Ranch Road	Broadstone Pkwy	13.8	B	10.3	B
27	Folsom Blvd	Iron Point Road	17.3	B	21.9	C
28	Prairie City Rd	Iron Point Rd	29.5	C	34.6	C
29	Oak Ave Pkwy	Iron Point Rd	24.9	C	20.4	C
30	Broadstone Pkwy	Iron Point Rd	17.9	B	19.9	B
31	East Bidwell St	Iron Point Rd	33.2	C	68.6	**E**
32	Empire Ranch Road	Iron Point Rd	11.3	B	11.9	B
33	Prairie City Rd	White Rock Rd	22.7	C	23.2	C
34	Scott Rd (North)[3]	White Rock Rd	27.7	**D**	60.4	**F**
35	Folsom Blvd	WB US 50 Ramps	9.4	A	8.2	A
36	Folsom Blvd	EB US 50 Ramps	19.2	B	22.0	C
37	Prairie City Rd	WB US 50 Ramps	19.7	B	12.8	B
38	Prairie City Rd	EB US 50 Ramps	18.9	B	18.1	B
39	East Bidwell St	WB US 50 Ramps	20.6	C	26.5	C
40	East Bidwell St	EB US 50 Ramps	18.3	B	19.2	B
41	Folsom Blvd	Natoma Station Dr	4.5	A	5.3	A

Notes:

[1] Study Intersection Number as shown on Figure 17-2. Refer to this figure for intersection locations

[2] LOS values **shaded in bold** denote unacceptable level of service under the City's current LOS policy.

[3] Unsignalized intersection

Source: DKS Associates, 2017.

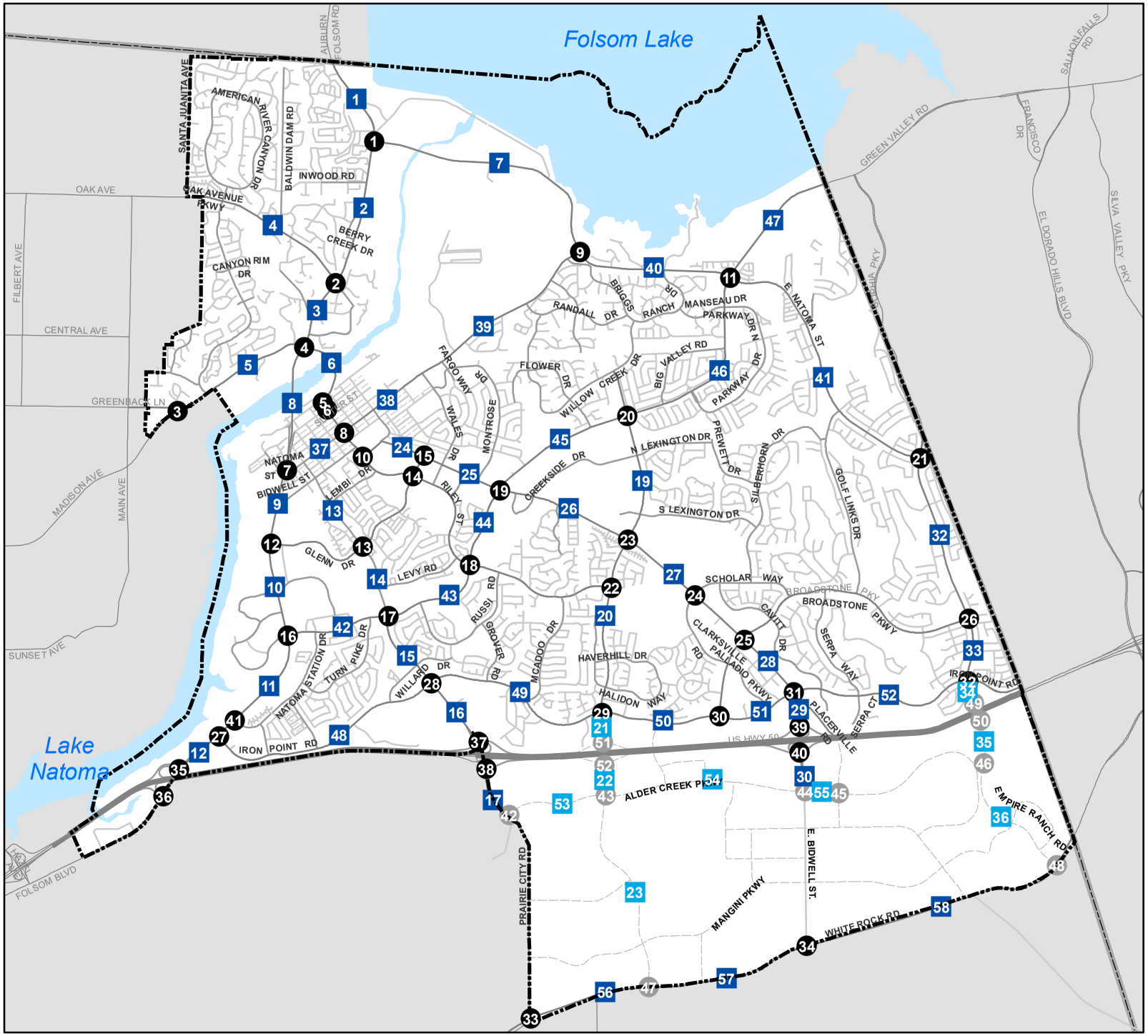

Figure 17-2
City of Folsom

Roadway and Intersection Locations

- Folsom City Boundary
- Existing Roadways
- Future Roadways
- Existing Intersections
- Future Intersections

Created by
Planning Partners 2018.

Additional Source:
DKS Associates, 2018.

While the City focuses on the peak hour operations of its major intersections, average daily traffic (ADT) volumes are useful for understanding roadway utilization and the need for major roadway widening. Table 17-4 shows the existing daily volume, the number of travel lanes and average daily volume per lane by segment on the city's major roadways. A general daily volume "capacity" per lane of a roadway segment is typically a used as a surrogate metric to describe when congestion is likely to occur during the morning and/or afternoon peak hours and it can vary. In general, a roadway approaches its peak hour capacity when the daily volumes reach about 8,000 to 10,000 vehicles per lane.

Table 17-4 Existing Daily Traffic Volumes on Major Roadways

No[1]	Roadway	Segment		Daily Traffic Volume	Travel Lanes	Volume per Lane
		From	To			
1	Folsom Auburn Rd	City Limit	Folsom Lake Crossing	37,100	4	**9,270**
2	Folsom Auburn Rd	Folsom Lake Crossing	Oak Avenue Pkwy	26,400	4	6,610
3	Folsom Auburn Rd	Oak Avenue Pkwy	Greenback Lane	31,900	4	7,990
4	Oak Ave	Santa Juanita Ave	Folsom Auburn Rd	11,800	2	5,880
5	Greenback Lane	Madison Ave	Folsom Auburn Rd	38,300	4	**9,560**
6	Greenback Lane	Folsom Auburn Rd	Leidesdorff St	25,300	2	**12,660**
7	Folsom Lake Crossing	Folsom Auburn Rd	E Natoma St	27,400	4	6,860
8	Folsom Blvd	Greenback Lane	Natoma St	29,900	4	7,490
9	Folsom Blvd	Natoma St	Glenn Dr	34,300	4	**8,560**
10	Folsom Blvd	Glenn Dr	Blue Ravine Rd	33,800	4	**8,450**
11	Folsom Blvd	Blue Ravine Rd	Iron Point Rd	38,000	4	**9,500**
12	Folsom Blvd	Iron Point Rd	US-50	45,600	6	7,600
13	Sibley St	Bidwell St	Glenn Dr	4,000	2	1,990
14	Sibley St	Glenn Dr	Blue Ravine Rd	11,600	2	5,810
15	Prairie City Rd	Blue Ravine Rd	Iron Point Rd	26,900	5	5,370
16	Prairie City Rd	Iron Point Rd	US-50	27,400	6	4,560
17	Prairie City Rd	US 50	White Rock Rd	6,800	2	3,380
19	Oak Avenue Pkwy	Blue Ravine Rd	East Bidwell St	6,800	6	3,380
20	Oak Avenue Pkwy	East Bidwell St	Iron Point Rd	17,500	4	2,920
24	East Bidwell St	Riley St	Glenn Dr	17,200	4	4,310
25	East Bidwell St	Glenn Dr	Blue Ravine Rd	22,000	4	5,500
26	East Bidwell St	Blue Ravine Rd	Oak Avenue Pkwy	32,400	6	5,400
27	East Bidwell St	Oak Avenue Pkwy	Broadstone Pkwy	35,100	5	7,030
28	East Bidwell St	Broadstone Pkwy	Iron Point Rd	38,200	6	6,370
29	East Bidwell St	Iron Point Rd	US-50	57,000	6	**9,510**
30	Scott Rd	US 50	White Rock Rd	7,600	2	3,810
32	Empire Ranch Rd	E Natoma St	Broadstone Pkwy	7,600	4	3,810
33	Empire Ranch Rd	Broadstone Pkwy	Iron Point Rd	8,500	6	2,140
37	Natoma St	Folsom Blvd	Riley St	7,890	2	3,950
38	Natoma St	Riley St	Wales Dr	12,701	2	6,350
39	E Natoma St	Wales Dr	Folsom Lake Crossing	12,599	2	6,300
40	E Natoma St	Folsom Lake Crossing	Blue Ravine Rd	29,810	4	7,450
41	E Natoma St	Blue Ravine Rd	Empire Ranch Rd	15,804	4	3,950
42	Blue Ravine Rd	Folsom Blvd	Prairie City Rd	24,308	6	4,050
43	Blue Ravine Rd	Prairie City Rd	Riley St	23,853	4	5,960
44	Blue Ravine Rd	Riley St	East Bidwell St	22,945	4	5,740
45	Blue Ravine Rd	East Bidwell St	Oak Avenue Pkwy	19,930	4	4,980
46	Blue Ravine Rd	Oak Avenue Pkwy	E Natoma St	21,817	4	5,450
47	Green Valley Rd	E Natoma St	City Limits	27,802	2	**13,900**

Table 17-4 Existing Daily Traffic Volumes on Major Roadways

No[1]	Roadway	Segment		Daily Traffic Volume	Travel Lanes	Volume per Lane
		From	To			
48	Iron Point Rd	Folsom Blvd	Prairie City Rd	11,736	4	2,930
49	Iron Point Rd	Prairie City Rd	Oak Avenue Pkwy	20,811	4	5,200
50	Iron Point Rd	Oak Avenue Pkwy	Broadstone Pkwy	16,338	4	4,080
51	Iron Point Rd	Broadstone Pkwy	East Bidwell St	12,487	6	2,080
52	Iron Point Rd	East Bidwell St	Empire Ranch Rd	8,396	6	1,400
56	White Rock Rd	Prairie City Rd	Scott Road	10,200	2	5,100
58	White Rock Rd	Scott Rd	El Dorado Co Line	8,300	2	4,150

Notes:
[1] Study Intersection Number as shown on Figure 17-2. Refer to this figure for intersection locations
Volumes **shaded in bold** denote roadway segments that exceed a desirable maximum of 8,000 daily vehicles per lane
Source: DKS Associates, 2017.

As shown in Table 17-4, the following roadway segments currently exceed 8,000 daily vehicles per lane:

- Folsom-Auburn Road between Folsom Lake Crossing and the Placer County Line
- Greenback Lane between Madison Avenue and Leidesdorff Street
- Folsom Boulevard between Natoma Street and Iron Pont Road
- East Bidwell Street between Blue Ravine and Oak Avenue Parkway
- East Bidwell Street between Iron Pont Road and US 50
- Green Valley Road between E. Natoma Street and El Dorado County Line

EXISTING FREEWAY FACILITIES

Freeway mainline segments, ramp junctions, and weaving segments were analyzed utilizing methodologies outlined in the HCM 2010. Table 17-5 presents the level of service criteria for the freeway mainline, freeway ramp junctions, and freeway weaving segments.

Table 17-5 Freeway Level of Service Criteria

Level of Service	Maximum Density (Passenger Cars Per Mile Per Lane)		
	Mainline	Ramp Junctions	Weaving Segments
A	≤ 11	≤ 10	≤ 10
B	> 11 and ≤ 18	> 10 and ≤ 20	> 10 and ≤ 20
C	> 18 and ≤ 26	> 20 and ≤ 28	> 20 and ≤ 28
D	> 26 and ≤ 35	> 28 and ≤ 35	> 28 and ≤ 35
E	> 35 and ≤ 45	> 35	> 35
F	> 45	Demand Exceeds Capacity	Demand Exceeds Capacity

Source: HCM 2010 Highway Capacity Manual, Transportation Research Board, Washington, D.C., 2010.

Table 17-6 presents the calculated LOS for the freeway mainline segments during the A.M. and P.M. peak hours while Table 17-7 presents the calculated LOS for the freeway ramp junctions and weaving segments.

The calculated LOS is based on traffic count data, which can be lower than capacity at locations operating at LOS F conditions throughout the peak hour. Caltrans has conducted an analysis of

"bottlenecks" along US 50 that have recurring congestion during peak periods in the "US 50 Transportation Concept Report and Corridor System Management Plan" (Caltrans District 3, 2014). This report indicates that US 50 operates at the time of preparation of this Draft PEIR at LOS F conditions at the following locations:

- **Folsom Boulevard Bottleneck (eastbound during PM peak period):** The right-most lane exits to Folsom Blvd., leaving one HOV lane and two regular lanes along the US 50. The bottleneck is caused by this lane drop. A quick merge at the Folsom eastbound on-ramp had also contributed to this bottleneck but Caltrans has recently lengthened that merge area.
- **West of East Bidwell Street Bottleneck (eastbound during PM peak period):** The bottleneck at East Bidwell Street is due to heavy demand for exiting at East Bidwell and merging traffic from both the southbound and northbound Prairie City on-ramps.

Table 17-6 Exiting Freeway Mainline Levels of Service

Direction	US 50 Segment	AM Peak Hour			
		Number of Lanes[1]	Volume	Density (pcplph)[2]	Level of Service[3]
AM Peak Hour					
Eastbound	Hazel Ave to Folsom Blvd	3	3,468	18.7	C
	Folsom Blvd to Prairie City Rd	2	2,501	20.4	C
	Prairie City Rd to East Bidwell St	2	2,055	16.6	B
	East Bidwell St to El Dorado Hills Blvd	2	2,432	13.1	B
Westbound	El Dorado Hills Blvd to East Bidwell St	3	4,118	39.5	E
	East Bidwell St to Prairie City Rd	2	3,433	29.1	D
	Prairie City Rd to Folsom Blvd	2	3,485	29.7	D
	Folsom Blvd to Hazel Ave	3	4,164	40.4	E
PM Peak Hour					
Eastbound	Hazel Ave to Folsom Blvd	3	4,232	22.5	**F[4]**
	Folsom Blvd to Prairie City Rd	2	3,507	30.0	D
	Prairie City Rd to East Bidwell St	2	3,489	29.8	**F[4]**
	East Bidwell St to El Dorado Hills Blvd	2	4,334	23.2	C
Westbound	El Dorado Hills Blvd to East Bidwell St	3	3,046	25.8	C
	East Bidwell St to Prairie City Rd	2	2,117	17.1	B
	Prairie City Rd to Folsom Blvd	2	2,469	20.1	C
	Folsom Blvd to Hazel Ave	3	3,430	30.5	D

Notes:

1 Number of travel lanes includes mixed flow lanes but excludes HOV Lanes

2 Passenger cars per lane per hour

3 **Shaded with bold** text denotes unacceptable levels of service.

4 LOS F is based on analysis described in "US 50 Transportation Concept Report and Corridor System Management Plan" (Caltrans District 3, 2014), which is different than LOS based on traffic count data since volumes can be lower than capacity at locations operating at LOS F.

