

The transportation and circulation section of this Draft EIR describes the existing transportation system in the Planning Area and analyzes the potential impacts associated with the proposed land uses of the Draft General Plan. The analysis is based on the traffic analysis performed by CCS Planning and Engineering. Technical appendices for this analysis are provided in **Appendix 4.5**.

4.5.1 EXISTING SETTING

Roadways are the primary existing transportation facilities within the Planning Area. The existing roadway network consists of freeways, thoroughfares, arterials, collectors, and local streets. Existing bicycle, pedestrian and transit facilities are also present in the Planning Area, although these facilities are currently limited. Railroads and related facilities are also present and are generally used for movement of goods. A description of the major transportation facilities, major roadway segments, current traffic volumes, and alternative transportation modes are discussed below.

ROADWAY SYSTEM

Interstate 5 (I-5) stretches 1400 miles from Canada to Mexico, with 792 miles of roadway located in California. I-5 runs diagonally north to south near the western boundary of the Planning area. Running north to south near the western boundary of the Planning Area, I-5 is designated as part of the state's freeway and expressway system and is a separated, access controlled, four- to six-lane freeway in the Planning Area. There are three full-interchanges in the Planning Area at Hood-Franklin Road, Elk Grove Boulevard, and Laguna Boulevard.

State Route 99 (SR 99) originates south of Bakersfield and terminates at SR 36 near the City of Red Bluff to the north. Within the Planning Area, SR 99 runs diagonally north to south and is designated as a limited access highway. SR 99 is a four-lane separated freeway with full interchanges at Calvine Road, Sheldon Road, Laguna Boulevard/Bond Road, Elk Grove Boulevard and Grant Line Road. The extension of existing HOV lanes are planned for segments of SR 99 within the Planning Area boundaries.

State Route 16 (SR 16) runs from US 50 near Power Inn Road and ends with the intersection of SR 49 at the town of Drytown. SR 16 makes up the Planning Area's northern boundary. Portions of SR 16 are designated as scenic corridors, from its intersection with SR in Colusa County to the town of Capay, which borders Tehama and Glenn counties. SR 16 is not designated as a scenic corridor in the vicinity of the Planning area.

State Route 160 (SR 160) is designated as part of California's freeway and expressway system running from SR 4 near Antioch to SR-51 near Sacramento. SR 160 is also designated as a scenic corridor through the entire Planning Area, as its scenic designation begins near Antioch and ends at the City of Sacramento. There are no major improvements planned for SR 160 as identified on SACOG's Metropolitan Transportation Plan, which has a planning timeframe through 2025.

Grant Line Road is a two-lane road providing access between SR 99 and the South Sunrise area, which has emerged as a growing employment center in the greater Sacramento area. Grant Line Road connects SR 99 with White Rock Road in the new City of Rancho Cordova. Future plans for this roadway include widening to six-lanes between SR 99 and Calvine Road and grade separations for the Union Pacific and Central Traction Railroads.

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CITY OF ELK GROVE LIMITS

The following are some of the major roadways in the City limits of Elk Grove. **Figure 4.5-1** shows the existing roadway network within the City.

Calvine Road is an east/west arterial that connects Stockton Boulevard to Grant Line Road. Currently, Calvine Road is a two- and four-lane urban arterial that is ultimately planned to be a six-lane arterial, extending to Interstate 5. There are two railroad at-grade crossings on Calvine Road. The Union Pacific Railroad at-grade crossing is at Elk-Grove Florin Road and the Central Traction Railroad crossing is just west of Vineyard Road.

Sheldon Road is an east/west arterial that connects Center Parkway with Grant Line Road. The road provides access for residential areas to SR 99 via an interchange. There are at-grade crossings for the Union Pacific Railroad tracks west of Elk Grove-Florin Road and for the Central California Traction Company railroad tracks west of Excelsior Road. Sheldon Road is currently a two-lane rural roadway that is ultimately planned as a four-lane arterial within the Planning Area boundaries.

Elk Grove Boulevard is an east/west arterial connecting Interstate 5 with Grant Line Road. Elk Grove Boulevard varies from four to five lanes between I-5 and West Stockton Boulevard and between East Stockton Boulevard east of Elk Grove-Florin Road but is a two-lane rural roadway in the remainder of the Planning Area. Elk Grove Boulevard is planned for widening to six lanes between I-5 and Grant Line Road. There are full interchanges with I-5 and SR 99 and at-grade-crossings with the Union Pacific Railroad.

Franklin Boulevard is a north/south roadway providing direct connection to downtown Sacramento. The roadway width varies from two-lanes south of Elk Grove to four- to six-lanes between Elk Grove Boulevard and Big Horn Boulevard.

Bradshaw Road is a two-lane rural roadway that runs north to south through the existing city limits and unincorporated portions of the Planning Area. Bradshaw Road provides local access to residential neighborhoods and agricultural and industrial land uses.

Bond Road/Laguna Boulevard is a major east-west arterial that runs from the east side of State Route 99 (SR 99) and terminates at Grant Line Road. Bond Road provides access between the City of Elk Grove and the unincorporated community of Laguna to the west and Sacramento County to the east. West of SR 99, Bond Road is identified as Laguna Boulevard, a six-lane facility from Interstate 5 to Big Horn Boulevard and an eight-lane facility from Big Horn Boulevard to SR 99. Bond Road is a four-lane facility from SR 99 to Elk Grove-Florin Road and a two-lane facility from Elk Grove-Florin Road to Grant Line Road. Some segments of Bond Road between Elk Grove-Florin and Waterman roads already have ultimate half street improvements constructed.

Elk Grove-Florin Road, a primary arterial route, provides north-south access from Elk Grove to the south and Sacramento County to the north. At the intersection with Gerber Road, Elk-Grove Florin Road becomes Watt Avenue. Elk-Grove Florin Road is a four-lane divided roadway from north of Calvine Road to south of Elk Grove Boulevard, where it becomes a two-lane facility. Near Fruitridge, Watt Avenue becomes a two-lane roadway, then widens to a four-lane facility near its intersection with U.S. Highway 50.

Big Horn Boulevard is an east-west 4-lane collector that extends from Franklin Boulevard to Elk Grove Boulevard. Along Big Horn Boulevard it has curbs, gutters, sidewalks, and a Class II bike lane. The posted speed limit on Big Horn Boulevard is 45 miles per hour (mph).

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Bruceville Road is a north-south 4-lane collector that extends from Valley Hi Drive, into the City of Elk Grove, and then continues south into the County of Sacramento. Bruceville Road generally has curbs, gutters, sidewalks, and a Class II bike lane. The posted speed limit on Bruceville Road is 45 mph.

HIGH INCIDENT ROADWAYS AND INTERSECTIONS

The Statewide Integrated Traffic Records System (SWITRS) is a centralized statewide records system used to monitor fatal and injury motor vehicle traffic accidents. In addition, a large proportion of the reported property damage only accidents are also processed into SWITRS. The SWITRS reports are generated from over 100 CHP areas and over 500 city police departments, sheriff's offices and local law enforcement agencies.

According to the SWITRS 2000, there were 326 collisions on Elk Grove area roadways in 2000 (including SR 99 and Interstate 5). Of the 326 incidents, one resulted in a fatality, 126 resulted in injuries and 199 resulted in some form of property damage. The incident amount on Elk Grove area roadways was nearly eighty-five percent lower than other similar sized communities (i.e., Citrus Heights and Folsom) in Sacramento County, which had 1,298 and 556 collisions, respectively in 2000.

Within the existing city limits, the intersections of Bruceville Road/Laguna Boulevard, Elk Grove-Florin Road/Elk Grove Boulevard, and State Route 99/Elk Grove Boulevard experienced the greatest number of collisions between 1/01/02 and 12/31/02, with fourteen collisions/incidences occurring at each intersection. The intersections of Auto Center Drive/Elk Grove Boulevard and Laguna Park Drive/Laguna Boulevard had ten collisions during the same twelve-month period.

EXISTING TRAFFIC VOLUMES AND OPERATING CONDITIONS

The following is a description of existing traffic volumes and traffic operating conditions on roadways in the Planning Area, including a description of the methodology used to analyze existing conditions.

Traffic Simulation Model

A computer simulation traffic simulation model was developed for the analysis of the General Plan update. The model was based on the Sacramento Area Council of Governments (SACOG) regional traffic model, SACMET. A detailed description of the SACMET model is provided in SACOG's Metropolitan Transportation Plan (MTP) for 2025.

Because the SACMET model is intended to be a regional mode, it lacks local detail. The SACMET model was modified by adding detail to the model's land use data and roadway network in the Planning Area. Detail was added to the model's land use data to be consistent with the City's traffic analysis zone (TAZ) land use database system. The City's TAZ system is presented in **Figure 4.5-2**. Using the City's TAZ land use database system allows the City's General Plan traffic model to reflect local land use designations, local land use data, and a local level of detail.

For a traffic model to perform adequately, the model's roadway network must be at a level of detail appropriate for the land use data TAZ system. If a model's roadway network is less detailed than the TAZ system, vehicle trips will be concentrated on too few roadways, and the model will produce traffic volumes that are too high. If a model's roadway network is more detailed than the TAZ system, vehicle trips will be dispersed on too many roadways, and the model will produce traffic volumes that are too low. For the City's General Plan traffic model,

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detail was added to the SACMET model’s roadway network, commensurate with the City’s TAZ system. See **Figure 4.5-3** for the City’s planned roadway network.

The performance of the City’s General Plan traffic model was tested by comparing existing traffic volumes produced by the model to actual counts of traffic volumes. Industry-standard criteria (Transportation Research Board 1982) were then used to judge the adequacy of the model’s results. Transportation Research Board 1982 specifies the range of deviation from count data that is considered acceptable in model results. Relatively high percentages of deviation are considered acceptable on roadways with low traffic volumes, and relatively low percentages of deviation are considered acceptable on high volume roadways. Also, Transportation Research Board 1982 specifies that a “vast majority” of roadways, rather than all roadways, in a traffic model meet the criteria for acceptable performance. **Table 4.5-1** presents the results of the test of the traffic model’s performance. The model was found to perform adequately. Overall, traffic volumes produced by the model were found to deviate from count data by 2 percent, which is less than the change in volumes that would be expected to occur from one year to the next. Where significant deviations were identified, adjustments were made to the model.