Source: DKS Associates, 2017.

Table 17-7 Existing Freeway Ramp Junction Levels of Service

Direction	Ramp	Junction Type	Ramp Volume	Density (pcplph)[1]	Level of Service[2]
AM Peak Hour					
Eastbound	Folsom Boulevard off-ramp	Diverge	1,369	24.1	C
	Folsom Boulevard on-ramp	Merge	145	23.1	C
	Prairie City Road off-ramp	Diverge	832	25.3	C
	Prairie City Road direct on-ramp	Merge	19	18.2	B
	Prairie City Road flyover on-	Merge	248	17.7	B
	East Bidwell St off-ramp	Diverge	668	21.6	C
	East Bidwell St loop on-ramp	Merge	430	10.5	A
	East Bidwell St direct on-ramp	Merge	291	8.6	A
Westbound	East Bidwell St Rd off-ramp	Diverge	1,083	40.4	E
	East Bidwell St loop on-ramp	Merge	24	25.4	C
	East Bidwell St direct on-ramp	Merge	929	32.9	D
	Prairie City Road off-ramp	Diverge	686	34.9	D
	Prairie City Road loop on-ramp	Merge	57	27.5	C
	Prairie City Road direct on-ramp	Merge	694	27.4	C
	Folsom Boulevard off-ramp	Diverge	310	35.5	E
	Folsom Boulevard on-ramp	Merge	924	16.9	B
PM Peak Hour					
Eastbound	Folsom Boulevard off-ramp	Diverge	1,351	26.5	**F[3]**
	Folsom Boulevard on-ramp	Merge	433	31.3	D
	Prairie City Road off-ramp	Diverge	732	35.5	E
	Prairie City Road direct on-ramp	Merge	31	27.0	C
	Prairie City Road flyover on-	Merge	678	29.9	D
	East Bidwell St off-ramp	Diverge	1,031	34.4	**F[3]**
	East Bidwell St loop on-ramp	Merge	1,194	18.9	C
	East Bidwell St direct on-ramp	Merge	291	18.6	B
Westbound	East Bidwell St off-ramp	Diverge	1,237	31.2	D
	East Bidwell St loop on-ramp	Merge	75	16.8	B
	East Bidwell St direct on-ramp	Merge	651	21.9	C
	Prairie City Road off-ramp	Diverge	395	23.1	C
	Prairie City Road loop on-ramp	Merge	34	18.6	B
	Prairie City Road direct on-ramp	Merge	806	19.6	B
	Folsom Boulevard off-ramp	Diverge	234	26.7	C
	Folsom Boulevard on-ramp	Merge	1,451	12.3	B

Notes:

[1] Passenger cars per lane per hour

[2] **Shaded with bold** text denotes an unacceptable level of service.

[3] LOS F is based on analysis described in "US 50 Transportation Concept Report and Corridor System Management Plan" (Caltrans District 3, 2014), which is different than LOS based on traffic count data since volumes can be lower than capacity at locations operating at LOS F

Source: DKS Associates, 2017.

EXISTING BIKEWAYS

The following description of existing bikeways is taken from the City's 2007 Bikeway Master Plan (Folsom 2007).

Bikeways are described by Caltrans in Chapter 1000 of the Highway Design Manual (Caltrans 2017a) as being one of three basic types:

- Class I Bike Path: A bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way.
- Class II Bike Lane: Any portion of roadway designated for bicycle use and defined by pavement marking, curbs, signs, or other traffic-control devices.
- Class III Bike Route: A designated route through high demand corridors on existing streets that are usually shared with motor vehicles. Are indicated by periodic signs and do not require pavement markings.
- Class IV bikeways: A bikeway or "cycle track" for exclusive use of bicycles and includes a separation between the bikeway and through traffic lanes. The separation may include, but is not limited to, grade separation, flexible posts, inflexible posts, inflexible barriers, or on-street parking.

Tables 17-8, 17-9 and 17-10 describe the existing Class I, II, and III bikeways respectively.

Table 17-8 Existing Class I Bike Paths

Funding Agency	Segment Name	Length (Miles)
City Trails (City funded)	Folsom Rail Trail Sections 1 & 2	2.22
	Humbug Creek Trail-West of Folsom Blvd.	1.54
	Humbug Creek Trail-Rail Section	2.94
	Humbug Creek Trail-Riley St. to Harrington Way	0.89
	Willow Creek Trail-Spur	0.21
	Humbug Creek Trail-West of Oak Ave.	2.26
	Willow Creek Trail (includes new Bowen trail section to new bridge)	2.86
	Willow Creek Trail Walking Path Section	0.38
	Humbug Creek Trail-East of Oak Ave., includes DG Section	7.99
	Oak Parkway Trail	2.47
	Oak Parkway Trail Walking Path Section	0.46
	Humbug Creek Trail-Spur	0.67
	Historic Powerhouse Canal Trail	0.63
	Folsom/Placerville Rail Trail	0.43
	Johnny Cash Trail (Phase I) and Equestrian/Mountain Bike (Phase 2)	3.66
	Folsom Lake Crossing (E Natoma to Folsom-Auburn)	2.01
	Auburn-Folsom Trail	0.46
	Leidesdorff Trail-Gap Closure Project	0.75
	Subtotal	**32.83**
Other Paths and Connections (City Funded)	Trail E of Briggs Park	0.03
	Trails along SE Placerville Rd by In-N-Out	0.38
	Lew Howard Park Walking Paths	1.41
	Spur N of Rainbow Bridge to Greenback Ln	0.08
	Path connecting Singer Lane to Briggs Ranch Trail along E Natoma	0.02
	New Trail Renovations S side of Natoma Crossing Bridge	0.51
	New Trail Renovations NW of Gold Lake Dr Along Lake Natoma Walking	0.26
	Walking Path S of California ISO, N side of Hwy 50	0.55
	Willow Springs Reservoir Trails	0.14
	Willow Springs Reservoir Trails Walking Path Section	0.15
	S of Marsh Hawk Dr to Iron Point Walking Path Section	0.42
	Willow Hill Reservoir Walking Path Section	1.11
	Subtotal	**5.06**
L&L Trails (L&L Funded)	ARC N	3.35
	Briggs Ranch	1.03
	Steeplechase	0.17
	Willow Springs	0.67
	Broadstone 1&2	2.43
	Broadstone 3	1.73
	Broadstone 3 Walking Paths	0.36
	Islands Ring Park South Phase 1 and Phase 2	0.9
	Subtotal	**10.64**
HOA Trails (HOA Funded)	Empire Ranch	5.18
	Levy Park Trail	0.23
	Subtotal	**5.41**
	Total	**53.94**

Source: City of Folsom 2017 Inventory of Trails.

Table 17-9 Existing Class II Bike Lanes

Segment	Length (Miles)	Width[1] Standard (Y/N)
American River Canyon Drive (between Oak Avenue Parkway and Lake Natoma)	3.52	N
Bidwell Street (Riley Street to Folsom Blvd.)	0.76	Y
Black Diamond (Iron Point Rd to Natoma Station Dr)	0.41	Y
Blue Ravine Road (between Folsom Blvd. and East Natoma St.)	4.33	Y
Briggs Ranch Dr. (from Folsom Dam Road to East Natoma St.)	1.22	Y
Broadstone Parkway (Iron Point Rd to Broadstone Pkwy)	2.43	Y
Coloma St. (Riley Street to East Bidwell Street.)	0.17	N
Cavitt Drive (Clarksville Rd. to Iron Point Rd.)	1.22	Y
Creekside Drive (E. Bidwell St. to Oak Avenue Parkway)	0.86	N
East Bidwell Street (Woodsmoke to Iron Point)	2.0	Y
East Natoma Street (Fargo Way to Russell Ranch Road)	3.01	Y
Empire Ranch Road (Iron Point Road to Green Valley Rd)	2.25	Y
Folsom Auburn Road (from Greenback Lane to outside City limits)	1.06	Y
Folsom Boulevard (between U.S. 50 and Sutter St.)	9.33	N
Golf Links Drive (Natoma St. to Broadstone Pkwy)	1.38	Y
Greenback Lane (from outside the City limits to Riley St.)	1.46	Y
Green Valley Road (from E. Natoma St. to the City limits)	1.46	Y
Ingersoll Way	0.45	Y
Grover Road (between Russi Rd. and Iron Point Rd.)	0.5	Y
Iron Point Road (Folsom Blvd. and City limits)	6.30	Y
Leidesdorff Street	0.31	N
Lembi Drive (Riley Street to Sibley Street)	0.40	Y
Madison Avenue	0.97	Y
Manseau Drive (Briggs Ranch Dr. and Blue Ravine Rd.)	0.35	N
McAdoo (Riley Street to Iron Point Road)	0.81	Y
Natoma Station Drive (Folsom Blvd. to Turnpike Rd.)	0.82	Y
Natoma Street (Folsom Blvd. to Empire Ranch Rd)	4.4	Y
North Lexington Drive (between E. Bidwell St. and Prewitt Dr)	1.90	N
Oak Avenue (Willow Creek and Iron Point Rd.)	1.54	Y
Oak Avenue Parkway (Folsom-Auburn Rd. to City Limits)	2.33	N
Parkshore Drive (between Folsom Blvd. and Plaza Dr.)	0.61	Y
Prairie City Road (Blue Ravine Rd. and U.S. 50)	1.05	N
Prewitt Drive (between North Lexington and Silberhorn)	0.48	N
Riley Street (between Coloma and Oak Avenue Parkway)	2.35	N
Russi Road (between Blue Ravine and Riley)	1.07	Y
Silberhorn Drive (from Clarksville to Golf Links Dr.)	1.45	N
South Lexington Drive (from Oak Avenue Parkway to Silberhorn)	0.84	N
Turnpike Drive (Natoma Station Dr. to Blue Ravine Rd.)	0.16	N
Willow Creek Drive (Flower St. to Briggs Ranch Rd.)	0.78	N
Willard Drive (Iron Point Rd to Prairie City Rd.)	0.65	Y
Total	**67.39**	

Note: [1] Standard width for Class II bike lanes is 6 feet with no parking (including gutter) and 5 feet with parking. Includes some sub-standard striped shoulders that are programmed for improvement.

Source: City of Folsom Bikeway Master Plan 2007.

Table 17-10 Existing Class III Bike Routes	
Segment	**Length (Miles)**
Turn Pike Drive (between Blue Ravine Rd. and Natoma Station Dr.)	0.85
Clarksville Rd (between Cavitt and Broadstone)	0.35
Total	**1.20**

Source: City of Folsom Bikeway Master Plan 2007.

EXISTING PEDESTRIAN FACILITIES

The description of existing pedestrian facilities is taken from the 2014 update of the City's Pedestrian Master Plan (Kimley Horn 2014).

Trails

The City of Folsom has an impressive network of multi-use trails and pathways. These trails provide access to regional recreational opportunities from Folsom Lake, neighborhood parks to wildlife observation and boating along the American River. Multi-use paths are an important component of the city's pedestrian network. Unlike sidewalks, which are located in the public right-of-way and maintained by standard public works procedures, trails provide routes that are entirely segregated from motorized vehicles. These trails are often also categorized as Class I bicycle facilities, which to meet standard, Caltrans Bikeway Specifications, must maintain a minimum of eight feet of paved width and an additional two foot gravel shoulder on either side. Bicyclists are required to yield to slower pedestrian traffic and share the pathway. The existing Class I multi-use trails are described in Table 17-8 in the previous section on existing bikeways.

Sidewalks

A review of the existing sidewalks was conducted in 2014 as part of the update of the Pedestrian Master Plan and the following conclusions were drawn:

- Most of the streets within the historic district lack sidewalks with the exception of Natoma Street.
- Sidewalks in newer areas of development are mostly on both sides of the street.
- Sutter Street and short stretches of perpendicular streets near Natoma Street create significant gaps in the system.
- Areas north of the American River, along Folsom-Auburn Road and along Folsom Boulevard lack sidewalks The presence of multi-use trails paralleling these corridors provide an alternative for pedestrians. However, the pedestrian routes in this area are more recreational than functional. They do not serve businesses along Folsom-Auburn Road.
- While all the newer residential subdivisions include sufficient pedestrian facilities, the major street arterials connecting the subdivisions with schools, employment centers and commercial districts are significantly lacking.

EXISTING PUBLIC TRANSIT SERVICE

Residents of and visitors to the City of Folsom have a number of transit options including direct and connecting services that link the city with the rest of the Sacramento region as well as provide regional connections. Each of the transit services is described in the following sections.

Bus Service

The City of Folsom provides local bus transit within the city, with the routes shown in Figure 17-3.

Folsom Stage Line Route 10 provides service between the intersection of Main Street and Madison Avenue, and the Iron Point Road light-rail station. Weekday service is provided between 5:30 a.m. and 7:00 p.m. on 60-minute headway. ("Headway" is the amount of time between buses. For example, if a bus on the same route arrives at a given stop every 60 minutes, it is operating on 60-minute headway.)

Folsom Stage Line runs two additional bus routes during peak periods. Route 20 provides service in eastern Folsom between Folsom Lake College and Vista Del Largo High School. Weekday service on this route is one bus provided in the morning and one in the afternoon. Route 30 provides service between Glenn Station and Folsom Prison. Weekday service on this route is provided from 6:00 a.m. to 8:00 a.m. and from 2:30 p.m. to 5:00 p.m. No Saturday, Sunday or holiday bus service is provided by Folsom Stage Line.

The Folsom Stage Line dial-a-ride service is provided for senior citizens ages 55 and older, and residents with physical, developmental, or mental disabilities.

Light Rail Service

Sacramento Regional Transit (RT) operates bus and light-rail transit (LRT) service in Sacramento County. LRT service is provided on the Gold Line from downtown Sacramento along the Folsom Boulevard / Highway 50 corridor to the Historic Folsom light-rail station, with stops at Hazel Avenue, Iron Point Road, Glenn Drive and Historic Folsom in the project vicinity. During peak periods, service runs every half hour east of the Sunrise Boulevard station and every 15 minutes west of the Sunrise Boulevard station. The trains run from 5:00 AM to 7:00 PM east of the Sunrise Boulevard station and from 5:00 AM to 12:00 AM west of the Sunrise Boulevard station.

EXISTING AIR TRANSPORTATION

There is no airport within the city limits. The nearest airports to the city are Mather, six miles to the west, and Cameron Airpark, six miles to the east. Mather is a former Air Force base that is now run as a civil aviation airport by Sacramento County. Cameron Airpark is a civil aviation airport run by El Dorado County.

The Sacramento International Airport (SMF) is the closest commercial passenger airport, located approximately 30 miles by car west of the City of Folsom. SMF is the main provider of passenger and cargo air transportation services for the Sacramento metropolitan area. It has two terminals with a total of 27 jet-level boarding gates and two 8,600-foot runways. The airport is served by 16 major carriers.

EXISTING GOODS MOVEMENT

Goods movement is defined as those trips not related to personal mobility. For example, businesses need truck access to fill their shelves, and industry needs access to bring products to market. Folsom is not directly connected to freight rail lines or an airport; all of Folsom's goods are moved by truck.

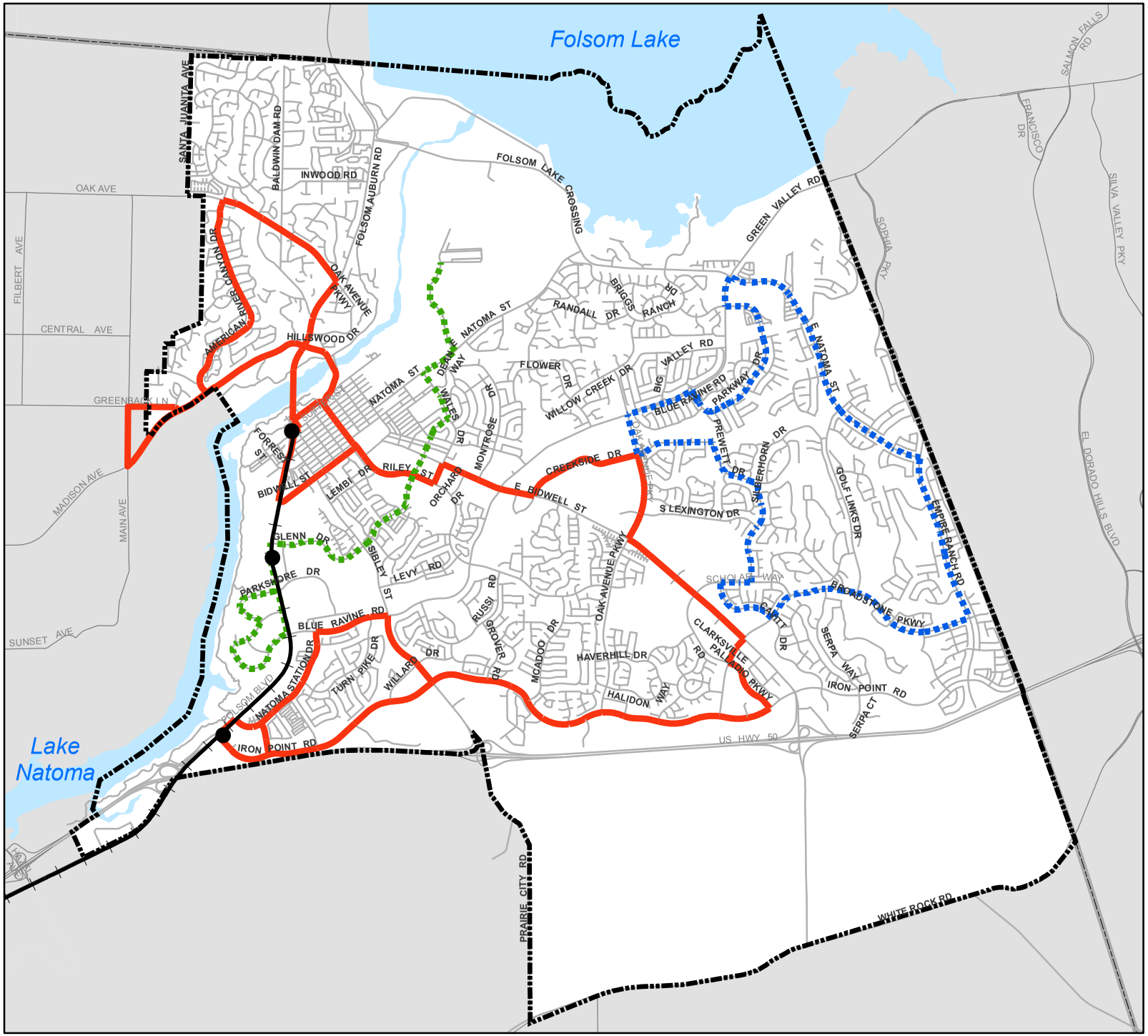

Figure 17-3

City of Folsom

Existing Transit Routes

- Folsom City Boundary
- Route 10
- Route 20 Peak
- Route 30 Peak
- Light Rail
- Light Rail Station

N

100
25
10
ACRES

0 0.5 1
Miles

Created by
Planning Partners 2018.

Additional Source:
DKS Associates, 2018.

Rail

The only heavy rail facility in the City of Folsom is the historic Sacramento–Placerville transportation corridor that runs on the east side of Folsom Boulevard (now converted to use for light rail), on the west side of Sibley Street, parallel to Blue Ravine Road and on the east side of East Bidwell Street. The City of Folsom maintains the portion of the Sacramento–Placerville transportation corridor within city limits and is a member of the Joint Powers Authority (JPA) that administers the corridor. The rail line is currently out of service but not abandoned. A proposal for excursion rail service was submitted to the JPA in 2008, by the Folsom-El Dorado-Sacramento Historical Railroad Association, which was awarded. The Association now operates the Placer & Sacramento Valley Railroad (P&SVRR) on a bi-weekly basis.

Truck

Figure 17-4 shows the City's designated truck routes, which have two categories: commercial routes and terminal access (STAA) routes.

Trucks passing through the city that do not have an origin or destination in the city may only use the following designated commercial truck routes:

- Greenback Lane from the Sacramento County line to Folsom Blvd
- Folsom Blvd from Greenback Lane to U.S. Highway 50
- Blue Ravine Road from Folsom Blvd transitioning to Green Valley Road where it continues to the El Dorado County Line.
- Iron Point Road from Folsom Blvd to El Dorado County Line
- East Bidwell Street from Blue Ravine to U.S. Highway 50
- Empire Ranch Road from El Dorado County Line to Iron Point.
- Oak Avenue Parkway from East Bidwell Street to Blue Ravine Road

Any commercial vehicle or combination of vehicles having a gross vehicle weight of 10,001 lbs. or more, with an origin or termination point within the city, must drive on streets designated as local/terminal truck routes. These vehicles may leave the local truck route only to pick up or deliver freight, merchandise or load, within the city of Folsom, and must do so from the local truck route point that is closest to the destination site. These vehicles must return to and use the local truck route to make subsequent deliveries or pick-ups. Residential streets may not be used unless the delivery or pick up destination is on that street or immediately adjoining streets. Terminal access (STAA) truck routes areas follow:

- Prairie City Road from U.S. Highway 50 to Glenn Drive
- Folsom Blvd from U.S. Highway 50 to Glenn Drive/Kikkoman entrance.
- East Bidwell Road from El Dorado County line to Broadstone Parkway
- Broadstone Parkway from East Bidwell to Clarksville Road
- Clarksville Road from Broadstone Parkway to Bundrick Road
- Iron Point Road from East Bidwell Road to Cavitt Drive

Some trucks enter the city from Placer County on Folsom-Auburn Road and are bound for Highway 50 or El Dorado County. Folsom-Auburn Road is not a designated truck route and City police cite through-trucks using it. As shown in Figure 17-4, through trucks from Placer County should use Hazel Avenue to reach Highway 50.

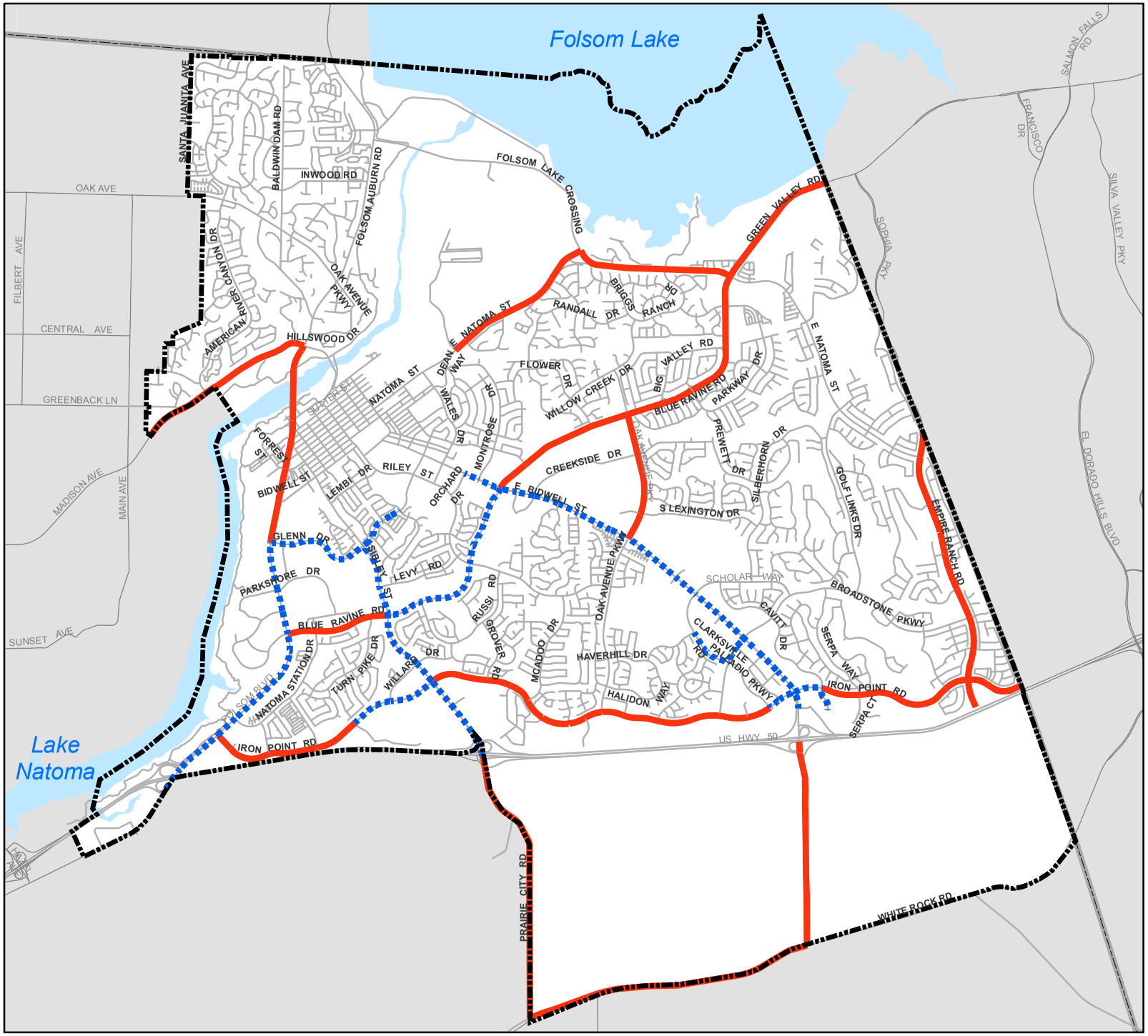

Figure 17-4

City of Folsom

Existing Truck Routes

Folsom City Boundary

STAA Terminal Access Route

Truck Route (FMC 10.12)

Created by Planning Partners 2018.

Additional Source: DKS Associates, 2018.

Air Cargo

Sacramento International Airport and Mather Airport, operated by the Sacramento County Airport System, primarily provide air cargo service in the Sacramento region, including five freight carriers.

17.1.2 REGULATORY SETTING

The following regulations of federal, state, and local agencies govern various aspects of the transportation system. These regulations are summarized below.

FEDERAL LAWS AND REGULATIONS

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

Fixing America's Surface Transportation Act

This authorization, enacted in December 2015, funds surface transportation programs for fiscal years (FY) 2016 through 2020. It builds on changes in federal policies included in the prior surface transportation act, the Moving Ahead for Progress in the 21st Century (MAP-21), enacted in 2012. Those changes included provisions to make the Federal surface transportation more streamlined, performance-based, and multimodal, and to address challenges facing the U.S. transportation system, including improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery.

CALIFORNIA LAWS AND REGULATIONS

California Transportation Plan for 2025

This plan provides broad system concepts, strategies, and performance measures for the state facilities (all modes).

Transportation Concept Reports (TRC) and Corridor System Management Plans (CSMP)

The purpose of the Caltrans' TCR/CSMP process is to evaluate current and projected conditions along the route, and communicate the vision for the development of each route in each Caltrans District during a 20-year planning horizon. A TCR/CSMP is developed by Caltrans for each State Route with the goals of increasing safety, improving mobility, providing excellent stewardship, and meeting community and environmental needs along the corridor through integrated management of the transportation network, including the highway, parallel and connecting roadways, transit, pedestrian, bicycle, freight, operational improvements, and travel demand management components of the corridor. A TCR/CSMP was prepared for the US 50 Corridor in 2014.

LOCAL LAWS AND REGULATIONS

SACOG and the City of Folsom have adopted the following plans and programs that include standards and policies that regulate the transportation system.

Metropolitan Transportation Plan/Sustainable Communities Strategy

The Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) is a long-range plan for transportation improvements in the region prepared by the Sacramento Area Council of Governments (SACOG). SACOG is an association of local governments from six counties and 22 cities within the Sacramento Region. The counties include El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba. SACOG is responsible for the preparation of, and updates to, the MTP/SCS for the six county region and the corresponding Metropolitan Transportation Improvement Program (MTIP). The MTP/SCS provides a 20-year transportation vision and corresponding list of projects. The plan is based on projections for increases in population, housing, and jobs. The 2036 MTP/SCS was adopted by the SACOG board in 2016. The MTIP identifies short-term projects (seven-year horizon) in more detail.

City of Folsom Capital Improvement Program

The City of Folsom Capital Improvement Plan (CIP) is a statement of the City of Folsom's policy regarding long-range physical development. The CIP is a multi-year plan that forecasts spending for all anticipated capital projects and is considered to be a link between the City's development and fiscal planning processes. Included in the CIP is the capital budget, which represents the first year of the CIP. By providing a planned schedule, cost estimates, and location of public sector investments, the CIP provides private sector decision makers with valuable information on which to base investment decisions. The CIP also provides local elected officials and the public with valuable information concerning proposed public facilities and their associated costs. With regards to traffic, the transportation improvement fund receives impact fees and grants.

City of Folsom Neighborhood Traffic Management Plan

The City of Folsom Neighborhood Traffic Management Plan (TMP) is a set of guidelines intended to provide a framework for the selection, application, and design of traffic calming measures in the City of Folsom. The TMP includes a formal process for the implementation of traffic calming measures in neighborhoods and a toolbox of potential traffic calming measures. The guidelines provide a process for City staff and community members to identify various traffic problems experienced in existing neighborhoods (i.e., high speeds, traffic volumes, cut through traffic) and provide a way to develop effective traffic calming solutions.

Pedestrian Master Plan

The City of Folsom has an extensive network of sidewalks and off-street trails that benefit walkers, joggers, and cyclists. The City updated its Pedestrian Master Plan in 2014. The Plan includes goals/objectives, design considerations/principles and recommended project priorities.

Bikeway Master Plan

The City of Folsom is one of the most bike friendly settings in California, with an existing comprehensive bikeway system that is extensive and connects to a vast number of historical and recreational attractions. The City of Folsom adopted its current Bikeway Master Plan in 2007. The Plan includes goals/objectives, a needs analysis, the recommended bikeway system, recommended improvements and an implementation strategy.

An appendix to the Plan was added in 2011 to incorporate the Folsom Plan Area Specific Plan (FPASP) bikeway system into the adopted City of Folsom Bikeway Master Plan.

Folsom Plan Area Specific Plan

Adopted by the City Council in 2011, the FPASP covers 3,513 acres along the southern edge of the city. A central feature of the FPASP is mixed-use town and neighborhood centers intended to create walkable neighborhoods, reduce automobile use, and encourage more internal trips. The FPASP defines the circulation system that will serve the FPASP area, including street classification, cross-sections for each major street and for various street classifications, plus the planned bikeway system and transit corridors.

17.1.3 PROPOSED GENERAL PLAN POLICIES

The following policies from the proposed 2035 General Plan address the City's transportation system:

MOBILITY ELEMENT

General Mobility

Policy M 1.1.1: Complete Streets. Develop its streets to serve the needs of all users, including bicyclists, public transit users, children, seniors, persons with disabilities, pedestrians, motorists, and movers of commercial goods.

Policy M 1.1.2: Adequate Rights-of-way. Ensure that all new roadway projects and major reconstruction projects provide appropriate and adequate rights-of-way for all users including bicyclists, pedestrians, transit riders, and motorists, except where pedestrians and bicyclists are prohibited by law from using a given facility. Dedication and improvements of full rights-of-way shall follow City design standards by roadway classification except in existing developed areas where the City determines that such improvements are either infeasible or undesirable. Other deviations from these standards shall be permitted upon a determination that safe and adequate access and circulation are preserved by such deviations.