**TABLE 4.5-1
CALIBRATION OF ELK GROVE GENERAL PLAN TRAFFIC MODEL**

Roadway	Location	Counted Volume	Traffic Model Volume	Percent Difference	Meets Calibration Criteria?
Bond Rd.	West of Elk Grove-Florin Rd.	31,803	38,946	22 %	Yes
Bond Rd.	East of Elk Grove-Florin Rd.	19,584	17,415	-11%	Yes
Bond Rd.	West of Waterman Rd.	14,867	13,582	-9%	Yes
Bond Rd.	East of Waterman Rd.	12,420	8,837	-29%	Yes
Bond Rd.	West of Bradshaw Rd.	8,340	7,582	-9%	Yes
Bond Rd.	East of Bradshaw Rd.	5,924	6,608	12%	Yes
Bradshaw Rd.	North of Gerber Rd.	19,354	19,296	0%	Yes
Bradshaw Rd.	South of Gerber Rd.	12,803	16,477	29%	Yes
Bradshaw Rd.	South of Calvine Rd.	10,106	11,972	18%	Yes
Bradshaw Rd.	North of Sheldon Rd.	8,437	12,131	44%	No
Bradshaw Rd.	Between Sheldon & Bond	6,049	7,783	29%	Yes
Bruceville Rd.	South of Laguna Blvd.	12,053	10,165	-16%	Yes

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Roadway	Location	Counted Volume	Traffic Model Volume	Percent Difference	Meets Calibration Criteria?
Bruceville Rd.	North of Elk Grove Blvd.	7,259	6,159	-15%	Yes
Calvine Rd.	East of Power Inn Rd.	41,146	29,247	-29%	No
Calvine Rd.	West of Elk Grove-Florin Rd.	32,602	28,033	-14%	Yes
Elk Grove Blvd.	West of Harbor Point	14,208	9,460	-33%	No
Elk Grove Blvd.	East of Harbor Point	10,909	9,268	-15%	Yes
Elk Grove Blvd.	East of Franklin Blvd.	16,862	13,690	-19%	Yes
Elk Grove Blvd.	East of Bruceville Rd.	24,289	20,636	-15%	Yes
Elk Grove Blvd.	East of W. Stockton Blvd.	35,933	23,782	-34%	No
Elk Grove Blvd.	East of E. Stockton Blvd.	35,253	41,081	17%	Yes
Elk Grove Blvd.	West of Elk Grove-Florin Rd.	30,715	28,715	-7%	Yes
Elk Grove Blvd.	West of Waterman Rd.	17,025	12,790	-25%	Yes
Elk Grove Blvd.	West of Bradshaw Rd.	5,799	6,939	20%	Yes
Elk Grove-Florin Rd.	North of Gerber Rd.	21,197	24,681	16%	Yes
Elk Grove-Florin Rd.	North of Calvine Rd.	29,697	32,594	10%	Yes
Elk Grove-Florin Rd.	South of Sheldon Rd.	27,793	32,247	16%	Yes
Elk Grove-Florin Rd.	South of Bond Rd.	23,753	27,315	15%	Yes
Elk Grove-Florin Rd.	South of Elk Grove Blvd.	20,370	13,835	-32%	No
Elk Grove-Florin Rd.	North of E. Stockton Blvd.	5,856	849	-86%	No
Franklin Blvd.	North of Big Horn Blvd.	19,323	21,564	12%	Yes
Franklin Blvd.	South of Big Horn Blvd.	22,135	14,955	-32%	No
Franklin Blvd.	South of Laguna Blvd.	13,627	11,288	-17%	Yes

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Roadway	Location	Counted Volume	Traffic Model Volume	Percent Difference	Meets Calibration Criteria?
Franklin Blvd.	South of Elk Grove Blvd.	5,843	1,348	-77%	No
Grant Line Rd.	East of E. Stockton Blvd.	14,217	16,531	16%	Yes
Grant Line Rd.	East of Waterman Rd.	6,099	7,387	21%	Yes
Grant Line Rd.	West of Bradshaw Rd.	8,050	7,361	-9%	Yes
Grant Line Rd.	East of Bond Rd.	12,609	12,735	1%	Yes
Grant Line Rd.	East of Sheldon Rd.	12,484	11,534	-8%	Yes
Interstate 5	North of Laguna Blvd.	76,000	66,485	-13%	Yes
Interstate 5	Between Laguna & Elk Grove Blvd.	56,000	45,506	-19%	Yes
Interstate 5	South of Elk Grove Blvd.	50,000	47,508	-5%	Yes
Laguna Blvd.	East of Harbor Point	28,427	31,732	12%	Yes
Laguna Blvd.	West of Bruceville Rd.	43,870	35,186	-20%	Yes
Laguna Blvd.	East of Big Horn Blvd.	39,524	61,891	57%	No
Laguna Blvd.	West of Laguna Springs Dr.	31,886	61,891	94%	No
Laguna Blvd.	Between Big Horn & W. Stockton	51,354	61,891	21%	Yes
Sheldon Rd.	West of E. Stockton Blvd.	21,823	21,812	0%	Yes
Sheldon Rd.	West of Bradshaw Rd.	6,877	15,114	120%	No
Sheldon Rd.	East of Bradshaw Rd.	5,931	10,359	75%	No
Sheldon Rd.	West of Excelsior Rd.	5,611	4,336	-23%	Yes
Sheldon Rd.	East of Excelsior Rd.	5,738	7,960	39%	Yes
State Route 99	Between Calvine & Sheldon	127,000	117,614	-7%	Yes
State Route 99	Between Sheldon & Laguna/Bond	106,000	103,935	-2%	Yes
State Route 99	Between Laguna/Bond & Elk	96,000	73,136	-24%	No

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Roadway	Location	Counted Volume	Traffic Model Volume	Percent Difference	Meets Calibration Criteria?
	Grove				
State Route 99	Between Elk Grove & Grant Line	80,000	56,459	-29%	No
State Route 99	South of Grant Line	56,000	59,690	7%	Yes
Waterman Rd.	North of Bond Rd.	5,557	8,261	49%	No
Waterman Rd.	South of Bond Rd.	6,608	10,144	54%	No

Note: Only locations with 2001 and 2002 count data are shown; only locations with count volumes greater than 5,000 vehicles per day are shown.

Level of Service Analysis

Traffic operating conditions on roadways in the Planning Area are characterized using levels of service (LOS) and volume-to-capacity (V/C) ratios. Level of service is a qualitative measure of traffic operating conditions, which varies from LOS "A" (the best) to LOS "F" (the worst). **Table 4.5-2** presents a description of traffic flow characteristics at each LOS.

**TABLE 4.5-2
LEVEL OF SERVICE DESCRIPTIONS**

Level of Service	Description
A	Level of service A represents free flow. Excellent level of comfort, convenience and freedom to maneuver.
B	Level of service B is in the range of stable flow, but the presence of other road users in the traffic stream causes noticeable reductions of comfort, convenience, and maneuvering freedom.
C	Level of service C is in the range of stable flow, but the operation of individual users is significantly affected by others in the traffic stream.
D	Level of service D represents high-density, but stable flow. Users experience severe restriction in speed and freedom to maneuver, with poor levels of comfort and convenience.
E	Level of service E represents operating conditions at or near the capacity level. All speeds are reduced to a low, but relatively uniform value. Freedom to maneuver is difficult, with users experiencing frustration and poor comfort and convenience. Unstable operations are frequent, where small increases or minor perturbations to the traffic flow can cause breakdown conditions.
F	Level of Service F is used to define forced or breakdown conditions. This condition exists wherever the amount of traffic approaching a point exceeds the amount that can traverse a point. Roadways store long queues behind such locations, with traffic advancing in stop-and-go "waves".

Table 4.5-3 presents definitions of LOS from the City's Traffic Impact Analysis Guidelines (City of Elk Grove 2000). Levels of service are defined as ranges of V/C ratios. The V/C ratio is a measure of traffic demand on a roadway, expressed as volume on a roadway compared to its

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traffic-carrying capacity. A V/C ratio of 0.70, for example, indicates that a roadway is operating at 70% of its capacity.

**TABLE 4.5-3
LEVEL OF SERVICE FOR ROADWAYS AND FREEWAYS**

Facility Type	Number of Lanes	Maximum Volume for Given Service Level				
		A	B	C	D	E
Rural, 2-lane highway	2	2,400	4,800	7,900	13,500	22,900
Residential collector	2	3,000	3,500	4,000	4,500	5,000
Arterial, low access control	2	9,000	10,500	12,000	13,500	15,000
	4	18,000	21,000	24,000	27,000	30,000
	6	27,000	31,500	36,000	40,500	45,000
Arterial, moderate access control	2	10,800	12,600	14,400	16,200	18,000
	4	21,600	25,200	28,800	32,400	36,000
	6	32,400	37,800	43,200	48,600	54,000
Arterial, high access control	2	12,000	14,000	16,000	18,000	20,000
	4	24,000	28,000	32,000	36,000	40,000
	6	36,000	42,000	48,000	54,000	60,000
Freeway	2	14,000	21,600	30,800	37,200	40,000
	4	28,000	43,200	61,600	74,400	80,000
	6	42,000	64,800	92,400	111,600	120,000
	8	56,000	86,400	123,200	148,800	160,000
<u>Facility Type Definition</u>	<u>Stops/Mile</u>		<u>Driveway</u>		<u>Speed</u>	
Arterial, low access control	4+		Frequent		25-35 MPH	
Arterial, moderate access control	2-4		Limited		35-45 MPH	
Arterial, high access control	1-2		None		45-55 MPH	

Source: Sacramento County General Plan Update, Technical Appendix, DKS Associates, February 1992

The traffic analysis conducted for this section of the Draft EIR is based on the LOS definitions presented in **Table 4.5-3**. However, the ranges of traffic volumes shown in this table have been modified for use in analyzing peak hour, as opposed to daily, traffic volumes. Peak hour LOS was analyzed for this Draft EIR to take advantage of the A.M. and P.M. peak period capabilities of the General Plan traffic model, and to address the directionality of travel that occurs on some roadways in the City (e.g., the relatively stronger flow of traffic traveling towards SR 99 in the morning and the flow of traffic traveling away from SR 99 in the evening).

Traffic Volumes and Level of Service

Existing traffic volumes, V/C ratios, and LOS on City roadways during the A.M. and P.M. peak hours are presented in **Table 4.5-4** and **Table 4.5-5**, respectively.

As described in more detail later in this section of the Draft EIR, the City has recently established a LOS threshold, requiring that roadways operate at a minimum LOS "D". Roadways that experience LOS D, E, or F during the A.M. and P.M. peak hours are graphically presented in **Figure 4.5-4** and **Figure 4.5-5**, respectively.

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TABLE 4.5-4
EXISTING CONDITIONS A.M. PEAK HOUR LEVEL OF SERVICE

	Roadway	From	To	Lanes	24-Hour Capacity	Peak Hour 1-Way Capacity	Counts	Existing Model	Modify	Existing Modified	Existing Model	Existing Model Modified	V/C	LOS
1e	Big Horn Blvd.	Franklin Blvd.	Laguna Blvd.	4	36,000	1,980	338	712	-200	512	670	470	0.24	A
2w	Big Horn Blvd.	Franklin Blvd.	Laguna Blvd.	4	36,000	1,980	317	634	-250	384	569	319	0.16	A
3n	Big Horn Blvd.	Laguna Blvd.	Elk Grove Blvd.	4	36,000	1,980	395	1,094	-500	594	950	450	0.23	A
4s	Big Horn Blvd.	Laguna Blvd.	Elk Grove Blvd.	4	36,000	1,980	370	1,134	-500	634	1,113	613	0.31	A
5e	Bilby Rd.	Franklin Blvd.	Bruceville Rd.	2	18,000	990	143 /27	75			75		0.08	A
6w	Bilby Rd.	Franklin Blvd.	Bruceville Rd.	2	18,000	990	110 /39	26			26		0.03	A
7e	Bond Rd.	East Stockton Blvd	Elk Grove Florin Blvd.	4	36,000	1,980	892/ 894	1,758	-500	1,258	1,758	1,258	0.64	B
8w	Bond Rd.	East Stockton Blvd	Elk Grove Florin Blvd.	4	36,000	1,980	1231 / 1061	1,797	-400	1,397	1,797	1,397	0.71	C
9e	Bond Rd.	Elk Grove Florin Rd.	Bradshaw Rd.	2	18,000	990	442/479/538	508			508		0.51	A
10w	Bond Rd.	Elk Grove Florin Rd.	Bradshaw Rd.	2	18,000	990	321/616/652	572			572		0.58	A
11e	Bond Rd.	Bradshaw Rd.	Grant Line Rd.	2	18,000	990	287	315			315		0.32	A
12w	Bond Rd.	Bradshaw Rd.	Grant Line Rd.	2	18,000	990	279	265			265		0.27	A
13n	Bradshaw Rd.	Vintage Park Rd.	Calvine Rd.	2	18,000	990	509	636			636		0.64	B
14s	Bradshaw Rd.	Vintage Park Rd.	Calvine Rd.	2	18,000	990	374	473			473		0.48	A
15n	Bradshaw Rd.	Calvine Rd.	Bond Rd.	2	18,000	990	312 /448	394			394		0.40	A
16s	Bradshaw Rd.	Calvine Rd.	Bond Rd.	2	18,000	990	212 /305	372			372		0.38	A
17n	Bradshaw Rd.	Bond Rd.	Grant Line Rd.	2	18,000	990	124 /215	239			239		0.24	A
18s	Bradshaw Rd.	Bond Rd.	Grant Line Rd.	2	18,000	990	105 /194	232			232		0.23	A
19n	Bruceville Rd.	Jacinto Rd.	Sheldon Rd.	2	18,000	990		366			366		0.37	A
20s	Bruceville Rd.	Jacinto Rd.	Sheldon Rd.	2	18,000	990		360			144		0.15	A
21n	Bruceville Rd.	Sheldon Rd.	Laguna Blvd.	2	18,000	990	1,044	552	400	952	552	952	0.96	E