Policy M 1.1.3: Accessibility. Strive to ensure that all streets are safe and accessible to people with limited mobility and other disabilities. New and reconstructed facilities shall meet the requirements of the Americans with Disabilities Act.

Policy M 1.1.4: Existing Streets Retrofits. Update existing streets with new bikeways, sidewalks, and exclusive transit lanes, where these facilities are designated in this Mobility Element, when funding and staff resources are available.

Policy M 1.1.5: Connected Neighborhoods. Require the continuation of the street network between adjacent development projects to promote walkability and allow easier access for emergency vehicles.

Policy M 1.1.6: Intermodal Connections. Provide connections between modes, including bicycle and pedestrian connections to transit stops, buses that can accommodate bicycles, and park-and-ride lots.

Policy M 1.1.7: Transportation System Management. Require a transportation system management (TSM) program that applies to existing as well as future development and will ensure the assumed reduction in peak hour vehicle trips.

Policy M 1.1.8: Intelligent Transportation Systems (ITS) Master Plan. Prepare and adopt an ITS Master Plan to prioritize the deployment of technology designed to maximize the efficiency of the City's traffic signal systems. Require that all development projects incorporate ITS infrastructure where feasible and consistent with the City's adopted ITS Master Plan.

Policy M 1.1.9: Transportation Demand Management. Develop a citywide Transportation Demand Management Program, which provides a menu of strategies and programs for developers and employers to reduce single-occupant vehicle travel in the city.

Policy M 1.1.10: Facilities for Emerging Technologies. Assist in the provision of support facilities such as advanced fueling stations (e.g., electric and hydrogen) for emerging technologies.

Pedestrians and Cyclists

Policy M 2.1.1: Pedestrian Master Plan. Maintain and implement a pedestrian master plan that guides the development of a network that links residential developments with employment centers, public open spaces, parks, schools, shopping districts, and other major destinations.

Policy M 2.1.2: New Sidewalks. Sidewalks shall be built along all new arterial, collector, and local roads when ultimate street improvements are installed

Policy M 2.1.3: Pedestrian and Bicycle Linkages in New Development. Require developers to provide a system of sidewalks, trails, and bikeways that link all land uses, provide accessibility to parks and schools, and connect to all existing or planned external street and trail facilities**.**

Policy M 2.1.4: Sidewalk Network. Strive to fill gaps in the city's existing sidewalk network.

Policy M 2.1.5: Bikeway Master Plan. Maintain and implement a bikeway master plan that guides the development of a network that links residential developments with employment centers, public open spaces, parks, schools, shopping districts, and other major destinations.

Policy M 2.1.6: Bicycle Facility Classifications. Maintain a classification of bicycle facilities consisting of the following:

1. Class I bikeways: separated bicycle paths. These will be the preferred bikeway, whenever feasible.
2. Class II bikeways: bike lanes. These will be required in areas where on-street parking is likely to occur and in all collector and arterial streets where feasible. Such areas would be in the vicinity of apartment complexes and condominium complexes.
3. Class III bikeways: bike routes. These will be required in low-traffic areas where it is safe for bicycles to share the lane with autos and a class 1 or class 2 facility is not feasible.
4. Class IV bikeways: bicycle-only paths, or "cycle tracks." These are a version of separated bicycle paths that are designed for and limited to bicycle use only, and include a separation between bikeway and through traffic lanes. These will only be installed in special cases where right-of-way is constricted, or there is other significant need to provide a separate facility for bicycle use.

Policy M 2.1.7: Design Guidelines. Maintain design guidelines for bicycle facilities that result in the construction of bicycle improvements that are attractive, functional, and accessible.

Policy M 2.1.8: Road Repair. Consider the impact to bicycle routes when conducting any major repair, alteration, or construction of roads. Alternate routes or other accommodations should be provided as well as any upgrades to City-owned pedestrian facilities to comply with the current standards of the Americans with Disabilities Act (ADA).

Policy M 2.1.9: Bicycle Safety Education. Provide public education on bicycle safety and encourage bicycle safety programs for cyclists and motorists.

Policy M 2.1.10: Bicycle Parking. Encourage adequate short- and long-term bicycle parking for all land uses, except for single family and single family high-density residential uses

Policy M 2.1.11: Bicycle Parking at City Facilities. Provide bicycle parking at all City parks and public facilities (e.g., library, City Hall) sufficient to accommodate anticipated demand for spaces

Policy M 2.1.12: Trail Network. Develop a continuous, interconnected system of trails and bikeways.

Policy M 2.1.13: American River Path. Coordinate with Sacramento County to preserve the existing American River bicycle trails and pedestrian paths.

Policy M 2.1.14: Intersections. Ensure new intersections are designed to safely accommodate pedestrians and bicycles, along with all other transportation modes

Policy M 2.1.15: Funding. Identify regional, State, and Federal funding programs and attempt to secure as much funding as possible for pedestrian and bicycle facilities and programs.

Policy M 2.1.16: Safe Routes to School. Encourage the construction of facilities and provision of programs that ensure Folsom children can walk or bike to school safely through coordination with school administration and parent organizations and participation in State and Federal grant programs.

Policy M 2.1.17: Pedestrian and Bicycle Overpasses. Pursue the development of pedestrian and bicycle overpasses in areas with limited connectivity, particularly to connect development north and south of Highway 50.

Policy M 2.1.18: Public Involvement. Encourage the public to participate in the planning, design, implementation, and maintenance of pedestrian and bicycle facilities and programs.

Transit

Policy M 3.1.1: Access to Public Transit. Strive to ensure that all residents have access to safe and convenient public transit options.

Policy M 3.1.2: Transit for Elderly and Persons with Disabilities. Continue to provide accessible, on-demand transit for the elderly and persons with disabilities.

Policy M 3.1.3: Regional Transit Connectivity. Coordinate with Sacramento Regional Transit and neighboring jurisdictions on fixed route connectivity and transfers to improve the transit system.

Policy M 3.1.4: Light Rail Double-Tracking. Coordinate with Sacramento Regional Transit on possibilities for improving light rail headways through double-tracking.

Policy M 3.1.5: Extended Light Rail Service. Coordinate with Sacramento Regional Transit on possibilities for extending light rail hours into the evening.

Policy M 3.1.6: "Hi-Bus" Transit Corridors. Require sufficient right-of-way for designated Hi-Bus transit corridors that connect to light rail stations, including the planned facility on Easton Valley Parkway, south of Highway 50. The City shall also evaluate the feasibility of Hi-Bus transit in designated "study corridors" and shall give priority to transit uses within the available right-of-way in those study corridors. The City shall coordinate with Regional Transit to provide services in the Hi-Bus corridors.

Policy M 3.1.7: Transit to Key Locations. Provide Folsom Stage Line transit stops and associated amenities at key destinations in Folsom.

Vehicular Traffic and Parking

Policy M 4.1.1: Road Network Hierarchy. Establish a hierarchy of roads consisting of the following:

1. **Freeways or limited access highways.** Such roads shall be grade separated at each intersection with another road. The major purpose of such roads is to route traffic around Folsom, with as few interruptions to the surface street system as possible. Highway 50 currently meets the definition of a freeway
2. **Expressways.** Allow for moderate- to high-speed travel within the city. The purpose of an expressway is to carry cross-town traffic from other communities or between neighborhoods within the city. An expressway may contain some grade-separated intersections, but this type of road would mainly be a surface street. Expressways should be located to allow for controlled intersections spaced at one-half mile intervals or more. Only arterial and collector roads should intersect with an expressway.
3. **Arterial roads (or major streets).** Serve to connect neighborhoods within the city and the city with surrounding communities. Movement of people and goods, also known as "mobility," rather than access to adjacent land uses, is the primary function of an arterial street. Arterials would normally define the boundaries of neighborhoods, not provide internal access to a neighborhood. The city has two types: 1) "major arterials", which are divided four or six-lane roadways, and 2) "minor arterials," which are undivided four-lane roadways.
4. **Collector (or secondary) roads.** Serve to route traffic from local streets within a residential neighborhood or a commercial area to an arterial road. Collector streets would not normally serve as "through" roads for more than one area, but would typically carry higher traffic volumes than local streets. The City has two types: 1) "major collectors," which are typically two-lane roadways with center turn lanes, and 2) "minor collectors," which are typically two-lane roadways without center turn lanes.
5. **Local (or tertiary) roads.** Serve a portion of a neighborhood only and, together with other local roads in a neighborhood, route traffic to a collector street.

Policy M 4.1.2: Roadway Maintenance. Maintain roadways according to industry standards to provide for the safe travel for all users, including pedestrians, bicyclists, drivers and transit vehicles. The City shall implement a pavement management plan and emphasize preventative maintenance to reduce costs associated with frequent road surface replacement.

Policy M 4.1.3: Level of Service. Strive to achieve at least traffic Level of Service "D" throughout the city. Level of Service "E" conditions can be acceptable due to costs of mitigation or when there would be other unacceptable impacts, such as right-of-way acquisition or degradation of the pedestrian environment due to increased crossing distances or unacceptable crossing delays. Level of Service "E" may also be accepted during peak commute periods at major intersections within one-quarter mile of a freeway interchange or river crossing.

Policy M 4.1.4: Capital Southeast Connector. Support the planning and construction of the Capital Southeast Connector.

Policy M 4.1.5: Interchange Improvements. Coordinate with Caltrans in planning for and funding freeway interchange improvements and additional interchanges along Highway 50.

Policy M 4.1.6: Capital Improvement Plan (CIP). Maintain and implement a three-year capital improvement plan for road improvements.

Policy M 4.1.7: Landscape Maintenance Assessment Agreements. Require the establishment of homeowners associations or landscaping and lighting districts for new developments adjacent to arterial roads to ensure that planting strips are constructed and properly maintained.

Policy M 4.1.8: Energy Efficiency. Use the most energy-efficient light fixtures and technology for all traffic signals, street lights, roads, intersections, and bicycle and pedestrian signals.

Policy M 4.2.1: Parking. Maintain and implement a comprehensive on- and off-street parking system that serves the needs of residents and businesses while supporting the use of multiple modes of transportation.

Policy M 4.2.2: Reduce Minimum Parking Standards. Consider reducing parking standards for private vehicles in transit-oriented developments, mixed-use developments and developments in high-density areas over time, while increasing parking for shared vehicles, alternative energy vehicles, bicycles, and other modes of transportation. Reduced parking standards must be supported by a demand analysis that supports the reduction.

Policy M 4.2.3: Shared Parking. Consider the use of shared parking programs as conditions of approval in mixed use and transit-oriented neighborhoods and districts as a part of the overall parking management strategy. Shared parking may reduce the amount of parking spaces needed in new developments.

Policy M 4.2.4: Electric Vehicle Charging Stations. Encourage the installation of electric vehicle charging stations in parking spaces throughout the city.

Goods Movement

Policy M 5.1.1: Efficient Goods Movement. Support infrastructure improvements and the use of technology for the efficient movement of goods and connectivity to employment centers via roads in Folsom.

Policy M 5.1.2: Off-Peak Deliveries. Encourage business owners to schedule deliveries at off-peak traffic periods in residential, commercial, or mixed-use areas.

Policy M 5.1.3: Truck Routes. Maintain and update its commercial truck routes map as needed to ensure the needs of businesses are met while minimizing potential adverse impacts to the rest of the community.

Policy M 5.1.4: STAA Truck Routes. Maintain and update its Surface Transportation Assistance Act of 1982 truck routes map to accommodate large trucks as part of the National Network while minimizing potential adverse impacts to the rest of the community.

Policy M 5.1.5: Quarry Trucks. Work with the quarries in eastern Sacramento County to ensure safe and efficient routes through Folsom that do not disrupt neighborhoods and traffic patterns in the city.

Regional Coordination

Policy M 6.1.1: State and Regional Communication. Maintain formal and informal lines of communication between State and regional agencies to ensure cooperation in the development of transportation systems and the implementation of State and regional transportation plans.

Policy M 6.1.1: Regional Bicycle and Pedestrian Consistency. Coordinate with SACOG to ensure SACOG's Regional Bicycle, Pedestrian, and Trails Master Plan is consistent with the City's bicycle and pedestrian planning efforts.

Policy M 6.1.3: Support Zero- and Low-Emission Vehicle Adoption. The City shall continue to support rapid adoption of zero- emissions and low-emission vehicles by:

- installing public charging stations at City facilities,
- streamlining the permit process for private electric vehicle charging stations (including home charging stations), and
- developing guidelines and standards for dedicated and preferential parking for zero and low-emissions vehicles (including charging stations for plug-in-electric vehicles, where necessary).

Transportation Funding

Policy M 7.1.1: New Development. Require new development to contribute towards the construction of offsite facilities and provision of services to achieve the City's mobility goals.

Policy M 7.1.2: Fair Share for Transportation Infrastructure Improvements. Require all new development to dedicate rights-of-way, construct facilities, or pay its fair share for needed transportation infrastructure improvements that support all travel modes, including pedestrian, bicycle, and transit facilities, roadway improvements, and ITS and transportation demand management programs and services.

Policy M 7.1.3: Funding Sources. Explore additional sources of funding and support the development of a stable, dedicated funding source for all modes to provide continuing maintenance, operation, and management of the City's transportation network.

17.2 ENVIRONMENTAL EFFECTS

17.2.1 SIGNIFICANCE CRITERIA

As set forth in Appendix G, Question XVI of the State CEQA Guidelines, the following criteria have been established to quantify the level of significance of an adverse effect to the transportation system evaluated pursuant to CEQA. An impact would exceed an impact threshold under these circumstances:

- Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, street, highways and freeways, pedestrian and bicycle paths, and mass transit? (*XVI.a*)
- Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? (*XVI.b*)
- 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? (*XVI.c*)
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (*XVI.d*)
- Result in inadequate emergency access? (*XVI.e*)
- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? (*XVI.f*)

Due to the general nature of the above standards, the City of Folsom has developed quantifiable significance thresholds for the roadway, transit, bicycle and pedestrian system. Specifically, a significant impact would occur if implementation of the project would result in traffic operations that exceed the following thresholds:

- Cause an intersection in Folsom north of US 50 (outside of the Folsom Plan Area Specific Plan [FPASP] area) that currently operates at LOS C or better to degrade to LOS D or worse. (*Corresponds to XVI.a and XVI.b*)
- Cause a new or existing intersection in Folsom south of US 50 (within the FPASP area) to operate at LOS E or worse. (*Corresponds to XVI.a and XVI.b*)
- Increase the average delay by five seconds or more at an existing intersection in Folsom north of US 50 (outside of the FPASP area) that currently operates at an unacceptable LOS D, E, or F. (*Corresponds to XVI.a and XVI.b*)
- Cause a freeway mainline segment that currently operates at LOS E or better to degrade to LOS F. (*Corresponds to XVI.a and XVI.b*)
- Increase the density by 0.1 passenger cars per lane per mile or more on a freeway merge or diverge point that is operating at an unacceptable level (LOS F). (*Corresponds to XVI.a and XVI.b*)
- Add traffic to the US 50 freeway ramp terminal intersection that is already operating at LOS F. (*Corresponds to XVI.a and XVI.b*)

The following significance criteria were used to quantify the level of significance of an adverse effect to the transit, bicycle and pedestrian systems:

- Eliminate or adversely affect an existing bikeway, pedestrian facility, or transit facility in a way that would discourage its use. (*Corresponds to XVI.a and XVI.f*)
- Interfere with the implementation of a planned bikeway or planned pedestrian facility, or be in conflict with a future transit facility. (*Corresponds to XVI.a and XVI.f*)
- Result in unsafe conditions for bicyclists or pedestrians including conflicts with other modes. (*Corresponds to XVI.a and XVI.f*)
- Result in demands to transit facilities greater than available capacity. (*Corresponds to XVI.a and XVI.f*)

17.2.2 FUTURE CHANGES IN TRANSPORTATION ANALYSIS FOR CEQA

The impact of a proposed project (i.e. development project, infrastructure project, etc.) on vehicle LOS has been a required component of environmental impact assessments under the California Environmental Quality Act (CEQA). LOS uses measures related to average auto delay or speed to estimate the congestion level on the various components of the roadway system (i.e. intersections, roadway and freeway segments, etc.) and is an indication of the comfort and convenience associated with driving. Because LOS has been a required part of CEQA analysis, most general plans in California include policies setting minimum LOS standards. The 1988 Folsom General Plan as amended includes separate policies and standards for areas north and south of US 50. However, the proposed 2035 General Plan proposes a new policy that has one set of LOS standards to be used throughout the city.

In 2013, the California adopted Senate Bill (SB) 743, requiring the Governor's Office of Planning and Research (OPR) to revise the State CEQA Guidelines to replace LOS with an alternative method of transportation impact analyses. In November 2017, OPR released its final proposal recommending updates to the State CEQA Guidelines using vehicle miles traveled (VMT) as the preferred metric for transportation impact analysis.

In the proposed guidelines, OPR recommended CEQA significance thresholds for use by lead agencies, including a 15 percent target reduction in VMT for new residential and office development projects. VMT for those project types would be compared to regional or city-wide standards (calculated from averages) to determine adequacy. The proposed guidelines also address transportation safety, with an emphasis on addressing the safety of all users.

Once revisions to the State CEQA Guidelines are adopted, impacts to LOS will no longer be considered a significant environmental impact under CEQA. OPR does acknowledge that jurisdictions will continue to have LOS policies and standards and that LOS will continue to be used for roadway planning purposes. However, measures related to VMT will be used in CEQA analysis. It is important to note that OPR's recommended CEQA VMT significance thresholds are proposed guidance. Local jurisdictions will continue to establish their own thresholds of significance for CEQA analysis.

OPR's latest proposal is subject to further revision as it moves through the approval process. As this is a substantive change to CEQA practice, there has been considerable statewide interest and comment on the proposal from many agencies, jurisdictions and interest groups. There are

unresolved issues related to how VMT thresholds will be defined and measured and more importantly, how mitigation measures for VMT impacts will be identified. Not much specificity has been included in OPR's latest guidelines; thus, much will be left up to local discretion.

As regional VMT averages by land use type may be key elements of the VMT thresholds, the proposed OPR guidelines encourage that local agencies within a region cooperate in establishing thresholds and, perhaps, methodologies. SACOG has provided initial data but discussions with all of its member agencies will be important to implementation of VMT impact analysis and this will take time.

For all the above reasons, there is significant uncertainty on the content and timing of OPR's final guidelines for transportation impact analysis in CEQA and the ability for local jurisdictions to implement. The State indicates that the jurisdictions will have two years from the time the OPR guidelines are adopted by the State to transition to the new rules for analysis of transportation impacts in CEQA.

For the required update to the Mobility Element of the 2035 General Plan, the City of Folsom will do the following as set forth in 2035 General Plan, Implementation Program M-14. Vehicle Miles Travelled Thresholds:

- Anticipate the need to establish VMT thresholds for CEQA analysis within two years after OPR's guidelines are fully adopted
- Retain an LOS policy in the General Plan and continue to conduct an LOS analysis as part of its review of development projects
- Conduct an LOS analysis of its roadway system and a general analysis of changes in VMT as part of the environmental documents prepared to assess the effects of a future Mobility Element Update

17.2.3 ANALYSIS METHODOLOGY

This section describes the analysis techniques, assumptions, and results used to identify potential significant impacts of implementing the 2035 General Plan on the transportation system. This section first describes the improvements proposed by the General Plan and then documents the analysis methodology.

The analysis compares the operations of the transportation system under the cumulative scenario to operations under existing conditions. The cumulative scenario is described below.

CUMULATIVE DEVELOPMENT SCENARIO

The travel demand forecasts for the cumulative scenario are based on full buildout of the land uses within the City of Folsom as well as full buildout of land uses in the Easton/Glenborough project. These forecasts are summarized in Chapter 5, *Introduction to the Analysis*, and Appendix D, *Folsom Holding Capacity Methodology*, of this Draft PEIR.

While the analysis of the General Plan is focused on a study area that covers the roadway system serving the city, SACMET is a regional model covering the six county SACOG region. For the remainder of the region, SACOG's 2036 development forecasts by traffic analysis zone (TAZ) were assumed.

ROADWAY IMPROVEMENTS

In addition to the land uses assumed to be in place for the cumulative scenario, a number of transportation improvements are assumed to be in place as well. These improvements consist of roadway and intersection improvements assumed to be reasonable and feasible to accommodate anticipated future traffic growth and that are consistent with the General Plan 2035 Circulation Diagram. Figure 17-5 shows the number of traffic lanes that were assumed on each roadway under cumulative conditions. These are not considered to be mitigation measures. They are meant to identify a robust transportation network for the General Plan at full buildout of development within the city, and make up a portion of the overall General Plan project assessed in this Draft PEIR. See Chapter 3, *Project Description*, of this Draft PEIR for additional details. The assumed improvements to the City's major roadways and intersections plus the assumed improvements to US 50 to be implemented under the cumulative scenario are described below.

New Roadways

The following new major roadways were assumed to be implemented under the cumulative scenario:

- Oak Avenue Parkway – extended from Iron Point Road to White Rock Road
- Empire Ranch Road – extended from Iron Point Road to White Rock Road
- Alder Creek Parkway – new roadway from Prairie City Road to Empire Ranch Road

New Interchanges

Two new interchanges on US 50 were assumed to be implemented under the cumulative scenario at Oak Avenue Parkway and at Empire Ranch Road. Both interchanges were assumed to have partial cloverleaf design with a single slip off-ramp, a loop ramp and a slip on-ramp in each direction.

These two interchanges would cause a significant shift in traffic volumes from East Bidwell Street interchange the new interchanges.

Improvements to US 50

Currently the US 50 freeway has two "mixed-flow" lanes and one HOV lane in each direction between Folsom Boulevard and the eastern limits of the city, except that there is an additional eastbound "climbing lane" east of East Bidwell Street. Due to regional air quality policies, additional mixed flow lanes cannot be added to US 50. However, new "auxiliary lanes" are assumed to be added both eastbound and westbound on US 50 between each interchange from Folsom Boulevard to El Dorado Hills Boulevard, which is consistent with the "Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project" (DKS 2007). The added lanes would involve the following:

- A "transitional lane" would be added in the eastbound direction from the Hazel Avenue eastbound on-ramp to the off-ramp to Prairie City Road to mitigate the current bottleneck caused by the lane drop at Folsom Boulevard.
- A standard interchange design would result in an unacceptable weaving condition on eastbound US 50 between the Prairie City Road on ramps and the new off ramp with Oak Avenue Parkway. It was assumed that a "braided ramp" design would be used. It was assumed that this design would involve merging the two eastbound on-ramps from Prairie City Road and then grade separating that combined on-ramp with the new off-ramp to Oak Avenue Parkway.

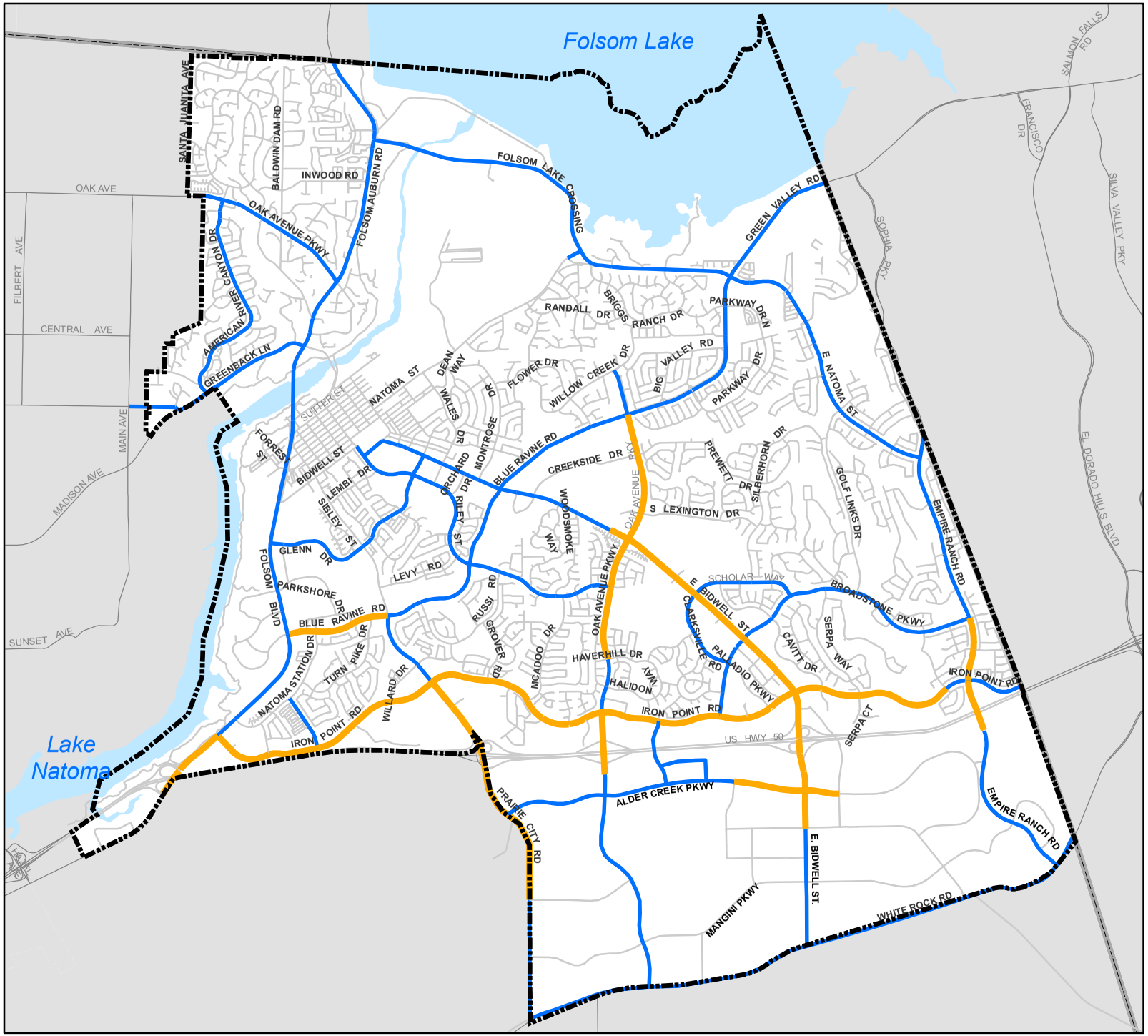

Figure 17-5

City of Folsom

Roadway Lanes Cumulative Conditions

- Folsom City Boundary
- Two Lane Roadway
- Four Lane Roadway
- Six Lane Roadway

Created by
Planning Partners 2018.

Additional Source:
DKS Associates, 2018.

- An eastbound auxiliary lane would be added between the loop on-ramp from southbound Oak Avenue Parkway and the East Bidwell Street off-ramp.
- An eastbound auxiliary lane would be added between the loop on-ramp from southbound East Bidwell Street and the Empire Ranch Road off-ramp.
- An eastbound auxiliary lane would be added between the loop on-ramp from southbound Empire Ranch Road and the El Dorado Hills Boulevard off-ramp.
- A westbound auxiliary lane would be added between the El Dorado Hills Boulevard on-ramp and the Empire Ranch Road off-ramp.
- A westbound auxiliary lane would be added between the loop on-ramp from northbound Empire Ranch Road and the East Bidwell Street off-ramp.
- A westbound auxiliary lane would be added between the loop on-ramp from northbound East Bidwell Street and the Oak Avenue Parkway off-ramp.
- A westbound auxiliary lane would be added between the loop on-ramp from northbound Oak Avenue Parkway and the Prairie City Road off-ramp.
- A westbound auxiliary lane would be added between the direct on-ramp from southbound Prairie City Road and the Folsom Boulevard off-ramp.
- Two-lane off-ramps would be implemented in the eastbound direction at the Oak Avenue Parkway and the Empire Ranch Road interchanges and in the westbound direction at the Oak Avenue Parkway interchange. All other new on and off ramps would have single lanes at their merge and diverge points from US 50.

Widening of Existing Roadways and Intersections

The following existing roadways were assumed to be widened under the cumulative scenario:

- Iron Point Road – widen to six lanes from Black Diamond Drive to Prairie City Road
- Iron Point Road – widen to six lanes from Outcropping Way to Broadstone Parkway
- Oak Avenue Parkway – widen to four lanes from Folsom Auburn Road to Santa Juanita Avenue
- East Bidwell Street – widen to six lanes from Blue Ravine Road to Oak Avenue Parkway
- East Bidwell Street – widen to six lanes from US 50 to Alder Creek Parkway
- East Bidwell Street – widen to four lanes from Alder Creek Parkway to White Rock Road
- Prairie City Road – widen to six lanes from US 50 to Alder Creek Parkway
- Prairie City Road – widen to four lanes from Alder Creek Parkway to White Rock Road

Besides the added travel lanes that would occur with the widening of the existing roadway segment (see above) the following intersection improvements were assumed to be implemented under the cumulative scenario:

- Three intersections on Empire Ranch Road – at East Natoma Street, Broadstone Parkway and Iron Point Road – are assumed to change from all-way stop control to signal-control.
- At the intersection of Oak Avenue Parkway & Folsom-Auburn Road, the eastbound approach is assumed to be widened to a two-lane approach (shared through/left and right), and permissive phasing would be changed to split phasing. Further, a southbound right and dual northbound left turn pockets will be added on Folsom Auburn Road.

- At the intersection of Iron Point Road & Oak Avenue Parkway, the eastbound and westbound approaches are assumed to be widened to include three through lanes. With the extension of Oak Avenue Parkway, a south leg will be added to this intersection. This south leg assumes a six-lane facility, extending at least through the Oak Avenue Parkway interchange area.
- At the intersection of Iron Point Road & Empire Ranch Road, right-turn lanes were assumed to be added on the eastbound and westbound approaches of Iron Point Road.

FUTURE TRANSIT SERVICE

The assumed future transit services within Folsom are based on SACOG's 2036 MTP/SCS and the transit planning conducted for the FPASP.

The 2036 MTP/SCS includes the addition of passing tracks along RT's Gold Line between Sunrise Boulevard and the Historic Folsom light-rail station that will allow the current 30 minute service to be improved to 15 minute service.

In April 2010, a Transit Master Plan was prepared for the FPASP area. The Transit Master Plan identified the roadways to be used by bus transit routes, locations for bus turnouts and pedestrian shelters, locations for bus transfer stations, alignments for fixed route rail service, and the location of rail service stations within the entire FPASP area. A key element of the Transit Master Plan is a "high capacity" bus route along Alder Creek Parkway that would link the residential areas with the major commercial areas of the FPASP and with the Hazel Avenue light rail station. For the purpose of this EIR, it was assumed that this bus service would be implemented by 2035 and operate at 15 minute headways from at least 6 a.m. to 6 p.m.

SACOG's 2036 MTP/SCS includes only modest additional improvements in transit service within the City of Folsom by 2035.