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		Roadway	From	To	Lanes	24-Hour Capacity	Peak Hour 1-Way Capacity	Counts	Existing Model	Modify	Existing Modified	Existing Model	Existing Model Modified	V/C	LOS
22	s	Bruceville Rd.	Sheldon Rd.	Laguna Blvd.	2	18,000	990	745	418	300	718	418	718	0.72	C
23	n	Bruceville Rd.	Laguna Blvd.	Elk Grove Blvd.	4	36,000	1,980	348 / 578	357			357		0.18	A
24	s	Bruceville Rd.	Laguna Blvd.	Elk Grove Blvd.	4	36,000	1,980	317 / 465	331			330		0.17	A
25	n	Bruceville Rd.	Elk Grove Blvd.	Bilby Rd.	2	18,000	990	68 / 164	126			126		0.13	A
26	s	Bruceville Rd.	Elk Grove Blvd.	Bilby Rd.	2	18,000	990	60 / 191	212			212		0.21	A
27	n	Bruceville Rd.	Bilby Rd.	Eschinger Rd.	2	18,000	990	60	74			52		0.05	A
28	s	Bruceville Rd.	Bilby Rd.	Eschinger Rd.	2	18,000	990	60	79			59		0.06	A
29	e	Calvine Rd.	Power Inn Rd.	Elk Grove-Florin Rd.	5	45,000	2,475	974	1,051			925		0.37	A
30	w	Calvine Rd.	Power Inn Rd.	Elk Grove-Florin Rd.	5	45,000	2,475	1,667	1,672			1,275		0.52	A
31	e	Calvine Rd.	Elk Grove-Florin Rd.	Bradshaw Rd.	2	18,000	990	523 / 998	728			733		0.74	C
32	w	Calvine Rd.	Elk Grove-Florin Rd.	Bradshaw Rd.	2	18,000	990	558 / 953	598			598		0.60	B
33	e	Calvine Rd.	Bradshaw Rd.	Grant Line Rd.	2	18,000	990	386	467			457		0.46	A
34	w	Calvine Rd.	Bradshaw Rd.	Grant Line Rd.	2	18,000	990	435	212			212		0.21	A
35	n	Center Pkwy.	Sheldon Rd.	Jacinto Rd.	2	18,000	990		506			506		0.51	A
36	s	Center Pkwy.	Sheldon Rd.	Jacinto Rd.	2	18,000	990		632			632		0.64	B
37	e	Elk-Grove Blvd.	I-5	Franklin	5	45,000	2,475	371 / 433	428			414		0.17	A
38	w	Elk-Grove Blvd.	I-5	Franklin	5	45,000	2,475	948 / 1195	476	400	876	460	860	0.35	A
39	e	Elk Grove Blvd.	Franklin Blvd.	Bruceville Rd.	5	45,000	2,475	692	709			793		0.32	A
40	w	Elk Grove Blvd.	Franklin Blvd.	Bruceville Rd.	5	45,000	2,475	979	406	400	806	430	830	0.34	A
41	e	Elk Grove Blvd.	Bruceville Rd.	West Stockton Blvd.	5	45,000	2,475	1035 / 922	915			915		0.37	A
42	w	Elk Grove Blvd.	Bruceville Rd.	West Stockton Blvd.	5	45,000	2,475	978 / 835	608	300	908	608	908	0.37	A
43	e	Elk Grove Blvd.	West Stockton Blvd.	East Stockton Blvd.	5	45,000	2,475	1010 / 1172				1,566		0.63	B
44	w	Elk Grove Blvd.	West Stockton Blvd.	East Stockton Blvd.	5	45,000	2,475	1360 / 1498				946		0.38	A

4.5 TRANSPORTATION AND CIRCULATION

	Roadway	From	To	Lanes	24-Hour Capacity	Peak Hour 1-Way Capacity	Counts	Existing Model	Modify	Existing Modified	Existing Model	Existing Model Modified	V/C	LOS
45e	Elk Grove Blvd.	East Stockton Blvd	Elk Grove-Florin Rd.	4	36,000	1,980	960 /1194	1,666	-400	1,266	1,666	1,266	0.64	B
46w	Elk Grove Blvd.	East Stockton Blvd	Elk Grove-Florin Rd.	4	36,000	1,980	1063 / 1228	1,357			1,357		0.69	B
47e	Elk Grove Blvd.	Elk Grove-Florin Rd.	Waterman Rd.	2	18,000	990	495	523			522		0.53	A
48w	Elk Grove Blvd.	Elk Grove-Florin Rd.	Waterman Rd.	2	18,000	990	660	510			509		0.51	A
49e	Elk Grove Blvd.	Waterman Rd.	Grant Line Rd.	2	18,000	990	237	250			228		0.23	A
50w	Elk Grove Blvd.	Waterman Rd.	Grant Line Rd.	2	18,000	990	248	308			270		0.27	A
51n	Elk-Grove Florin Rd.	Vintage Park Rd.	Calvine Rd.	4	36,000	1,980		1,332			1,332		0.67	B
52s	Elk-Grove Florin Rd.	Vintage Park Rd.	Calvine Rd.	4	36,000	1,980		1,384			1,384		0.70	B
53n	Elk Grove-Florin Rd.	Calvine Rd.	Bond Rd.	4	36,000	1,980	979 /1092	1,168			1,146		0.58	A
54s	Elk Grove-Florin Rd.	Calvine Rd.	Bond Rd.	4	36,000	1,980	1058/ 1043	1,454	-400	1,054	1,478	1,078	0.54	A
55n	Elk Grove-Florin Rd.	Bond Rd.	Elk Grove Blvd.	4	36,000	1,980	774 /772	1,004	-300	704	1,006	706	0.36	A
56s	Elk Grove-Florin Rd.	Bond Rd.	Elk Grove Blvd.	4	36,000	1,980	780/ 791	1,246	-400	846	1,242	842	0.43	A
57n	Elk Grove-Florin Rd.	Elk Grove Blvd.	East Stockton Blvd.	2	18,000	990	860	244	600	844	244	844	0.85	D
58s	Elk Grove-Florin Rd.	Elk Grove Blvd.	East Stockton Blvd.	2	18,000	990	736	463	300	763	463	763	0.77	C
59e	Eschinger Rd.	SR99	Carroll Rd.	2	18,000	990					10		0.01	A
60w	Eschinger Rd.	SR99	Carroll Rd.	2	18,000	990					20		0.02	A
61n	Excelsior Road	Gerber Rd.	Calvine Rd.	2	18,000	990		447			447		0.45	A
62s	Excelsior Road	Gerber Rd.	Calvine Rd.	2	18,000	990		80			80		0.08	A
63n	Excelsior Road	Calvine Rd.	Sheldon Rd.	2	18,000	990	421	296			296		0.30	A
64s	Excelsior Road	Calvine Rd.	Sheldon Rd.	2	18,000	990	106	75			75		0.08	A
65n	Franklin Blvd.	Calvine Rd.	Laguna Blvd.	4	36,000	1,980		1,015			1,017		0.51	A
66s	Franklin Blvd.	Calvine Rd.	Laguna Blvd.	4	36,000	1,980		672			767		0.39	A
67n	Franklin Blvd.	Laguna Blvd.	Elk Grove Blvd.	4	36,000	1,980	156 / 477	472			472		0.24	A

4.5 TRANSPORTATION AND CIRCULATION

	Roadway	From	To	Lanes	24-Hour Capacity	Peak Hour 1-Way Capacity	Counts	Existing Model	Modify	Existing Modified	Existing Model	Existing Model Modified	V/C	LOS
68s	Franklin Blvd.	Laguna Blvd.	Elk Grove Blvd.	4	36,000	1,980	194 / 333	306			306		0.15	A
69n	Franklin Blvd.	Elk Grove Blvd.	Hood Franklin Rd.	2	18,000	990	158/ 196	75			65		0.07	A
70s	Franklin Blvd.	Elk Grove Blvd.	Hood Franklin Rd.	2	18,000	990	201/ 76	53			54		0.05	A
71n	Franklin Blvd.	Hood Franklin Rd.	South of Hood Franklin	2	18,000	990	73				40		0.04	A
72s	Franklin Blvd.	Hood Franklin Rd.	South of Hood Franklin	2	18,000	990	49				21		0.02	A
73e	Grant Line Rd.	SR99	East Stockton Blvd.	2	18,000	990	303/ 270				1,126		1.14	F
74w	Grant Line Rd.	SR99	East Stockton Blvd.	2	18,000	990	472 /366				783		0.79	C
75n	Grant Line Rd.	East Stockton Blvd.	Bradshaw Rd.	2	18,000	990	269 /550	587			369		0.37	A
76s	Grant Line Rd.	East Stockton Blvd.	Bradshaw Rd.	2	18,000	990	329 /597	410			248		0.25	A
77n	Grant Line Rd.	Bradshaw Rd.	Sheldon Rd.	2	18,000	990	342 /536	535			535		0.54	A
78s	Grant Line Rd.	Bradshaw Rd.	Sheldon Rd.	2	18,000	990	341 /565	356			356		0.36	A
79n	Grant Line Rd.	Sheldon Rd.	Calvine Rd.	2	18,000	990		697			697		0.70	C
80s	Grant Line Rd.	Sheldon Rd.	Calvine Rd.	2	18,000	990		419			419		0.42	A
81n	Grant Line Rd.	Calvine Rd.	Sloughhouse Rd.	2	18,000	990		991			993		1.00	F
82s	Grant Line Rd.	Calvine Rd.	Sloughhouse Rd.	2	18,000	990		464			464		0.47	A
83n	Harbor Point Dr.	Laguna Blvd.	Elk Grove Blvd.	4	36,000	1,980	122 /631	294			294		0.15	A
84s	Harbor Point Dr.	Laguna Blvd.	Elk Grove Blvd.	4	36,000	1,980	250/ 246	152			152		0.08	A
85n	I-5	-	South of Hood Franklin	4	80,000	4,400					2,125		0.48	A
86s	I-5	-	South of Hood Franklin	4	80,000	4,400					1,925		0.44	A
87n	I-5	Hood Franklin Rd.	Elk Grove Blvd.	4	80,000	4,400					2,125		0.48	A
88s	I-5	Hood Franklin Rd.	Elk Grove Blvd.	4	80,000	4,400					1,925		0.44	A
89n	I-5	Elk Grove Blvd.	Laguna Blvd.	6	120,000	6,600					1,993		0.30	A
90s	I-5	Elk Grove Blvd.	Laguna Blvd.	6	120,000	6,600					1,709		0.26	A

4.5 TRANSPORTATION AND CIRCULATION

		Roadway	From	To	Lanes	24-Hour Capacity	Peak Hour 1-Way Capacity	Counts	Existing Model	Modify	Existing Modified	Existing Model	Existing Model Modified	V/C	LOS
91	n	I-5	Laguna Blvd.	Meadow View/Pocket Road	6	120,000	6,600					3,358		0.51	A
92	s	I-5	Laguna Blvd.	Meadow View/Pocket Road	6	120,000	6,600					2,266		0.34	A
93	e	Kammerer (Hood Fr)	I-5	Franklin Rd.	2	18,000	990	67	96			96		0.10	A
94	w	Kammerer (Hood Fr)	I-5	Franklin Rd.	2	18,000	990	97	62			62		0.06	A
95	e	Kammerer Rd.	Franklin Rd.	Bruceville Rd.	2	18,000	990					75		0.08	A
96	w	Kammerer Rd.	Franklin Rd.	Bruceville Rd.	2	18,000	990					26		0.03	A
97	e	Kammerer Rd.	Bruceville Rd.	West Stockton Blvd.	2	18,000	990	43	93			93		0.09	A
98	w	Kammerer Rd.	Bruceville Rd.	West Stockton Blvd.	2	18,000	990	48	104			104		0.11	A
99	e	Laguna Blvd.	I-5	Franklin Rd.	6	54,000	2,970	586	1,210	-600	610	1,210	610	0.21	A
100	w	Laguna Blvd.	I-5	Franklin Rd.	6	54,000	2,970	1,696	1,874			1,874		0.63	B
101	e	Laguna Blvd.	Franklin Blvd.	Bruceville Rd.	6	54,000	2,970	773/954/702	1,675	-500	1,175	1,675	1,175	0.40	A
102	w	Laguna Blvd.	Franklin Blvd.	Bruceville Rd.	6	54,000	2,970	1056/1030/1201	1,307			1,307		0.44	A
103	e	Laguna Blvd.	Bruceville Rd.	West Stockton Blvd.	6	54,000	2,970	1467 / 1286 /1037/ 1689	2,327	-500	1,827	1,792	1,292	0.43	A
104	w	Laguna Blvd.	Bruceville Rd.	West Stockton Blvd.	6	54,000	2,970	1511/ 1383 /1124 / 2074	1,594			1,047		0.35	A
105	e	Laguna Blvd.	West Stockton Blvd.	East Stockton Blvd	7	63,000	3,465	1,086				2,675		0.77	C
106	w	Laguna Blvd.	West Stockton Blvd.	East Stockton Blvd	7	63,000	3,465	1,147				1,969		0.57	A
107	n	Power Inn Rd.	Calvine Rd.	Elsie Ave.	4	36,000	1,980		1,404			1,124		0.57	A
108	s	Power Inn Rd.	Calvine Rd.	Elsie Ave.	4	36,000	1,980		1,284			1,014		0.51	A
109	e	Sheldon Rd.	Center Parkway	West Stockton Blvd.	4	36,000	1,980	496	708			707		0.36	A
110	w	Sheldon Rd.	Center Parkway	West Stockton Blvd.	4	36,000	1,980	359	794	-300	494	794	494	0.25	A
111	e	Sheldon Rd.	West Stockton Blvd.	East Stockton Blvd	3	27,000	1,485	585		-300	-300	908	608	0.41	A

4.5 TRANSPORTATION AND CIRCULATION

		Roadway	From	To	Lanes	24-Hour Capacity	Peak Hour 1-Way Capacity	Counts	Existing Model	Modify	Existing Modified	Existing Model	Existing Model Modified	V/C	LOS
112	w	Sheldon Rd.	West Stockton Blvd.	East Stockton Blvd	3	27,000	1,485	289				926		0.62	B
113	e	Sheldon Rd.	East Stockton Blvd	Elk Grove-Florin Rd.	2	18,000	990		730			730		0.74	C
114	w	Sheldon Rd.	East Stockton Blvd	Elk Grove-Florin Rd.	2	18,000	990		714			1,072		1.08	F
115	e	Sheldon Rd.	Elk Grove-Florin Rd.	Bradshaw Rd.	2	18,000	990	349	628	-300	328	628	328	0.33	A
116	w	Sheldon Rd.	Elk Grove-Florin Rd.	Bradshaw Rd.	2	18,000	990	363	596			596		0.60	B
117	e	Sheldon Rd.	Bradshaw Rd.	Grant Line Rd.	2	18,000	990	390	282			270		0.27	A
118	w	Sheldon Rd.	Bradshaw Rd.	Grant Line Rd.	2	18,000	990	348	288			326		0.33	A
119	n	State Route 99	Eschinger Rd.	Grant Line Rd.	4	80,000	4,400					3,010		0.68	B
120	s	State Route 99	Eschinger Rd.	Grant Line Rd.	4	80,000	4,400					2,097		0.48	A
121	n	State Route 99	Grant Line Rd.	Elk Grove Blvd.	4	80,000	4,400					2,625		0.60	A
122	s	State Route 99	Grant Line Rd.	Elk Grove Blvd.	4	80,000	4,400					2,078		0.47	A
123	n	State Route 99	Elk Grove Blvd.	Laguna Blvd.	4	80,000	4,400					2,947		0.67	B
124	s	State Route 99	Elk Grove Blvd.	Laguna Blvd.	4	80,000	4,400					2,444		0.56	A
125	n	State Route 99	Laguna Blvd.	Sheldon Rd.	4	80,000	4,400					3,904		0.89	D
126	s	State Route 99	Laguna Blvd.	Sheldon Rd.	4	80,000	4,400					3,215		0.73	C
127	n	State Route 99	Sheldon Rd.	Calvine Rd.	4	80,000	4,400					4,169		0.95	E
128	s	State Route 99	Sheldon Rd.	Calvine Rd.	4	80,000	4,400					3,851		0.88	D
129	n	State Route 99	Calvine Rd.	Stockton Blvd.	4	80,000	4,400					4,331		0.98	E
130	s	State Route 99	Calvine Rd.	Stockton Blvd.	4	80,000	4,400					3,221		0.73	C
131	n	Waterman	Calvine Rd.	Vintage Park Rd.	2	18,000	990		10			10		0.01	A
132	s	Waterman	Calvine Rd.	Vintage Park Rd.	2	18,000	990		36			36		0.04	A
133	n	Waterman	Calvine Rd.	Bond Rd.	2	18,000	990		222			222		0.22	A
134	s	Waterman	Calvine Rd.	Bond Rd.	2	18,000	990		340			340		0.34	A

4.5 TRANSPORTATION AND CIRCULATION

		Roadway	From	To	Lanes	24-Hour Capacity	Peak Hour 1-Way Capacity	Counts	Existing Model	Modify	Existing Modified	Existing Model	Existing Model Modified	V/C	LOS
135	n	Waterman	Bond Rd.	Grant Line Rd.	2	18,000	990	201/ 215	263			263		0.27	A
136	s	Waterman	Bond Rd.	Grant Line Rd.	2	18,000	990	275 /265	390			390		0.39	A
137	n	Wilton Rd.	Grant Line Road	Dillard Rd.	2	18,000	990		453			453		0.46	A
138	s	Wilton Rd.	Grant Line Road	Dillard Rd.	2	18,000	990		166			166		0.17	A

4.5 TRANSPORTATION AND CIRCULATION

TABLE 4.5-5
EXISTING CONDITIONS P.M. PEAK HOUR LEVEL OF SERVICE

	Roadway	From	To	Lanes	24-Hour Capacity	Peak Hour 1-Way Capacity	Counts	Existing Model	Modify	Existing Modified	Existing Model	Existing Model Modified	V/C	LOS
1e	Big Horn Blvd.	Franklin Blvd.	Laguna Blvd.	4	36,000	1,980	338	712	-200	512	888	688	0.35	A
2w	Big Horn Blvd.	Franklin Blvd.	Laguna Blvd.	4	36,000	1,980	317	634	-250	384	977	727	0.37	A
3n	Big Horn Blvd.	Laguna Blvd.	Elk Grove Blvd.	4	36,000	1,980	395	1,094	-500	594	1,910	1,410	0.71	C
4s	Big Horn Blvd.	Laguna Blvd.	Elk Grove Blvd.	4	36,000	1,980	370	1,134	-500	634	1,854	1,354	0.68	B
5e	Bilby Rd.	Franklin Blvd.	Bruceville Rd.	2	18,000	990	143 /27	75			71		0.07	A
6w	Bilby Rd.	Franklin Blvd.	Bruceville Rd.	2	18,000	990	110 /39	26			50		0.05	A
7e	Bond Rd.	East Stockton Blvd	Elk Grove Florin Blvd.	4	36,000	1,980	892/ 894	1,758	-500	1,258	2,129	1,629	0.82	D
8w	Bond Rd.	East Stockton Blvd	Elk Grove Florin Blvd.	4	36,000	1,980	1231 / 1061	1,797	-400	1,397	2,020	1,620	0.82	D
9e	Bond Rd.	Elk Grove Florin Rd.	Bradshaw Rd.	2	18,000	990	442/479/538	508			432		0.44	A
10w	Bond Rd.	Elk Grove Florin Rd.	Bradshaw Rd.	2	18,000	990	321/616/652	572			628		0.63	B
11e	Bond Rd.	Bradshaw Rd.	Grant Line Rd.	2	18,000	990	287	315			333		0.34	A
12w	Bond Rd.	Bradshaw Rd.	Grant Line Rd.	2	18,000	990	279	265			332		0.33	A
13n	Bradshaw Rd.	Vintage Park Rd.	Calvine Rd.	2	18,000	990	509	636			563		0.57	A
14s	Bradshaw Rd.	Vintage Park Rd.	Calvine Rd.	2	18,000	990	374	473			714		0.72	C
15n	Bradshaw Rd.	Calvine Rd.	Bond Rd.	2	18,000	990	312 /448	394			450		0.45	A
16s	Bradshaw Rd.	Calvine Rd.	Bond Rd.	2	18,000	990	212 /305	372			476		0.48	A
17n	Bradshaw Rd.	Bond Rd.	Grant Line Rd.	2	18,000	990	124 /215	239			250		0.25	A
18s	Bradshaw Rd.	Bond Rd.	Grant Line Rd.	2	18,000	990	105 /194	232			254		0.26	A
19n	Bruceville Rd.	Jacinto Rd.	Sheldon Rd.	2	18,000	990		366			366		0.37	A
20s	Bruceville Rd.	Jacinto Rd.	Sheldon Rd.	2	18,000	990		360			668		0.68	B