TRAVEL DEMAND FORECASTS

A modified version of the SACMET regional travel demand model, developed by SACOG was used for forecast person trip generation and choice of travel mode, along with the traffic volumes, VMT and transit ridership on the transportation system due to the proposed General Plan Update. The primary steps in the travel demand model are as follows:

- Development forecast – estimates of the number of dwelling units
- Trip generation – Estimated the number of trips entering and exiting the project components based on planned land uses and connectivity variables.
- Trip distribution – The approach and departure paths from the project site were forecasted.
- Mode split – The proportion of trips using each travel mode (i.e., motor vehicle, transit, bicycle, and walk) was determined.
- Trip assignment – Assigned trips generated by the proposed project to study area roadways, and applied a process known as "difference method," which accounts for potential inaccuracies in the base year model.

The results of the above-listed process are described in further detail below.

Development Forecasts

The 2035 travel demand forecasts are based on full buildout of the land uses with the City of Folsom as well as full buildout of land uses in the Easton/Glenborough project. These forecasts are summarized in Chapter 5, *Introduction to the Analysis*, of this Draft PEIR.

While the analysis of the General Plan is focused on a study area that covers the roadway system serving the city, SACMET is a regional model covering the six county SACOG region. For the remainder of the region, SACOG's 2036 development forecasts by traffic analysis zone (TAZ) were assumed.

Trip Generation

SACOG's regional SACMET model accounts for how key characteristics can impact the number of person trips generated by the project including changes in the amount and location of development by land use type. For residential development, its trip generation varies based on demographic variables, including household size, number of workers in a household, household income levels and household auto ownership levels. The model applies locally valid person trip rates that are based upon extensive household travel survey data collected in the Sacramento region. The 2035 land uses and the proposed transportation network for the project were coded into the SACMET model.

Table 17-11 summarizes the proposed project's resulting trip generation estimate. As shown in the table, the project is estimated to generate 50.8% more daily person trips in 2035 than today.

Table 17-11 Estimated Growth in Citywide Person Trips

Trip Purpose	Daily Person Trip Ends			
	Existing	2035 General Plan	Growth	
			Amount	Percent
Work Trips	99,291	145,930	46,639	47.0%
Non-Work Trips	788,255	1,192,502	404,248	51.3%
All Trip Purposes	887,545	1,338,432	450,887	50.8%

Source: DKS Associates, 2017.

Trip Distribution and Mode Split

In addition to forecasting the number of person trips associated with the 2035 General Plan, the model distributes project trips between "traffic analysis zones", which are relatively small geographic areas, and accounts for changes to travel patterns within the region as a result of projected development throughout the region. The model also estimates the number of person trips that would be made by each travel mode (including walking, bicycling, transit, single-occupant auto and carpooling) based on the land use and the transportation network inside and outside the city.

Table 17-12, compares the estimated percentage of work and non-work person trips by travel mode for existing conditions to 2035 conditions. It shows that the percentage of trips for each travel mode is projected to remain fairly stable through 2035. Table 17-13 shows the change in vehicle trip ends generated by development in the city for existing conditions to 2035 conditions. It shows that total vehicle trips will increase by 50.7% by 2035 and the percentage of total vehicle trips that remain internal to the city will decrease slightly.

Trip Assignment and Vehicle Miles of Travel

Vehicle trips and transit ridership were assigned to the transportation system using the SACMET model. The model estimates traffic congestion levels and resulting travel times during the AM and PM peak periods as well as off-peak periods and uses those estimates to assign traffic to routes to minimize overall travel times on the roadway system. The model accounts for new roadways that would be added by buildout of the General Plan as well as the changes in roadway capacity due to the widening of an existing roadway.

Table 17-12 Percent of Citywide Trips by Travel Mode

Mode	Percentage of Person Trips by Trip Purpose[1]					
	Work Trips		Non-Work Trips		All Trip Purposes	
	Existing	2035 General Plan	Existing	2035 General Plan	Existing	2035 General Plan
Auto - SOV	86.1%	86.0%	42.5%	42.5%	47.4%	47.3%
Auto - HOV	9.0%	9.4%	53.3%	53.6%	48.4%	48.8%
Transit	1.3%	1.2%	0.2%	0.3%	0.3%	0.4%
Walk	1.9%	1.9%	3.5%	3.2%	3.4%	3.0%
Bike	1.7%	1.7%	0.3%	0.3%	0.5%	0.5%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Source: DKS Associates, 2017

Note: [1] Trips by travel mode are estimated by mode choice submodel of SACOG's SACMET regional travel demand model and are based on detailed model inputs describing the existing and future land use and transportation system

Table 17-13 Growth in Citywide Daily Vehicle Trips

Trip Type		Existing	2035 General Plan	Growth	
				Amount	Percent
Total Vehicle Trip Ends		603,762	909,923	306,161	50.7%
Percent Internal Trip Ends[1]		32.8%	31.4%		
Vehicle Trips	Internal to Folsom	198,045	285,920	87,876	44.4%
	External to Folsom	207,673	338,082	130,409	62.8%
	Total	405,717	624,002	218,285	53.8%

Source: DKS Associates, 2017.

Note: [1] Both trip ends within the city.

The SACMET model was also used to estimate the change in vehicle VMT between today and 2035 and the results are summarized in Table 17-14. It shows that VMT with origin or destination (or both) in the City of Folsom is projected to increase by 45.6%.

Table 17-14 Estimated Growth in Total Vehicle Miles Traveled

Trip Type	Total VMT		Growth	
	Existing	2035 General Plan	Amount	Percent
Internal Trips to Folsom	426,532	637,378	210,846	49.4%
Internal-External Trips to Folsom	1,575,352	2,278,273	702,921	44.6%
Total	2,001,884	2,915,651	913,767	45.6%

Source: DKS Associates, 2017.

Table 17-15 compares the daily volume, the number of travel lanes and average volume per lane by segment on the city's major roadways under existing and cumulative conditions. A general daily volume "capacity" per lane of a roadway segment is typically used as a surrogate metric to describe when congestion is likely to occur during the morning and/or afternoon peak hours and it can vary. In general, a roadway approaches its peak hour capacity when the daily volumes reach about 8,000 to 10,000 vehicles per lane.

As shown in Table 17-15, the following roadway segments would exceed 8,000 daily vehicles per lane under cumulative conditions:

- Folsom-Auburn Road between Placer County Line and Greenback Lane
- Greenback Lane between Madison Avenue and Leidesdorff Street
- Folsom Lake Crossing between Folsom Auburn Road and East Natoma Street
- Folsom Boulevard between Greenback Lane and US 50
- East Natoma Street between Folsom Lake Crossing and Blue Ravine Road
- East Bidwell Street between Iron Pont Road and US 50
- Green Valley Road between E. Natoma Street and El Dorado County Line

LEVEL OF SERVICE ANALYSIS – CUMULATIVE SCENARIO

Table 17-16 summarizes LOS at the city's major intersections under cumulative conditions. The locations of these intersections are shown in Figure 17-2.

Table 17-17 presents the calculated LOS for the freeway mainline segments during the A.M. and P.M. peak hours while Table 17-18 presents the calculated LOS for the freeway ramp junctions and weaving segments.

Table 17-15 2035 Daily Traffic Volumes on Major Roadways

No[1]	Roadway	Segment		Daily Traffic Volume		Travel Lanes		Volume per Lane[2]	
		From	To	Existing	2035	Existing	2035	Existing	2035
1	Folsom Auburn Rd	City Limit	Folsom Lake Crossing	37,100	56,000	4	4	**9,270**	**14,000**
2	Folsom Auburn Rd	Folsom Lake Crossing	Oak Avenue Pkwy	26,400	33,600	4	4	6,610	**8,400**
3	Folsom Auburn Rd	Oak Avenue Pkwy	Greenback Lane	31,900	40,400	4	4	7,990	**10,090**
4	Oak Ave	Santa Juanita Ave	Folsom Auburn Rd	11,800	17,000	2	4	5,880	4,240
5	Greenback Lane	Madison Ave	Folsom Auburn Rd	38,300	41,100	4	4	**9,560**	**10,290**
6	Greenback Lane	Folsom Auburn Rd	Leidesdorff St	25,300	29,100	2	2	**12,660**	**14,540**
7	Folsom Lake Crossing	Folsom Auburn Rd	E Natoma St	27,400	38,400	4	4	6,860	**9,590**
8	Folsom Blvd	Greenback Lane	Natoma St	29,900	36,900	4	4	7,490	**9,220**
9	Folsom Blvd	Natoma St	Glenn Dr	34,300	37,500	4	4	**8,560**	**9,370**
10	Folsom Blvd	Glenn Dr	Blue Ravine Rd	33,800	39,800	4	4	**8,450**	**9,960**
11	Folsom Blvd	Blue Ravine Rd	Iron Point Rd	38,000	43,300	4	4	**9,500**	**10,820**
12	Folsom Blvd	Iron Point Rd	US-50	45,600	58,100	6	6	7,600	**9,690**
13	Sibley St	Bidwell St	Glenn Dr	4,000	5,900	2	2	1,990	2,930
14	Sibley St	Glenn Dr	Blue Ravine Rd	11,600	14,900	2	2	5,810	7,450
15	Prairie City Rd	Blue Ravine Rd	Iron Point Rd	26,900	37,200	5	5	5,370	7,450
16	Prairie City Rd	Iron Point Rd	US-50	27,400	32,700	6	6	4,560	5,450
17	Prairie City Rd	US 50	Alder Creek Pkwy	6,800	28,200	2	6	3,380	4,700
18	Prairie City Rd	Alder Creek Pkwy	White Rock Rd	6,800	18,400	2	4	3,380	4,610
19	Oak Avenue Pkwy	Blue Ravine Rd	East Bidwell St	17,500	26,700	6	6	2,920	4,460
20	Oak Avenue Pkwy	East Bidwell St	Iron Point Rd	9,000	24,000	4	4	2,240	6,010
21	Oak Avenue Pkwy	Iron Point Rd	US-50	-	46,900	-	6	0	7,820
22	Oak Avenue Pkwy	US 50	Alder Creek Pkwy	-	30,500	-	4	0	7,610
23	Oak Avenue Pkwy	Alder Creek Pkwy	White Rock Rd	-	20,900	-	4	0	5,220
24	East Bidwell St	Riley St	Glenn Dr	17,200	22,700	4	4	4,310	5,680
25	East Bidwell St	Glenn Dr	Blue Ravine Rd	22,000	29,900	4	4	5,500	7,460
26	East Bidwell St	Blue Ravine Rd	Oak Avenue Pkwy	32,400	42,800	6	6	5,400	7,130
27	East Bidwell St	Oak Avenue Pkwy	Broadstone Pkwy	35,100	43,900	5	6	7,030	7,320
28	East Bidwell St	Broadstone Pkwy	Iron Point Rd	38,200	42,300	6	6	6,370	7,060
29	East Bidwell St	Iron Point Rd	US-50	57,000	53,700	6	6	**9,510**	**8,940**
30	East Bidwell St	US 50	Alder Creek Pkwy	7,600	51,100	2	6	3,810	8,520
31	East Bidwell St	Alder Creek Pkwy	White Rock Rd	7,600	27,200	2	4	3,810	6,920
32	Empire Ranch Rd	E Natoma St	Broadstone Pkwy	8,500	20,200	4	4	2,140	3,370
33	Empire Ranch Rd	Broadstone Pkwy	Iron Point Rd	6,100	28,900	6	6	1,010	7,230
34	Empire Ranch Rd	Iron Point Rd	US-50	-	31,200	-	6	0	5,200

Table 17-15 2035 Daily Traffic Volumes on Major Roadways

No[1]	Roadway	Segment		Daily Traffic Volume		Travel Lanes		Volume per Lane[2]	
		From	To	Existing	2035	Existing	2035	Existing	2035
35	Empire Ranch Rd	US 50	Alder Creek Pkwy	-	29,100	-	4	0	7,270
36	Empire Ranch Rd	Alder Creek Pkwy	White Rock road	-	23,800	-	4	0	5,950
37	Natoma St	Folsom Blvd	Riley St	7,900	10,100	2	2	3,950	5,060
38	Natoma St	Riley St	Wales Dr	12,700	14,200	2	2	6,350	7,080
39	E Natoma St	Wales Dr	Folsom Lake Crossing	12,600	13,000	2	2	6,300	6,490
40	E Natoma St	Folsom Lake Crossing	Blue Ravine Rd	29,800	40,500	4	4	7,450	**10,140**
41	E Natoma St	Blue Ravine Rd	Empire Ranch Rd	15,800	25,300	4	4	3,950	6,330
42	Blue Ravine Rd	Folsom Blvd	Prairie City Rd	24,300	28,000	6	6	4,050	4,660
43	Blue Ravine Rd	Prairie City Rd	Riley St	23,900	23,900	4	4	5,960	5,990
44	Blue Ravine Rd	Riley St	East Bidwell St	22,900	21,400	4	4	5,740	5,340
45	Blue Ravine Rd	East Bidwell St	Oak Avenue Pkwy	19,900	18,900	4	4	4,980	4,730
46	Blue Ravine Rd	Oak Avenue Pkwy	E Natoma St	21,800	25,800	4	4	5,450	6,450
47	Green Valley Rd	E Natoma St	City Limits	27,800	34,200	2	4	**13,900**	**8,550**
48	Iron Point Rd	Folsom Blvd	Prairie City Rd	11,700	18,900	4-6	6	2,930	3,150
49	Iron Point Rd	Prairie City Rd	Oak Avenue Pkwy	20,800	29,200	4	6	5,200	4,860
50	Iron Point Rd	Oak Avenue Pkwy	Broadstone Pkwy	16,300	32,900	4	6	4,080	5,490
51	Iron Point Rd	Broadstone Pkwy	East Bidwell St	12,500	14,400	6	6	2,080	2,400
52	Iron Point Rd	East Bidwell St	Empire Ranch Rd	8,400	20,900	6	6	1,400	3,480
53	Alder Creek Pkwy	Prairie City Rd	Oak Avenue Pkwy	-	29,100	-	4	0	7,270
54	Alder Creek Pkwy	Oak Avenue Pkwy	East Bidwell St	-	24,000	-	4	0	5,990
55	Alder Creek Pkwy	East Bidwell St	Placerville Road	-	6,100	-	4	0	1,530
56	White Rock Road	Prairie City Rd	Oak Avenue Pkwy	10,200	30,900	2	4E	5,100	7,720
57	White Rock Road	Oak Avenue Pkwy	East Bidwell St	10,200	26,100	2	4E	5,100	6,510
58	White Rock Road	East Bidwell St	Empire Ranch Rd	8,300	19,100	2	4E	4,150	4,770

Notes:

[1] See Figure 17-2 for roadway segment locations

[2] Volumes per lane **shaded in grey** denote roadway segments that exceeds maximum desirable of 8,000 daily vehicles per lane

Source: DKS Associates, 2017.

Table 17-16 2035 Intersection Levels of Service

No[1]	North South Street	East-West Street	Existing				2035 General Plan			
			A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
			Delay	LOS[2]	Delay	LOS[2]	Delay	LOS[2]	Delay	LOS[2]
1	Folsom Auburn Rd	Folsom Lake Crossing	38.8	**D**	79.6	**E**	183.5	**F**	269	**F**
2	Folsom Auburn Rd	Oak Avenue Pkwy	50.5	**D**	41.6	**D**	77.9	**E**	62.7	**E**
3	Madison Ave	Greenback Ln	33.3	C	24.3	C	40.5	D	25.9	C
4	Folsom Auburn Rd	Greenback Ln	33.9	C	59.5	**E**	75.7	**E**	80	**F**
5	Riley Street	Leidesdorff St	2.2	A	9.1	A	3.1	A	10.7	B
6	Riley Street	Sutter St	2.7	A	6.3	A	4.7	A	20	C
7	Folsom Blvd	E Natoma St	13.1	B	11.7	B	30.8	C	20.1	C
8	Riley Street	E Natoma St	27.4	C	28.1	C	51.5	**D**	41.9	**D**
9	Folsom Lake Crossing	E Natoma St	15	B	19.5	B	15	B	20.4	C
10	Riley Street	East Bidwell Street	27.2	C	31.5	C	36.8	**D**	36.7	**D**
11	Blue Ravine Rd	E Natoma St	32.9	C	31.7	C	37.3	**D**	48.2	**D**
12	Folsom Blvd	Glenn Drive	15.1	B	15.5	B	18.6	B	18.1	B
13	Sibley Street	Glenn Drive	28.8	C	30.7	C	26.7	C	30.4	C
14	Glenn Drive	Riley Street	30.9	C	33.6	C	31.2	C	35.3	**D**
15	Glenn Drive	East Bidwell Street	26.3	C	28.4	C	24.3	C	27.1	C
16	Folsom Blvd	Blue Ravine Rd	36.7	**D**	54.1	**D**	75	**E**	75.8	**E**
17	Sibley Street	Blue Ravine Road	47.1	**D**	35.7	**D**	118.4	**F**	58.8	**E**
18	Blue Ravine Road	Riley Street	31.7	C	32	C	52	**D**	41.6	**D**
19	Blue Ravine Road	East Bidwell Street	28.5	C	33.3	C	30	C	43.2	**D**
20	Oak Avenue Parkway	Blue Ravine Road	28.1	C	26.2	C	28.2	C	30.7	C
21	Empire Ranch Road	Natoma Street	11.3	B	9.9	A	15.5	C	11	B
22	Oak Avenue Parkway	Riley Street	24.7	C	25.2	C	23.6	C	24.5	C
23	Oak Avenue Parkway	East Bidwell Street	27.1	C	30.9	C	30.2	C	34.9	C
24	East Bidwell St	Scholar Way	15.7	B	18.4	B	14.5	B	15.9	B
25	Broadstone Pkwy	East Bidwell St	20.3	C	23.9	C	22.2	C	25.8	C
26	Empire Ranch Road	Broadstone Pkwy	13.8	B	10.3	B	22.9	C	20.7	C
27	Folsom Blvd	Iron Point Road	17.3	B	21.9	C	46.1	**D**	78.1	**E**
28	Prairie City Rd	Iron Point Rd	29.5	C	34.6	C	31.1	C	48	**D**
29	Oak Ave Pkwy	Iron Point Rd	24.9	C	20.4	C	86.9	**F**	147.7	**F**
30	Broadstone Pkwy	Iron Point Rd	17.9	B	19.9	B	19.6	B	19.6	B
31	East Bidwell St	Iron Point Rd	33.2	C	68.6	**E**	30.8	C	75.1	**E**
32	Empire Ranch Road	Iron Point Rd	11.3	B	11.9	B	31.2	**D**	42.1	**E**
33	Prairie City Rd	White Rock Rd	22.7	C	23.2	C	18.4	B	14.9	B
34	East Bidwell St[1]	White Rock Rd	27.7	**D**	60.4	**F**	21.1	C	18.3	B

Table 17-16 2035 Intersection Levels of Service

No[1]	North South Street	East-West Street	Existing				2035 General Plan			
			A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
			Delay	LOS[2]	Delay	LOS[2]	Delay	LOS[2]	Delay	LOS[2]
35	Folsom Blvd	WB US 50 Ramps	9.4	A	8.2	A	3.9	A	5.5	A
36	Folsom Blvd	EB US 50 Ramps	19.2	B	22.0	C	35.9	**D**	36.8	**D**
37	Prairie City Rd	WB US 50 Ramps	19.7	B	12.8	B	17.8	B	12.7	B
38	Prairie City Rd	EB US 50 Ramps	18.9	B	18.1	B	12.7	B	23.7	C
39	East Bidwell St	WB US 50 Ramps	20.6	C	26.5	C	21.8	C	19.7	B
40	East Bidwell St	EB US 50 Ramps	18.3	B	19.2	B	12.4	B	14.5	B
41	Folsom Blvd	Natoma Station Dr	4.5	A	5.3	A	6.4	A	4.5	A
42	Prairie City Rd	Alder Creek Pkwy					34.3	C	36.8	**D**
43	Oak Ave Pkwy	Alder Creek Pkwy					33.3	C	35.7	**D**
44	East Bidwell St	Alder Creek Pkwy					29.5	C		C
45	Placerville Rd	Alder Creek Pkwy					20.0	B	18.0	B
46	Empire Ranch Rd	Alder Creek Pkwy					20.8	C	17.4	B
47	Oak Avenue Pkwy	White Rock Rd					17	B	17.8	B
48	Empire Ranch Rd	White Rock Rd					28	C	27.5	C
48	Empire Ranch Rd	WB US 50 Ramps					22.2	C	17.6	B
50	Empire Ranch Rd	EB US 50 Ramps					17.7	B	17.6	B
51	Oak Ave Pkwy	WB US 50 Ramps					18.4	B	14.9	B
52	Oak Ave Pkwy	EB US 50 Ramps					25.6	C	45.8	**D**

Notes:
[1] See Figure 17-2 for intersection locations
[2] LOS values shaded in grey denote LOS D or worse conditions.
[3] Unsignalized intersection
Source: DKS Associates, 2017.

Table 7-17 2035 Freeway Mainline Levels of Service

Direction	US 50 Segment	Existing				2035 General Plan			
		Number of Lanes[1]	Volume[2]	Density (pcplph)[3]	LOS[4]	Number of Lanes[1]	Volume[2]	Density (pcplph)[3]	LOS
AM Peak Hour									
Eastbound	Hazel Ave to Folsom Blvd	3	3,468	18.7	C	4	4,053	22.0	C
	Folsom Blvd to Prairie City Rd	2	2,501	20.4	C	3	2,938	15.7	B
	Prairie City Rd to Oak Avenue Pkwy	2	2,055	16.6	B	2	1,599	12.8	B
	Oak Avenue Pkwy to East Bidwell St					3	2,521	14.5	B
	East Bidwell St to Empire Ranch Rd	2	2,432	13.1	B	3	3,224	14.4	B
	Empire Ranch Rd to El Dorado Hills Blvd					4	2,571	10.3	A
Westbound	El Dorado Hills Blvd to Empire Ranch Rd	3	4,118	39.5	E	3	4,718	25.8	C
	Empire Ranch Rd to East Bidwell St					3	4,985	31.8	D
	East Bidwell St to Oak Avenue Pkwy	2	3,433	29.1	D	3	5,473	36.7	E
	Oak Avenue Pkwy to Prairie City Rd					3	5,924	41.4	E
	Prairie City Rd to Folsom Blvd	2	3,485	29.7	D	3	5,415	31.4	D
	Folsom Blvd to Hazel Ave	2	4,164	40.4	E	4	6,423	26.5	D
PM Peak Hour									
Eastbound	Hazel Ave to Folsom Blvd	3	4,232	22.5	**F[5]**	3	6,491	26.9	D
	Folsom Blvd to Prairie City Rd	2	3,507	30.0	D	3	5,242	29.9	D
	Prairie City Rd to Oak Avenue Pkwy	2	3,489	29.8	**F[5]**	2	3,173	26.8	D
	Oak Avenue Pkwy to East Bidwell St					3	4,564	28.6	D
	East Bidwell St to Empire Ranch Rd	2	4,334	23.2	C	3	5,412	26.4	C
	Empire Ranch Rd to El Dorado Hills Blvd					4	4,663	18.3	C
Westbound	El Dorado Hills Blvd to Empire Ranch Rd	3	3,046	25.8	C	3	3,193	17.0	B
	Empire Ranch Rd to East Bidwell St					3	2,558	21.6	C
	East Bidwell St to Oak Avenue Pkwy	2	2,117	17.1	B	3	3,627	22.0	C
	Oak Avenue Pkwy to Prairie City Rd					3	4,631	30.7	D
	Prairie City Rd to Folsom Blvd	2	2,469	20.1	C	3	2,323	22.6	C
	Folsom Blvd to Hazel Ave	2	3,430	30.5	D	4	5,128	21.1	C

Notes: [1] Number of travel lanes includes mixed flow lanes with auxiliary lanes that extend between interchanges but excludes HOV Lanes
[2] Passenger cars per lane per hour
[3] Volume excludes HOV volume which is assumed to be 21 percent of total mainline volume
[4] **Shaded with bold text** denotes unacceptable level of service.
[5] LOS F is based on speed data, which is different than LOS based on traffic count data since volumes can be lower than capacity at locations operating at LOS F
Source: DKS Associates, 2017.

Table 17-18 2035 Freeway Ramp Levels of Service

Direction	Ramp	Junction Type	Existing			2035 General Plan		
			Ramp Volume	Density (pcplph)[1]	LOS[2]	Ramp Volume	Density (pcplph)[1]	LOS[2]
AM Peak Hour								
Eastbound	Folsom Boulevard off-ramp	Diverge	1,369	24.1	C	1,528	23.0	C
	Folsom Boulevard on-ramp	Merge	145	23.1	C	171	16.8	B
	Prairie City Road off-ramp	Diverge	832	25.3	C	478	22.5	C
	Prairie City Road direct on-ramp	Merge	19	18.2	B	182	8.4	A
	Prairie City Road flyover on-ramp	Merge	248	17.7	B			
	Oak Avenue Pkwy off-ramp (braided)	Diverge	-	-	-	1,399	4.8	A
	Oak Avenue Pkwy loop on-ramp	Merge	-	-	-	399	12.4	B
	Oak Avenue Pkwy direct on-ramp	Merge	-	-	-	405	15.0	B
	East Bidwell St off-ramp	Diverge	668	21.6	C	642	15.1	B
	East Bidwell St loop on-ramp	Merge	430	10.5	A	637	11.9	B
	East Bidwell St direct on-ramp	Merge	291	8.6	A	736	13.7	B
	Empire Ranch Rd off-ramp	Diverge	-	-	-	861	18.9	B
	Empire Ranch Rd loop on-ramp	Merge	-	-	-	391	11.5	B
	Empire Ranch Rd direct on-ramp	Merge	-	-	-	166	11.6	B
Westbound	Empire Ranch Rd off-ramp	Diverge	-	-	-	1,074	32.5	D
	Empire Ranch Rd loop on-ramp	Merge	-	-	-	523	22.5	C
	Empire Ranch Rd loop direct on-ramp	Merge	-	-	-	402	22.5	C
	East Bidwell St off-ramp	Diverge	1,083	40.4	E	917	26.3	C
	East Bidwell St loop on-ramp	Merge	24	25.4	C	429	38.9	E
	East Bidwell St direct on-ramp	Merge	929	32.9	D	929	31.1	D
	Oak Avenue Pkwy off-ramp	Diverge	-	-	-	976	33.3	D
	Oak Avenue Pkwy loop on-ramp	Merge	-	-	-	156	24.7	C
	Oak Avenue Pkwy direct on-ramp	Merge	-	-	-	1267	29.6	D
	Prairie City Road off-ramp	Diverge	686	34.9	D	675	34.2	D
	Prairie City Road loop on-ramp	Merge	57	27.5	C	537	47.4	F
	Prairie City Road direct on-ramp	Merge	694	27.4	C	282	26.3	C
	Folsom Boulevard off-ramp	Diverge	310	35.5	E	125	34.0	D
	Folsom Boulevard on-ramp	Merge	924	16.9	B	1,400	30.5	D

Table 17-18 2035 Freeway Ramp Levels of Service

Direction	Ramp	Junction Type	Existing			2035 General Plan		
			Ramp Volume	Density (pcplph)[1]	LOS[2]	Ramp Volume	Density (pcplph)[1]	LOS[2]
PM Peak Hour								
Eastbound	Folsom Boulevard off-ramp	Diverge	1,351	26.5	**F[3]**	1758	26.3	C
	Folsom Boulevard on-ramp	Merge	433	31.3	D	176	29.0	D
	Prairie City Road off-ramp	Diverge	732	35.5	E	1,008	32.0	D
	Prairie City Road direct on-ramp	Merge	31	27.0	C	223	17.4	B
	Prairie City Road flyover on-ramp	Merge	678	29.9	D			
	Oak Avenue Pkwy off-ramp (braided)	Diverge	-	-	-	1,833	8.5	A
	Oak Avenue Pkwy loop on-ramp	Merge	-	-	-	741	26.0	C
	Oak Avenue Pkwy direct on-ramp	Merge	-	-	-	561	27.6	C
	East Bidwell St off-ramp	Diverge	1,031	34.4	**F[3]**	845	21.3	C
	East Bidwell St loop on-ramp	Merge	1,194	18.9	C	838	22.3	C
	East Bidwell St direct on-ramp	Merge	291	18.6	B	891	21.2	C
	Empire Ranch Rd off-ramp	Diverge	-	-	-	989	24.6	C
	Empire Ranch Rd loop on-ramp	Merge	-	-	-	535	20.6	C
	Empire Ranch Rd direct on-ramp	Merge	-	-	-	153	18.9	B
Westbound	Empire Ranch Rd off-ramp	Diverge	-	-	-	850	24.9	C
	Empire Ranch Rd loop on-ramp	Merge	-	-	-	536	19.8	B
	Empire Ranch Rd direct on-ramp	Merge	-	-	-	328	15.2	B
	East Bidwell St off-ramp	Diverge	1,237	31.2	D	942	20.4	C
	East Bidwell St loop on-ramp	Merge	75	16.8	B	285	26.2	C
	East Bidwell St direct on-ramp	Merge	651	21.9	C	651	21.6	C
	Oak Avenue Pkwy off-ramp	Diverge	-	-	-	692	24.5	C
	Oak Avenue Pkwy loop on-ramp	Merge	-	-	-	359	19.0	B
	Oak Avenue Pkwy direct on-ramp	Merge	-	-	-	1,324	23.4	C
	Prairie City Road off-ramp	Diverge	395	23.1	C	456	28.2	D
	Prairie City Road loop on-ramp	Merge	34	18.6	B	241	36.0	E
	Prairie City Road direct on-ramp	Merge	806	19.6	B	426	20.7	C
	Folsom Boulevard off-ramp	Diverge	234	26.7	C	168	28.6	D
	Folsom Boulevard on-ramp	Merge	1451	12.3	B	1521	21.7	C

Notes: [1] 'pcplph' = Passenger cars per lane per hour

[2] **Shaded with bold text** denotes unacceptable level of service.

[3] LOS F is based on analysis described in "US 50 Transportation Concept Report and Corridor System Management Plan" (Caltrans District 3, 2014), which is different than LOS based on traffic count data since volumes can be lower than capacity at locations operating at LOS F

Source: DKS Associates, 2017.

17.2.4 LESS-THAN-SIGNIFICANT IMPACTS

Based on the evaluations set forth below, potential impacts for the following specific topics with respect to transportation system were found to be less than significant. Therefore, they will not be evaluated further in this chapter.

XVI. TRANSPORTATION AND CIRCULATION		
Would the Project:	Less than Significant Impact	No Impact
a) 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? (*XVI.c*)	X	
b) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (*XVI.d*)	X	
c) Result in inadequate emergency access? (*XVI.e*)	X	
d) Eliminate or adversely affect an existing bikeway, pedestrian facility, or transit facility in a way that would discourage its use (*Corresponds to XVI.a and XVI.f*)	X	
e) Interfere with the implementation of a planned bikeway or planned pedestrian facility, or be in conflict with a future transit facility (*Corresponds to XVI.a and XVI.f*)	X	
f) Result in unsafe conditions for bicyclists or pedestrians including conflicts with other modes (*Corresponds to XVI.a and XVI.f*)	X	
g) Result in demands to transit facilities greater than available capacity (*Corresponds to XVI.a and XVI.f*)	X	

EVALUATION OF LESS-THAN-SIGNIFICANT IMPACTS

Question (a) Air Traffic Patterns and Facilities. There are no existing or planned airports within the city limits. The proposed 2035 General Plan would not change air traffic patterns or change the location of an air traffic facility. The proposed 2035 General Plan would accommodate planned new development that, together with other growth in the Sacramento metropolitan area, would contribute to growth in air traffic at regional airports. Regional airports are planned to accommodate substantial growth in the region. Therefore, the proposed 2035 General Plan's impact on air traffic patterns and facilities would be less than significant.