4.5 TRANSPORTATION AND CIRCULATION

		Roadway	From	To	Lanes	24-Hour Capacity	Peak Hour 1-Way Capacity	Counts	Existing Model	Modify	Existing Modified	Existing Model	Existing Model Modified	V/C	LOS
21	n	Bruceville Rd.	Sheldon Rd.	Laguna Blvd.	2	18,000	990	1,044	552	400	952	521	921	0.93	E
22	s	Bruceville Rd.	Sheldon Rd.	Laguna Blvd.	2	18,000	990	745	418	300	718	672	972	0.98	E
23	n	Bruceville Rd.	Laguna Blvd.	Elk Grove Blvd.	4	36,000	1,980	348 / 578	357			453		0.23	A
24	s	Bruceville Rd.	Laguna Blvd.	Elk Grove Blvd.	4	36,000	1,980	317 / 465	331			427		0.22	A
25	n	Bruceville Rd.	Elk Grove Blvd.	Bilby Rd.	2	18,000	990	68 / 164	126			219		0.22	A
26	s	Bruceville Rd.	Elk Grove Blvd.	Bilby Rd.	2	18,000	990	60 / 191	212			165		0.17	A
27	n	Bruceville Rd.	Bilby Rd.	Eschinger Rd.	2	18,000	990	60	74			54		0.05	A
28	s	Bruceville Rd.	Bilby Rd.	Eschinger Rd.	2	18,000	990	60	79			98		0.10	A
29	e	Calvine Rd.	Power Inn Rd.	Elk Grove-Florin Rd.	5	45,000	2,475	974	1,051			1,287		0.52	A
30	w	Calvine Rd.	Power Inn Rd.	Elk Grove-Florin Rd.	5	45,000	2,475	1,667	1,672			1,450		0.59	A
31	e	Calvine Rd.	Elk Grove-Florin Rd.	Bradshaw Rd.	2	18,000	990	523 / 998	728			690		0.70	B
32	w	Calvine Rd.	Elk Grove-Florin Rd.	Bradshaw Rd.	2	18,000	990	558 / 953	598			1,002		1.01	F
33	e	Calvine Rd.	Bradshaw Rd.	Grant Line Rd.	2	18,000	990	386	467			280		0.28	A
34	w	Calvine Rd.	Bradshaw Rd.	Grant Line Rd.	2	18,000	990	435	212			580		0.59	A
35	n	Center Pkwy.	Sheldon Rd.	Jacinto Rd.	2	18,000	990		506			772		0.78	C
36	s	Center Pkwy.	Sheldon Rd.	Jacinto Rd.	2	18,000	990		632			618		0.62	B
37	e	Elk-Grove Blvd.	I-5	Franklin	5	45,000	2,475	371 / 433	428			624		0.25	A
38	w	Elk-Grove Blvd.	I-5	Franklin	5	45,000	2,475	948 / 1195	476	400	876	573	973	0.39	A
39	e	Elk Grove Blvd.	Franklin Blvd.	Bruceville Rd.	5	45,000	2,475	692	709			688		0.28	A
40	w	Elk Grove Blvd.	Franklin Blvd.	Bruceville Rd.	5	45,000	2,475	979	406	400	806	996	1,396	0.56	A
41	e	Elk Grove Blvd.	Bruceville Rd.	West Stockton Blvd.	5	45,000	2,475	1035 / 922	915			934		0.38	A
42	w	Elk Grove Blvd.	Bruceville Rd.	West Stockton Blvd.	5	45,000	2,475	978 / 835	608	300	908	1,231	1,531	0.62	B

4.5 TRANSPORTATION AND CIRCULATION

	Roadway	From	To	Lanes	24-Hour Capacity	Peak Hour 1-Way Capacity	Counts	Existing Model	Modify	Existing Modified	Existing Model	Existing Model Modified	V/C	LOS
43e	Elk Grove Blvd.	West Stockton Blvd.	East Stockton Blvd.	5	45,000	2,475	1010/ 1172				2,242		0.91	E
44w	Elk Grove Blvd.	West Stockton Blvd.	East Stockton Blvd.	5	45,000	2,475	1360 /1498				2,394		0.97	E
45e	Elk Grove Blvd.	East Stockton Blvd	Elk Grove-Florin Rd.	4	36,000	1,980	960 /1194	1,666	-400	1,266	1,836	1,436	0.73	C
46w	Elk Grove Blvd.	East Stockton Blvd	Elk Grove-Florin Rd.	4	36,000	1,980	1063 / 1228	1,357			2,045		1.03	F
47e	Elk Grove Blvd.	Elk Grove-Florin Rd.	Waterman Rd.	2	18,000	990	495	523			564		0.57	A
48w	Elk Grove Blvd.	Elk Grove-Florin Rd.	Waterman Rd.	2	18,000	990	660	510			579		0.59	A
49e	Elk Grove Blvd.	Waterman Rd.	Grant Line Rd.	2	18,000	990	237	250			540		0.55	A
50w	Elk Grove Blvd.	Waterman Rd.	Grant Line Rd.	2	18,000	990	248	308			287		0.29	A
51n	Elk-Grove Florin Rd.	Vintage Park Rd.	Calvine Rd.	4	36,000	1,980		1,332			1,383		0.70	B
52s	Elk-Grove Florin Rd.	Vintage Park Rd.	Calvine Rd.	4	36,000	1,980		1,384			1,483		0.75	C
53n	Elk Grove-Florin Rd.	Calvine Rd.	Bond Rd.	4	36,000	1,980	979 /1092	1,168			1,678		0.85	D
54s	Elk Grove-Florin Rd.	Calvine Rd.	Bond Rd.	4	36,000	1,980	1058/ 1043	1,454	-400	1,054	1,383	983	0.50	A
55n	Elk Grove-Florin Rd.	Bond Rd.	Elk Grove Blvd.	4	36,000	1,980	774 /772	1,004	-300	704	1,423	1,123	0.57	A
56s	Elk Grove-Florin Rd.	Bond Rd.	Elk Grove Blvd.	4	36,000	1,980	780/ 791	1,246	-400	846	1,390	990	0.50	A
57n	Elk Grove-Florin Rd.	Elk Grove Blvd.	East Stockton Blvd.	2	18,000	990	860	244	600	844	506	1,106	1.12	F
58s	Elk Grove-Florin Rd.	Elk Grove Blvd.	East Stockton Blvd.	2	18,000	990	736	463	300	763	410	710	0.72	C
59e	Eschinger Rd.	SR99	Carroll Rd.	2	18,000	990					12		0.01	A
60w	Eschinger Rd.	SR99	Carroll Rd.	2	18,000	990					16		0.02	A
61n	Excelsior Road	Gerber Rd.	Calvine Rd.	2	18,000	990		447			195		0.20	A
62s	Excelsior Road	Gerber Rd.	Calvine Rd.	2	18,000	990		80			687		0.69	B
63n	Excelsior Road	Calvine Rd.	Sheldon Rd.	2	18,000	990	421	296			172		0.17	A
64s	Excelsior Road	Calvine Rd.	Sheldon Rd.	2	18,000	990	106	75			387		0.39	A

4.5 TRANSPORTATION AND CIRCULATION

		Roadway	From	To	Lanes	24-Hour Capacity	Peak Hour 1-Way Capacity	Counts	Existing Model	Modify	Existing Modified	Existing Model	Existing Model Modified	V/C	LOS
65	n	Franklin Blvd.	Calvine Rd.	Laguna Blvd.	4	36,000	1,980		1,015			930		0.47	A
66	s	Franklin Blvd.	Calvine Rd.	Laguna Blvd.	4	36,000	1,980		672			1,128		0.57	A
67	n	Franklin Blvd.	Laguna Blvd.	Elk Grove Blvd.	4	36,000	1,980	156 / 477	472			462		0.23	A
68	s	Franklin Blvd.	Laguna Blvd.	Elk Grove Blvd.	4	36,000	1,980	194 / 333	306			529		0.27	A
69	n	Franklin Blvd.	Elk Grove Blvd.	Hood Franklin Rd.	2	18,000	990	158/ 196	75			81		0.08	A
70	s	Franklin Blvd.	Elk Grove Blvd.	Hood Franklin Rd.	2	18,000	990	201/ 76	53			266		0.27	A
71	n	Franklin Blvd.	Hood Franklin Rd.	South of Hood Franklin	2	18,000	990	73				16		0.02	A
72	s	Franklin Blvd.	Hood Franklin Rd.	South of Hood Franklin	2	18,000	990	49				40		0.04	A
73	e	Grant Line Rd.	SR99	East Stockton Blvd.	2	18,000	990	303/ 270				1,033		1.04	F
74	w	Grant Line Rd.	SR99	East Stockton Blvd.	2	18,000	990	472 /366				1,191		1.20	F
75	n	Grant Line Rd.	East Stockton Blvd.	Bradshaw Rd.	2	18,000	990	269 /550	587			522		0.53	A
76	s	Grant Line Rd.	East Stockton Blvd.	Bradshaw Rd.	2	18,000	990	329 /597	410			564		0.57	A
77	n	Grant Line Rd.	Bradshaw Rd.	Sheldon Rd.	2	18,000	990	342 /536	535			468		0.47	A
78	s	Grant Line Rd.	Bradshaw Rd.	Sheldon Rd.	2	18,000	990	341 /565	356			542		0.55	A
79	n	Grant Line Rd.	Sheldon Rd.	Calvine Rd.	2	18,000	990		697			504		0.51	A
80	s	Grant Line Rd.	Sheldon Rd.	Calvine Rd.	2	18,000	990		419			663		0.67	B
81	n	Grant Line Rd.	Calvine Rd.	Sloughhouse Rd.	2	18,000	990		991			607		0.61	B
82	s	Grant Line Rd.	Calvine Rd.	Sloughhouse Rd.	2	18,000	990		464			996		1.01	F
83	n	Harbor Point Dr.	Laguna Blvd.	Elk Grove Blvd.	4	36,000	1,980	122 /631	294			203		0.10	A
84	s	Harbor Point Dr.	Laguna Blvd.	Elk Grove Blvd.	4	36,000	1,980	250/ 246	152			308		0.16	A
85	n	I-5	-	South of Hood Franklin	4	80,000	4,400					2,000		0.45	A
86	s	I-5	-	South of Hood Franklin	4	80,000	4,400					2,184		0.50	A