Question (b) Increase Hazards due to a Design Feature. The City follows adopted City and/or Caltrans design standards for roadways, bicycle and pedestrian facilities and the proposed General Plan would not change those standards or City practice. Use of the adopted standards would avoid design features that increase hazards on the transportations system. Therefore, the proposed 2035 General Plan's impact on hazards due to design features would be less than significant.

Question (c) Emergency Access. The 2035 General Plan contains policies that will avoid impacts to emergency access. The "Connected Neighborhoods" policy (General Plan Policy M 1.1.5) requires the continuation of the street network between adjacent development projects to allow easier access for emergency vehicles. The "Traffic Calming) policy (General Plan Policy M4.1.10) calls for implementing traffic calming measures in residential neighborhoods in ways that accommodate emergency access vehicles. Therefore, the proposed 2035 General Plan's impact on emergency access would be less than significant.

Questions (d), (e) and (f) Bikeway and Pedestrian Facilities. The City of Folsom has an extensive pedestrian and bicycle network north of US 50. Due to its undeveloped nature, bicycle and pedestrian facilities have not yet been constructed in the FPASP area south of US 50 as of the date of this Draft PEIR. Curb, gutter, and sidewalk that meet City standards will be provided on all roadways in the FPASP to facilitate any potential pedestrian demand. In addition, the FPASP includes Class I bicycle paths, and Class II bicycle lanes consistent with the approved FPASP and the Folsom Bikeway Master Plan.

Consistent with the City's "Complete Streets" policy (General Plan Policy M 1.1.1), all of the roadway improvements implemented by 2035 will be developed to serve the needs of all users, including bicyclists, public transit users, children, seniors, persons with disabilities, pedestrians, motorists, and movers of commercial goods.

Overall, the proposed 2035 General Plan would not disrupt existing or planned bicycle/pedestrian facilities or create inconsistencies with any adopted plans, guidelines, policies, or standards related to bicycle or pedestrian systems. The proposed 2035 General Plan would also not result in unsafe conditions for bicyclists or pedestrians including conflicts with other modes. Therefore, the proposed 2035 General Plan's impact on bicycle and pedestrian facilities would be less than significant.

Questions (e) and (f) Transit Facilities. Transit demand expected from trips generated in the City of Folsom is expected to increase slightly more than the projected increase in person trips in the cumulative scenario. The assumed increase in transit service/facilities would meet that projected 2035 levels of transit ridership demand. The future level of transit service is based on the 2036 MTP/SCS, which is a "financially constrained" regional plan. Thus the assumed overall level of transit service within the city by 2036 should have adequate funding for operations. Overall, the proposed 2035 General Plan would not disrupt existing or planned transit facilities or create inconsistencies with any adopted plans, guidelines, policies, or standards related to the transit system. Thus the proposed 2035 General Plan impact on transit facilities would be less than significant**.**

17.2.5 POTENTIALLY SIGNIFICANT ENVIRONMENTAL IMPACTS

The following discussion examines the potential impacts of the proposed project based on the impact threshold criteria described above.

Impact T-1 Traffic level of service on local intersections	
Applicable Regulations	None applicable.
Proposed GP Policies that Reduce Impacts	None applicable.
Significance after Implementation of GP Policies	Significant; mitigation required.
Mitigation Measures	T-1: Implement feasible improvements at impacted intersections GHG-10: Amend Implementation Program M-1 Transportation Demand Management GHG 12: Amend Policy M 1.1.4 Existing Streets Retrofits GHG 13: Amend Implementation Program M-8 Bicycle and Pedestrian Funding.
Significance after Mitigation	Significant and unavoidable.

Implementation of the 2035 General Plan Circulation with the forecasted development levels and assumed future transportation system would result in unacceptable levels of service at some of the city's major signalized intersections.

The capacity of the city's arterial system is controlled by the capacities of its signalized intersections and thus the City focuses its LOS analysis on signalized intersections. Currently the General Plan level of service policy is to strive to meet LOS C. However for intersections south of Highway 50, the current policy allows LOS D conditions to can be considered acceptable if improvements required to meet LOS C exceeds the City's "normally accepted maximum" improvements.

"Normally accepted maximum" improvements at intersections includes two left-turn lanes, three through-lanes and one right-turn lane on an approach. The assumed intersection improvements under cumulative conditions, both north and south of US 50, meet the City's criteria for "normally acceptable maximum" improvements.

For this update of the General Plan, the following new level of service policy is proposed that would apply to the entire city:

> **Policy M 4.1.3**. Strive to achieve at least traffic Level of Service "D" throughout the city. Level of Service "E" conditions can be acceptable due to costs of mitigation or when there would be other unacceptable impacts, such as right-of-way acquisition or degradation of the pedestrian environment due to increased crossing distances or unacceptable crossing delays. Level of Service "E" may also be accepted during peak commute periods at major intersections within one-quarter mile of a freeway interchange or river crossing.

The LOS analysis (shown in Table 17-16) indicates that eight intersections would not operate at LOS D or better conditions under the cumulative scenario if intersection improvements are limited to the City's "normally accepted maximum" improvement criteria. To mitigate the level of service impacts at these eight intersections, one or more of the improvement types described in Table 17-19 would be required. These improvement types could result in other unacceptable impacts, such as right-of-way acquisition or degradation of the pedestrian environment. Table 17-19 provides a general indication of the potential for "other" impacts that could result from implementation of each type of improvement.

The eight impacted intersections are summarized in Table 17-20, which indicates whether each intersection is within one-quarter mile of a freeway interchange or river crossing and the potential type of improvement(s) needed to mitigate or significantly improve the LOS.

Table 17-19 Potential Mitigation Measures

No	Improvement[1]	Other Potential Impacts		
		Right-of-way	Environment for Pedestrians/Bicycles	Other
1	Over-lap right turn signal		Worsen	Bans U-turns on cross street
2	Free right turn lane		Worsen	Weaving between right turn lane and downstream driveways or ramps
3	Double right turn lane	Moderate	Worsen	
4	Triple left turn lane	Moderate	Worsen	
5	Fourth through lane	High	Worsen	
6	Grade separation	Very High	Depends on design	High Cost and access to adjacent properties
7	Additional traffic lanes within "normally accepted maximum" improvements but requiring significant right-of-way impacts	High	Depends on design	

Notes:
[1] Mitigating measures Type 1 through 6 shown in this Table are beyond "normally accepted maximum" improvements.
Source: DKS Associates, 2017

Table 17-20 Intersections Operating at LOS E or F - Cumulative Scenario

No [1]	Intersection	Within ¼ mile of freeway interchange or river crossing?	Cumulative Scenario LOS		Potential Type of Mitigation Measures[1]
			AM Peak Hour	PM Peak Hour	
1	Folsom Auburn Rd & Folsom Lake Crossing	Yes	**F**	**F**	6
2	Folsom Auburn Rd & Oak Avenue Pkwy		**E**	**E**	1
4	Folsom Auburn Rd & Greenback Ln	Yes	**E**	**F**	7
16	Folsom Blvd & Blue Ravine Rd		**E**	**E**	1
17	Sibley Street & Blue Ravine Road		**F**	**E**	1, 2 or 3
27	Folsom Blvd & Iron Point Road	1/3 mile from freeway	D	**E**	1
29	Oak Ave Pkwy & Iron Point Rd	Yes	**F**	**F**	1 and 2
31	East Bidwell St & Iron Point Rd	Yes	C	**E**	2

Note [1] See Table 17-19 for types of mitigation measures and their potential impacts. Mitigating measures Type 1 through 6 shown in this Table are beyond "normally accepted maximum" improvements.
Source: DKS Associates, 2017

Four of the eight impacted intersections are located within one-quarter mile of a freeway interchange or river crossing. The City could chose to allow LOS E or F conditions at some or all of those locations and stay within the proposed General Plan LOS policy.

The City will need to study alternative improvement options at each of the eight impacted intersections to determine if there are feasible measures that could provide an acceptable LOS or significantly improve LOS (i.e. significantly decrease the level of vehicle delay). The City should implement appropriate, available and feasible mitigation measures at those intersections.

Significance of Impact: Significant.

Mitigation Measure T-1:

Implement all feasible improvements identified in Table 17-20 at impacted intersections.

Mitigation Measure T-2:

Implement Mitigation Measures GHG-10, GHG-12, and GHG-13.

Environmental Effects of Measures: As set forth in Table 17-19, implementation of Mitigation Measure T-1 could result in decreased access to land uses adjacent to proposed improvements, the take or interference with existing land uses from additional right of way acquisition, and/or the degradation of the pedestrian and bicycle environment in locations adjacent to the identified improvements.

Implementation of Mitigation Measures GHG-10, GHG-12 and GHG-13 would result in new policies and regulations for reducing VMT and encourage non-automobile modes of travel. Measures include creating new programs or funding sources and updating the municipal code. Implementation of the measures would not result in an expansion of the area within the 2035 Plan Evaluation Area devoted to urbanized land uses, and would not act to increases the intensity of existing or planned land uses. These measures would not directly result in any increased construction activities or increases in operational-related GHG emissions. No environmental effects would occur beyond those identified in this Draft PEIR.

Level of Significance after Mitigation: Significant and unavoidable.

Implementation of the City's General Plan Mobility Element with "normally acceptable maximum" improvements would result in eight intersections operating at LOS E or F conditions. It is likely that the City Council could determine that the measures identified in Table 17-20 to reduce this impact are undesirable due to cost, interference with alternative transportation modes, or adverse community effects at some or all of the eight affected locations. Implementation of Mitigation Measure T-2 would reduce, but not avoid adverse effects at the eight cited intersections. Because the construction and operation of the improvements identified in Table 17-20 cannot be assured and the implementation of measures identified in in Mitigation T-2 would not fully mitigate the adverse traffic effects at the eight cited intersections, this impact would remain significant and unavoidable.

Impact T-2 Traffic level of service on US Highway 50	
Applicable Regulations	Caltrans Traffic Impact Guidelines
Proposed GP Policies that Reduce Impacts	None applicable.
Significance after Implementation of GP Policies	Significant; mitigation required.
Mitigation Measures	T-3: Implement improvements to US 50.
Significance after Mitigation	Significant and unavoidable.

US 50 through the City of Folsom currently has recurring congestion (LOS F) in the eastbound direction during PM peak period near Folsom Boulevard and near East Bidwell Street. Despite traffic growth on US 50, the analysis of cumulative conditions (shown in Tables 17-17 and 17-18) indicates that all portions of US 50 through the city would operate at an acceptable LOS under cumulative conditions due to the following:

1. The two new interchanges on US 50 at Oak Avenue Parkway and at Empire Ranch Road interchanges would cause a significant shift in traffic volumes from East Bidwell Street interchange the new interchanges. Both interchanges were assumed to have a high capacity partial cloverleaf (L9) design with a one or two lane single slip off-ramp, a loop ramp and a slip on-ramp in each direction.
2. New "auxiliary lanes" are assumed to be added both eastbound and westbound on US 50 between each interchange from Folsom Boulevard to El Dorado Hills Boulevard, which is consistent with the "Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project" (DKS, 2007). These auxiliary lanes were assumed to begin at the loop on-ramp at each of the existing and new partial cloverleaf interchanges and extend to the off-ramp at the downstream interchange.
3. A "transitional lane" was assumed to be added in the eastbound direction from the Hazel Avenue eastbound on-ramp to the off-ramp to Prairie City Road to mitigate the current bottleneck caused by the lane drop at Folsom Boulevard.
4. Two lane off-ramps were assumed to be added at any location where volumes warrant the additional lane.
5. A standard intersection design would result in an unacceptable weaving condition on eastbound US 50 between the Prairie City Road on ramps and the new off ramp with Oak Avenue Parkway. Therefore, it was assumed that a "braided ramp" design would be used. It was assumed that this design would involve merging the two eastbound on-ramps from Prairie City Road and then grade separating that combined on-ramp with the new off-ramp to Oak Avenue Parkway.
6. It was assumed that a White Rock Road would be widened to four lanes, which would help divert some traffic from US 50.

If all of these assumed improvements are implemented, US 50 would operate at acceptable service under cumulative conditions. These assumed improvements are consistent with prior studies, including the mitigation measures identified for the FPASP. However, there is a possibility that some of these improvements may not occur for the following reasons:

- The design of each element (new interchanges, new and modified ramps, auxiliary lanes, etc.) along US 50 is subject to approval by Caltrans, who may decide that one or more of the assumed improvements is not acceptable. If alternative acceptable improvements are not defined, LOS F conditions could result along US 50.

- Most or all of the funding for the assumed improvements will need to come from new development in the US 50 Corridor. If adequate funding is not available, LOS F conditions could result along US 50.

Significance of Impact: Potentially significant.

Mitigation Measure T-3:

Implement the new interchanges and improvements along US 50.

1. The two new interchanges on US Highway 50 at Oak Avenue Parkway and at Empire Ranch Road interchanges would cause a significant shift in traffic volumes from East Bidwell Street interchange the new interchanges. Both interchanges were assumed to have a high capacity partial cloverleaf (L9) design with a one or two lane single slip off-ramp, a loop ramp and a slip on-ramp in each direction.
2. New "auxiliary lanes" are assumed to be added both eastbound and westbound on US Highway 50 between each interchange from Folsom Boulevard to El Dorado Hills Boulevard, which is consistent with the "Traffic Operations Analysis Report for the US Highway 50 Auxiliary Lane Project" (DKS 2007). These auxiliary lanes were assumed to begin at the loop on-ramp at each of the existing and new partial cloverleaf interchanges and extend to the off-ramp at the downstream interchange.
3. A "transitional lane" was assumed to be added in the eastbound direction from the Hazel Avenue eastbound on-ramp to the off-ramp to Prairie City Road to mitigate the current bottleneck caused by the lane drop at Folsom Boulevard.
4. Two lane off-ramps were assumed to be added at any location where volumes warrant the additional lane.
5. A standard intersection design would result in an unacceptable weaving condition on eastbound US Highway 50 between the Prairie City Road on ramps and the new off ramp with Oak Avenue Parkway. Therefore, it was assumed that a "braided ramp" design would be used. It was assumed that this design would involve merging the two eastbound on-ramps from Prairie City Road and then grade separating that combined on-ramp with the new off-ramp to Oak Avenue Parkway.
6. It was assumed that a White Rock Road would be widened to four lanes, which would help divert some traffic from US Highway 50.

Environmental Effects of Measure: Implementation of the proposed improvements could result in adverse effects to biological and cultural resources within the footprints of the identified improvements. Construction and operation of the improvements could result in increases in noise levels at adjacent sensitive uses and increased exposure of nearby residents and employees to both criteria air pollutants and toxic air contaminants.

Level of Significance after Mitigation: Significant and unavoidable.

Implementation of the assumed freeway improvements for cumulative conditions would result in acceptable (LOS E or better) conditions on all portions of US 50 through the city. However, until Caltrans accepts the assumed improvements (or other effective alternative improvements) and adequate funding is identified, LOS F conditions could result on US 50. The City cannot be assured that Caltrans approval will be granted or that adequate funding will be identified and secured. For these reasons, this impact would be significant and unavoidable.

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