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		Roadway	From	To	Lanes	24-Hour Capacity	Peak Hour 1-Way Capacity	Counts	Existing Model	Modify	Existing Modified	Existing Model	Existing Model Modified	V/C	LOS
87	n	I-5	Hood Franklin Rd.	Elk Grove Blvd.	4	80,000	4,400					2,000		0.45	A
88	s	I-5	Hood Franklin Rd.	Elk Grove Blvd.	4	80,000	4,400					2,192		0.50	A
89	n	I-5	Elk Grove Blvd.	Laguna Blvd.	6	120,000	6,600					1,686		0.26	A
90	s	I-5	Elk Grove Blvd.	Laguna Blvd.	6	120,000	6,600					2,096		0.32	A
91	n	I-5	Laguna Blvd.	Meadow View/Pocket Road	6	120,000	6,600					2,805		0.42	A
92	s	I-5	Laguna Blvd.	Meadow View/Pocket Road	6	120,000	6,600					3,888		0.59	A
93	e	Kammerer (Hood Fr)	I-5	Franklin Rd.	2	18,000	990	67	96			109		0.11	A
94	w	Kammerer (Hood Fr)	I-5	Franklin Rd.	2	18,000	990	97	62			95		0.10	A
95	e	Kammerer Rd.	Franklin Rd.	Bruceville Rd.	2	18,000	990					71		0.07	A
96	w	Kammerer Rd.	Franklin Rd.	Bruceville Rd.	2	18,000	990					50		0.05	A
97	e	Kammerer Rd.	Bruceville Rd.	West Stockton Blvd.	2	18,000	990	43	93			133		0.13	A
98	w	Kammerer Rd.	Bruceville Rd.	West Stockton Blvd.	2	18,000	990	48	104			121		0.12	A
99	e	Laguna Blvd.	I-5	Franklin Rd.	6	54,000	2,970	586	1,210	-600	610	1,998	1,398	0.47	A
100	w	Laguna Blvd.	I-5	Franklin Rd.	6	54,000	2,970	1,696	1,874			1,584		0.53	A
101	e	Laguna Blvd.	Franklin Blvd.	Bruceville Rd.	6	54,000	2,970	773/954/702	1,675	-500	1,175	1,728	1,228	0.41	A
102	w	Laguna Blvd.	Franklin Blvd.	Bruceville Rd.	6	54,000	2,970	1056/1030/1201	1,307			1,898		0.64	B
103	e	Laguna Blvd.	Bruceville Rd.	West Stockton Blvd.	6	54,000	2,970	1467 / 1286 /1037 / 1689	2,327	-500	1,827	2,239	1,739	0.59	A
104	w	Laguna Blvd.	Bruceville Rd.	West Stockton Blvd.	6	54,000	2,970	1511/ 1383 /1124 / 2074	1,594			2,384		0.80	D
105	e	Laguna Blvd.	West Stockton Blvd.	East Stockton Blvd	7	63,000	3,465	1,086				2,912		0.84	D
106	w	Laguna Blvd.	West Stockton Blvd.	East Stockton Blvd	7	63,000	3,465	1,147				2,636		0.76	C

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		Roadway	From	To	Lanes	24-Hour Capacity	Peak Hour 1-Way Capacity	Counts	Existing Model	Modify	Existing Modified	Existing Model	Existing Model Modified	V/C	LOS
107	n	Power Inn Rd.	Calvine Rd.	Elsie Ave.	4	36,000	1,980		1,404			1,172		0.59	A
108	s	Power Inn Rd.	Calvine Rd.	Elsie Ave.	4	36,000	1,980		1,284			1,284		0.65	B
109	e	Sheldon Rd.	Center Parkway	West Stockton Blvd.	4	36,000	1,980	496	708			707		0.36	A
110	w	Sheldon Rd.	Center Parkway	West Stockton Blvd.	4	36,000	1,980	359	794	-300	494	1,023	723	0.37	A
111	e	Sheldon Rd.	West Stockton Blvd.	East Stockton Blvd	3	27,000	1,485	585		-300	-300	971	671	0.45	A
112	w	Sheldon Rd.	West Stockton Blvd.	East Stockton Blvd	3	27,000	1,485	289				1,130		0.76	C
113	e	Sheldon Rd.	East Stockton Blvd	Elk Grove-Florin Rd.	2	18,000	990		730			806		0.81	D
114	w	Sheldon Rd.	East Stockton Blvd	Elk Grove-Florin Rd.	2	18,000	990		714			883		0.89	D
115	e	Sheldon Rd.	Elk Grove-Florin Rd.	Bradshaw Rd.	2	18,000	990	349	628	-300	328	677	377	0.38	A
116	w	Sheldon Rd.	Elk Grove-Florin Rd.	Bradshaw Rd.	2	18,000	990	363	596			759		0.77	C
117	e	Sheldon Rd.	Bradshaw Rd.	Grant Line Rd.	2	18,000	990	390	282			351		0.35	A
118	w	Sheldon Rd.	Bradshaw Rd.	Grant Line Rd.	2	18,000	990	348	288			362		0.37	A
119	n	State Route 99	Eschinger Rd.	Grant Line Rd.	4	80,000	4,400					2,334		0.53	A
120	s	State Route 99	Eschinger Rd.	Grant Line Rd.	4	80,000	4,400					3,027		0.69	B
121	n	State Route 99	Grant Line Rd.	Elk Grove Blvd.	4	80,000	4,400					2,247		0.51	A
122	s	State Route 99	Grant Line Rd.	Elk Grove Blvd.	4	80,000	4,400					2,749		0.62	B
123	n	State Route 99	Elk Grove Blvd.	Laguna Blvd.	4	80,000	4,400					2,951		0.67	B
124	s	State Route 99	Elk Grove Blvd.	Laguna Blvd.	4	80,000	4,400					2,916		0.66	B
125	n	State Route 99	Laguna Blvd.	Sheldon Rd.	4	80,000	4,400					3,900		0.89	D
126	s	State Route 99	Laguna Blvd.	Sheldon Rd.	4	80,000	4,400					3,775		0.86	D
127	n	State Route 99	Sheldon Rd.	Calvine Rd.	4	80,000	4,400					3,998		0.91	E
128	s	State Route 99	Sheldon Rd.	Calvine Rd.	4	80,000	4,400					4,756		1.08	F

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		Roadway	From	To	Lanes	24-Hour Capacity	Peak Hour 1-Way Capacity	Counts	Existing Model	Modify	Existing Modified	Existing Model	Existing Model Modified	V/C	LOS
129	n	State Route 99	Calvine Rd.	Stockton Blvd.	4	80,000	4,400					3,909		0.89	D
130	s	State Route 99	Calvine Rd.	Stockton Blvd.	4	80,000	4,400					4,170		0.95	E
131	n	Waterman	Calvine Rd.	Vintage Park Rd.	2	18,000	990		10			34		0.03	A
132	s	Waterman	Calvine Rd.	Vintage Park Rd.	2	18,000	990		36			21		0.02	A
133	n	Waterman	Calvine Rd.	Bond Rd.	2	18,000	990		222			454		0.46	A
134	s	Waterman	Calvine Rd.	Bond Rd.	2	18,000	990		340			306		0.31	A
135	n	Waterman	Bond Rd.	Grant Line Rd.	2	18,000	990	201/ 215	263			466		0.47	A
136	s	Waterman	Bond Rd.	Grant Line Rd.	2	18,000	990	275 /265	390			315		0.32	A
137	n	Wilton Rd.	Grant Line Road	Dillard Rd.	2	18,000	990		453			254		0.26	A
138	s	Wilton Rd.	Grant Line Road	Dillard Rd.	2	18,000	990		166			492		0.50	A

The following roadways experience LOS D:

- Eastbound and westbound Bond Road between East Stockton Boulevard and Elk Grove-Florin Road during the A.M. and P.M. peak hours;
- Northbound Elk Grove-Florin Road between Calvine Road and Bond Road during the P.M. peak hour;
- Northbound Elk Grove-Florin Road between Elk Grove Boulevard and East Stockton Boulevard during the A.M. peak hour;
- Westbound Laguna Boulevard between Bruceville Road and West Stockton Boulevard during the P.M. peak hour;
- Eastbound Laguna Boulevard between West Stockton Boulevard and East Stockton Boulevard during the P.M. peak hour;
- Eastbound and westbound Sheldon Road between East Stockton Boulevard and Elk Grove-Florin Road during the P.M. peak hour;
- Northbound SR 99 between Laguna Boulevard and Sheldon Road during the A.M. and P.M. peak hours;
- Southbound SR 99 between Laguna Boulevard and Sheldon Road during the P.M. peak hour;
- Southbound SR 99 between Sheldon Road and Calvine Road during the A.M. peak hour; and
- Northbound SR 99 between Calvine Road and Stockton Boulevard during the P.M. peak hour.

The following roadways experience LOS E:

- Northbound Bruceville Road between Sheldon Road and Laguna Boulevard during the A.M. and P.M. peak hours;
- Southbound Bruceville Road between Sheldon Road and Laguna Boulevard during the P.M. peak hour;
- Westbound and eastbound Elk Grove Boulevard between West Stockton Boulevard and East Stockton Boulevard during the P.M. peak hour;
- Northbound SR 99 between Sheldon Road and Calvine Road during the A.M. and P.M. peak hours;
- Northbound SR 99 between Calvine Road and Stockton Boulevard during the A.M. peak hour; and
- Southbound SR 99 between Calvine Road and Stockton Boulevard during the P.M. peak hour.

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The following roadways experience LOS F:

- Westbound Calvine Road between Elk Grove-Florin Road and Bradshaw Road during the P.M. peak hour;
- Westbound Elk Grove Boulevard between East Stockton Boulevard and Elk Grove-Florin Road during the P.M. peak hour;
- Northbound Elk Grove-Florin Road between Elk Grove Boulevard and East Stockton Boulevard during the P.M. peak hour;
- Northbound Grant Line Road between SR 99 and East Stockton Boulevard during the A.M. and P.M. peak hours;
- Southbound Grant Line Road between SR 99 and East Stockton Boulevard during the P.M. peak hour;
- Northbound Grant Line Road between Calvine Road and Sloughouse Road during the A.M. peak hour;
- Southbound Grant Line Road between Calvine Road and Sloughouse Road during the P.M. peak hour;
- Westbound Sheldon Road between East Stockton Boulevard and Elk Grove-Florin Road during the A.M. peak hour; and
- Southbound SR 99 between Sheldon Road and Calvine Road during the P.M. peak hour.

Roadway Improvements

The City of Elk Grove's Transportation Improvement Plan (TIP) provides program summary information for the City's various capital improvement and funding programs, as well as project summary information (i.e., revenues, expenditures, and schedules) for the specific projects selected for implementation during the current TIP period. **Table 4.5-6** illustrates ten of the larger roadway improvements projects identified in the current TIP.

It should be noted that that projects that are not included in the table and planned for the later years of the TIP are less certain in terms of costs and schedules than those that are underway or with earlier beginning dates.

**TABLE 4.5-6
PRIORITY PROJECT FOR THE 2002-2007 CITY OF ELK GROVE TIP**

Project Number	Name and Location	Description of Work	Estimated Completion	Estimated Total Cost	Funding Source
1	Sheldon Rd./SR 99	Interchange Improvements	2008	\$40,000,000	Expected STIP funds, Measure A, Laguna South, and Elk Grove West Vineyard
2	Grant Line Rd./SR 99	Interchange Improvements	2005	\$35,000,000	Laguna South
3	Big Horn Blvd. Extension Poppy Ridge to Elk Grove Blvd.	Street Extension	2007	\$3,100,000	Laguna South
4	Big Horn Blvd. at Monterey Oaks Drive	Traffic Signal	2005	\$200,000	Laguna South
5	Bicycle and Pedestrian Improvements City-Wide	Walkway, Bikeway, and Trail Improvements	2004	\$750,000	CMAQ and Measure A
6	Bond Road Elk Grove-Florin to Whittemore	Widen from 2 to 4 Lanes	2006	\$1,100,000	Elk Grove West Vineyard
7	Bond Road Whittemore to Waterman	Widen from 2 to 4 Lanes	2005	\$1,500,000	Elk Grove West Vineyard
8	Bond Road at Waterman Road	Traffic Signal	2006	\$1,740,000	Elk Grove West Vineyard and East Elk Grove
9	Bond Road Waterman to Bradshaw	Widen from 2 to 4 Lanes	2008	\$3,030,000	East Elk Grove
10	Bruceville Road Poppy Ridge to Elk Grove Blvd.	Street Improvements	2006	\$4,700,000	Laguna South

Note: CMAQ = Congestion Mitigation and Air Quality Improvement Program
Source: City of Elk Grove Transportation Improvement Plan 2002-2007.

TRANSIT SYSTEM

Regional Transit

The Sacramento Regional Transit District (RT) began operations on April 1, 1973, with the acquisition of the Sacramento Transit Authority. Later that year RT completed a new maintenance facility and purchased 103 new buses. Over the next decade RT continued to expand bus service to the growing Sacramento region while a cooperative effort emerged among city, county and state government officials to develop a light rail system. In 1987 the 18.3-mile light rail system opened, linking the northeastern (Interstate 80) and eastern (Highway 50) corridors with Downtown Sacramento.

A seven-member Board of Directors governs RT. The fiscal year 2003 operating budget is \$97.8 million, with a capital program of \$99.8 million. RT employs a work force of approximately 1,000 people, 80 percent of them dedicated to operations and maintenance of the bus and light rail

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systems. RT operates two maintenance and operations facilities – one for buses at 29th and N Streets and one for the light rail system at 2700 Academy Way in north Sacramento. The Sacramento Regional Transit District (RT) services include 77 bus routes and 20.6 miles of light rail covering a 418 square-mile service area.

Buses and light rail run 365 days a year using 36 light rail vehicles, 152 buses powered by compressed natural gas (CNG) and 66 diesel buses. Buses operate daily from 5:00 a.m. to 11:30 p.m. every 15 to 60 minutes, depending on the route. Light rail trains operate from 4:30 a.m. to 1:00 a.m. daily with service every 15 minutes during the day and every 30 minutes in the evening. Annual ridership has steadily increased on both the bus and light rail systems from 14 million passengers in 1987 to more than 27 million passengers in FY 2001.

Weekday light rail ridership averages about 29,000, which accounts for approximately 30 percent of the total system ridership. Bus weekday rider ship has reached an average of 66,000 passengers per day. Passenger amenities include 30 light rail stops or stations, nine bus and light rail transfer centers and 10 free park-and-ride lots. RT also serves more than 3,800 bus stops throughout Sacramento County. RT's entire bus and light rail system is accessible to the disabled community. Also, RT provides a door-to-door transportation service (in accordance with its responsibilities under the Americans with Disabilities Act) for Sacramento area residents who are unable to use fixed-route service. RT provides this service through a contract with Para transit, Incorporated, and Para transit rider ship has more than doubled since 1993.

Existing Bus Service

RT currently operates six bus routes within the Planning Area, which include Routes 52, 53, 56, 57, 59, and 60. Bus services are not available on evenings or weekends. **Figure 4.5-6** presents the existing transit routes in the Planning Area. The following is a description of these routes:

- Laguna West (Route 52) services Elk Grove Boulevard, Laguna Boulevard, Big Horn Road and the Laguna Town Hall and ending in downtown Sacramento at 8th and "K" Streets.
- Laguna-Elk Grove (Route 53) operates exclusively within the city limits of Elk Grove, with stops along Elk Grove Florin Road, and Bruceville and Laguna Boulevards.
- The Laguna Express (Route 56) runs between Elk Grove Boulevard and downtown Sacramento (8th and "K" Streets), with stops at Cosumnes River College and the DMV at Broadway and 24th Avenue in Sacramento.
- The Elk Grove-Florin Express (Route 57) runs between the eastern Elk Grove area and downtown Sacramento. Route 57 serves portions of Elk Grove Boulevard, Grant Line, Calvine and Elk Grove-Florin Roads, with stops at Elsie Avenue and the RT station at 29th Street, in mid-town Sacramento.
- The Elk Grove Express (Route 59) runs between Elk Grove Boulevard and downtown Sacramento, with stops along Emerald Oak Drive, at the Sheldon Park & Ride, and the DMV (Broadway and 24th Street).
- The Elk Grove Park and Ride Express (Route 60) serves East Stockton Boulevard and Grant Line Road, and the Sheldon and Calvine Park and Rides and terminates in downtown Sacramento at 8th and "K" Streets.

4.5-6 b/w 8.5x11

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Future Bus Service

The Sacramento Regional Transit District maintains its 20-year Vision, which is a master plan of transit facilities for the Sacramento region. This plan shows that feeder bus service will be provided on:

- Elk Grove Boulevard between SR-99 and the UPRR, and
- Bruceville Road between Poppy Ridge Road and Laguna Boulevard.

RT has identified Elk Grove Boulevard (Franklin Blvd. to Elk Grove- Florin Road), Laguna Blvd. (I-5 to SR-99) and Bruceville Road (Poppy Ridge Road to SR-99) as conceptual transit corridors (transit corridors do not represent specific routes). RT has proposed additional transit centers and expanded bus service; however, the proposed south area changes are being planned for implementation after the South Line rail extension construction project is completed.

Future Expansion Plans

As light rail ridership continues to increase, RT is extending the rail system. RT completed its first light rail extension in September 1998 with the opening of the Mather Field/Mills station. By the end of 2004 the light rail system will be 39 miles long with approximately 18-miles of new track. RT has developed its 20-Year Vision to serve the fastest growing communities in Sacramento County, which include, but are not limited to, the communities of Elk Grove, Laguna the Natomas-Airport area and the City of Folsom. RT's Vision strategy has two phases: 10-year (to 2012) and long-range (post 2012).

The Amtrak/Folsom light rail extension will begin at the newly completed Mather Field/Mills station and will extend light rail into the City of Folsom. This project also includes the half-mile downtown Sacramento extension to the Sacramento Amtrak Depot where light rail will connect with Amtrak inter-city and Capitol Corridor service as well as local buses and commuter buses. This new line is expected to increase daily light rail ridership by 12,500 passengers by 2015.

Some of the major goals of RT's southern expansion plans (into the City of Elk Grove) are to improve public transit service in Southern Sacramento City and County, enhance regional connectivity through expanded, interconnected rapid transit services, including bus and express bus services, alleviate severe and ever-increasing traffic congestion on SR 99 and improve regional air quality by reducing auto emissions. The expansion projects will be funded through a combination of sources including the Renewal of Measure A (Sacramento County Sales Tax) and various federal and state grants.

The South Line was originally a two-phased, 11.2-mile extension of the existing light rail line south to Elk Grove. However, RT has recently proposed a Phase III of the South Line Corridor expansion project that would extend services down to Kammerer Road at the southern portion of the Planning Area. The proposed South Sacramento Corridor Project would extend light rail approximately five-miles from Meadowview Road to Calvine/Auberry. Presently, four stations have been identified:

- Franklin Boulevard
- Center Parkway
- Cosumnes River College/College Square
- Calvine/Auberry

The proposed light rail extension would follow the Union Pacific Railroad right-of-way south from Meadowview Road, turn east and run north of the proposed extension of Cosumnes River

Boulevard, follow the Boulevard to Bruceville Road, turn south to serve Cosumnes River College/College Square development, turn east to cross State Highway 99, and terminate at a station at Calvine/Auberry. **Figure 4.5-7** illustrates the proposed South Line alignment and station map. RT is also exploring several sites along the corridor that would be suitable for a maintenance facility location. RT is currently evaluating possible alternatives for Phase III of the South Line Corridor expansion project; therefore, actual station placement and final route alignments are yet to be determined. The scoping process began in Spring 2002, with preliminary engineering expected in Fall 2003. Final design and construction is expected to start in late 2003, with service delivery expected to begin in 2006.

EXISTING BICYCLE AND PEDESTRIAN SYSTEM

Bicycle and pedestrian trips account for approximately 2.6 percent of all work trips and 4.6 percent of all non-work trips made by residents and employees in suburban areas. This estimate is from the *Pre-Census Travel Behavior Report Analysis of the 2000 SACOG Household Travel Survey* (Sacramento Area Council of Governments 2001).

Bicycle and pedestrian facilities are currently limited within in the existing city limits and other portions of the Planning Area. **Figure 4.5-8** illustrates the existing off-street, on-street, connector and rural road bicycle facilities in the Planning Area. The majority of the bike paths in the Planning Area are Class II lanes, which are located on existing streets or highways and are striped for one-way bicycle travel. Below are descriptions of bicycle paths and their classifications.

- **Class I Bike Paths** provide a completely separated right-of-way for the exclusive use of bicycles and pedestrian with cross-flow minimized.
- **Class II Bike Lanes** are striped lanes for one-way bike travel on a street or highway.
- **Class III Bike Routes** provide for shared use with pedestrians or motor vehicle traffic.

Future Bicycle and Pedestrian System

The City is currently using the existing Sacramento County/City of Elk Grove General Plan; however, the Public Works Department is currently in the process of developing a Bikeway Master Plan for pedestrian and bicycle circulation within the Planning Area. The Bikeway Master Plan will be developed in cooperation with the Trails Committee, which is appointed by the City Council.

AIRPORTS

There are no airports within the existing City limits; however, there are five airports and three private airstrips in the general vicinity of the Planning Area. The Planning Area falls within the Comprehensive Land Use Plan (CLUP) areas of Franklin Field, Mather Field and the Elk Grove Airport/Sunset Sky Ranch.

The Sacramento Executive Airport is located at 6151 Freeport Boulevard in the City of Sacramento. The airport has three runways that are open for public use with services that include; fuel (100LL JET-A), parking tie-downs, major airframe and power-plant service, and both bottled and bulk oxygen. The airport accommodates single-wheel, double-wheel, and tandem-wheel aircrafts up to 210,000 pounds. There are 365 aircraft based at the airport including 280

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single-engine airplanes, 70 multi-engine airplanes, 1 Jet airplane and 14 helicopters. The airport averages 370 flights per day with 59 percent being transient general aviation, 29 percent local general aviation, 11 percent air taxis and 2 percent military related operations.

The Borges/Clarksburg Airport has one runway and is located at 54258 South River Road in the town of Clarksburg. The airport is open for public use and offers parking tie-downs, and major airframe and power-plant services. There are 19 aircraft based at the airport, 18 are single-engine airplanes and 1 is an ultralight. The airport averages 57 flights per week with 33 percent consisting of transient general aviation and 67 percent local general aviation.

The Mather Airport is located at 3745 Whitehead Street in Mather CA and is open for public use. Services available include; fuel (100LL JET-A), parking (hangars and tie-downs), minor airframe and powerplant service, and bulk oxygen. The facility has two runways and two helipads. There are 152 aircraft based at the facility, 35 single-engine, 36 multi-engine, 3 jets, 37 helicopters, and 41 military aircraft. The airport averages 277 flights per day with 39 percent consisting of local general aviation, 19 percent air taxi service, 17 percent transient general aviation, 16 percent commercial flights and 10 percent for military operations. Franklin Field is located at 12480 Bruceville Road and has one runway, which is open for public use. Currently, the airport offers only tie-down parking service and does not have a control tower.

Franklin Field services only single wheel planes with a maximum weight limitation of 30,000 pounds. Franklin Field averages approximately 99 flights per day with 94 percent being transient general aviation and the remaining 6 percent consisting of local general aviation. There are 8 aircraft permanently based at the facility, 7 of which are single-engine and one is a multiengine aircraft.

The Elk Grove Airport/Sunset Sky Ranch is located at 9925 Grant Line Road, southeast of the existing city limits. The airport is open for public use and offers tie-down parking service. The facility has one runway and averages 82 flights per day. Local general aviation makes up 67 percent of total flights, with transient general aviation accounting for 33 percent of all flight operations.

Airport-related hazards are generally associated with aircraft accidents, particularly during takeoffs and landings. Also, included are potential airport operation hazards associated with incompatible land uses, such as power transmission lines, wildlife hazards (e.g., bird strikes), or tall structures in the vicinity of an airport. For a full discussion on airport related hazards, refer to Section 4.4 (Human Health/Risk of Upset).

RAIL SERVICE

Existing Rail Service

There are three railroads within the Planning Area. The Union Pacific Railroad (UPRR) and Central California Traction Railroad pass through existing city limits. The UPRR line passes through the central portion of the City of Elk Grove and crosses under State Route 99 near Eschinger Road. The Western Pacific Railroad (WPRR) is located in the western portion of the Planning Area, near Interstate 5. The Central California Traction Railroad is located east of the UPRR; however, this line is not currently active.

There is currently no rail passenger service available in the Planning Area. The nearest passenger rail station is Amtrak, located at 401 "I" Street in downtown Sacramento. Amtrak California is a partnership between Amtrak and Caltrans (the State Department of Transportation) and provides intercity rail and bus services within California. Amtrak provides passenger rail service

4.5-7 color

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4.5-8 color

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along its Capitol Route, which runs northeast to southwest linking San Jose and Auburn with stops in Davis, Sacramento, Roseville and Rocklin. Amtrak operates nine daily round trips on the Capitol Route 365 days per year.

Future Rail Service

As urbanization continues in the Central Valley, passenger rail service demand is also expected to increase. As stated above, Amtrak provides the only passenger rail service in the vicinity of the Planning Area. Amtrak's twenty-year expansion plans in the Central Valley include an express service on the existing San Jose to Sacramento Amtrak route, which is considered one of the fastest growing passenger rail routes in the nation. Additionally, Amtrak plans to expand the already overcrowded Central Valley route and plans to add direct trains running between Bakersfield and Sacramento.

4.5.2 REGULATORY FRAMEWORK

STATE

The California Department of Transportation (Caltrans) operates and maintains State Route 99 (SR 99), Interstate 5 (I-5), State Route 16 (SR 16) and State Route 160 (SR 160), which provides regional access to the City of Elk Grove and the entire Planning Area. Additionally, the Caltrans Division of Planning has four major functions including the Office of Advance Planning, Regional Planning/Metropolitan Planning Organization, Local Assistance/IGR/CEQA, and System Planning Public Transportation.

The Office of System Planning Public Transportation prepares Transportation Concept Reports in coordination with the regional planning partners and other District Divisions. The Transportation Concept Reports (TCRs) are long-term planning documents, which evaluate current and projected conditions along specified routes. The TCRs establish twenty-year planning visions and concepts and recommend long-term improvements to achieve the concept. The TCRs also reflect the plans of the applicable Regional Transportation Planning Agencies (RTPAs, SACOG) and Metropolitan Planning Organizations (MPOs) for managing local and regional travel demand on State Routes. The TCRs for I-5 SR 99 are currently in process. Additionally, for planning purposes, Caltrans has established a LOS "D" as the minimal acceptable LOS for all roadways under their jurisdiction.

LOCAL

Sacramento Area Council of Governments

The Sacramento Area Council of Governments (SACOG) recently completed a three-year process of updating its long-range transportation plan for the Sacramento region, which covers all of Sacramento, Yolo, Sutter, Yuba, Placer and El Dorado Counties, except for the Tahoe Basin. The 2025 Metropolitan Transportation Plan (MTP) uses the transportation plans of cities and counties to provide coordination on transportation strategies that link different locations in the region -- such as highways, rail, bus services and bikeways. The Plan encompasses ten broad goals, only three dealing directly with transportation, with the main goal to improve the quality of life in the greater Sacramento area. The MTP is a comprehensive, coordinated, multi-modal plan for the region that can be used as an advocacy document to obtain funding for the proposed projects.

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Half of the funds in the MTP go towards the maintenance of roads and transit services and the other half goes towards capital construction projects. SACOG assigns federal and state funds based on three separate funding tiers. Tier 1 projects are high priority projects in major urban corridors that have secured funding in place. Tier 1 projects include:

City of Elk Grove

- Big Horn Boulevard: from Poppy Ridge Road to Elk Grove Boulevard - construct a new lane to 4 lanes
- Bond Road: from east of the UPRR to Waterman Road – widen from 2 to 4 lanes
- Bond Road: from Waterman Road to Bradshaw Road – wide from 2 to 4 lanes
- Bond Road: from Elk Grove-Florin Road to the UPRR – widen from 2 to 4 lanes
- Bruceville Road: from Kammerer Road to Poppy Ridge Road – widen from 2 to 4 lanes
- Bruceville Road: from Poppy Ridge Road to Elk Grove Boulevard – widen from 2 to 4 lanes
- Design and development of enhancements on Elk Grove Boulevard from Elk Grove-Florin Road to Waterman Road
- Franklin Boulevard: from Kammerer Road to Poppy Ridge Road – widen from 2 to 4 lanes
- Franklin Boulevard: from Poppy Ridge Road to Elk Grove Boulevard – widen from 2 to 4 lanes
- Lewis Stein Road: from Big Horn Boulevard to Sheldon Road, construct 3 lanes of new road, bridge at Laguna Creek, and traffic signals and interconnect at Big Horn and Sheldon
- Poppy Ridge Road: from Franklin Boulevard to Bruceville Road – construct new road to 4 lanes
- Poppy Ridge Road: from Bruceville Road to W. Stockton Boulevard – widen from 2 to 4 lanes
- Route 99/Grant Line Interchange: reconstruct the interchange
- Route 99/Sheldon Road Interchange: construct Sheldon Road interchange
- Sheldon Road: from Bruceville Road to SR 99 and from E. Stockton Boulevard to Elk Grove-Florin Road – widen from 2 to 4 lanes
- Sheldon Road: from Bruceville Road to SR 99 – widen from 4 to 6 lanes
- Sheldon Road: from Elk Grove-Florin Road to Waterman Road – widen from 2 to 4 lanes
- W. Stockton Boulevard/Laguna Creek Bridge: Replace existing bridge with a new structure to provide 2 traffic lanes, an access lane, shoulders, and a raised sidewalk on west side of bridge.

Sacramento County (projects within Planning Area)

- Bradshaw Road: from Calvine Road to Florin Road – widen from 2 to 4 lanes

- Bradshaw Road: from Florin Road to Morrison Creek – widen from 2 to 4 lanes
- Calvine Road: from 1000 feet east of Kingsbridge Drive to Vineyard Road – widen from 2 to 4 lanes
- Gerber Road: from Elk Grove-Florin Road to Vineyard Road – widen from 2 to 4 lanes
- Grant Line Road: from Bond Road to Sloughhouse Road – widen from 2 to 4 lanes
- Kammerer Road: Construct a 4 lane roadway from Grant Line Road/Route 99 interchange to I-5 at Hood-Franklin Road; can be changed to widening of existing streets
- Kammerer Road: enhance as a 4 lane parkway connecting I-5 and Route 99 (upgrade of Kammerer Road project)
- Elk Grove/I-5 Connector: Construct a 4 lane multi modal and limited access corridor along Hood-Franklin Road, Kammerer Road
- I-5/Elk Grove Boulevard: build a new park-and-ride lot
- I-5/Laguna Boulevard: build new park-and-ride lots
- South Line Light Rail: build a light rail extension from Cosumnes River College to Elk Grove Boulevard via Bruceville Road
- Grant Line Road: add frontage roads to connect various local access roads that intersect Grant Line Road between Elk Grove Boulevard and Sloughhouse Road (SACOG)
- Grant Line Road: from Route 99 to Bond Road – widen from 2 to 4 lanes

Tier 2 and Tier 3 projects are those identified as secondary projects in which additional funding is necessary for implementation. The funding structure for the MTP is complex, as it requires funding from various federal, state, and local agencies totaling approximately \$22.5 billion over the life of the Plan (2025).

Sacramento County General Plan

The Sacramento County General Plan is used as the “blueprint” to guide future development in unincorporated portions of the County, including sections of the Planning Area that are outside the Elk Grove city limits. The following Sacramento County General Plan circulation policies are applicable to the Planning Area, outside the existing City limits of Elk Grove.

- | | |
|------|--|
| CI-1 | Sacramento County shall conduct planning for road, parking, clean alternative fuel and low emission vehicles, transit, clean intercity rail, bikeway, and pedestrian facilities in a manner that is consistent with achieving air quality goals. |
| CI-2 | Sacramento County shall conduct land use and transportation planning with a regional perspective. |
| CI-3 | Sacramento County shall continue to seek secure financing for all components of the transportation system through the use of special taxes, assessment districts, developer dedications, or other appropriate mechanisms with an emphasis on expanding and operating the transit system, improving |

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pedestrian and bicycle alternatives, increasing the use of clean alternative fuel and low emission vehicles, and maintenance of the road system.

- CI-4 Require full and accurate analysis of all alternatives for public transit, including expanded bus service, private carrier operations, road capacity improvements, and rail transit, prior to committing funds for construction. Evaluation shall specifically include full social and economic costs and benefits, as well as net system effects and per-new-rider costs.
- CI-5 Funding for development, operations, and maintenance of facilities for mass transit, bicycle, pedestrian modes of transportation shall be given appropriate priority for transportation programs.
- CI-6 Encourage transit, bicycle, and pedestrian projects when making decisions for the expenditure of discretionary local, state, or federal funds and in the Sacramento County Capital Improvement Program and the Congestion Management Plan.
- CI-7 Sacramento County shall support market-based incentives and disincentives that promote the use of transportation alternatives.
- CI-8 Support intergovernmental efforts directed at pricing reforms, specifically the gasoline tax, that reflect the social costs of automobile use.
- CI-9 Sacramento County shall assess fees on new development sufficient to cover the fair share portion of that development's impacts to the regional transportation system that is not covered by other funding sources.
- CI-10 Sacramento County shall promote and support the network of Transportation Corridors as designated on the Transportation Plan accompanying this Element.
- CI-11 Sacramento County shall reduce automobile travel demand by promoting mixed-use development throughout the County, including the development of neighborhood support commercial services in areas that are primarily residential.
- CI-12 Sacramento County shall support the implementation of transportation control measures in order to meet the performance standards of the California Clean Air Act.
- CI-13 Sacramento County shall support a minimum level transit service in suburban areas of the county that do not have the densities to generate sufficient ridership to justify high quality transit service so that transit dependent residents of those areas are not cut off from community services, events, and activities.
- CI-14 Sacramento County shall utilize design and development standards, which support travel by transit, walking, bicycling, and clean alternative fuel and low emission vehicles.
- CI-15 Sacramento County shall continue to provide for the mobility of individuals whose access to automobile transportation is limited by age, illness, income, desire, or disability.

- CI-16 Sacramento County shall implement a program to buffer land uses from each other and transportation system facilities which is effective, aesthetically pleasing, and minimizes the amount of land lost to buffers.
- CI-17 Sacramento County shall participate in the preparation and implementation of a Congestion Management Plan (CMP) consistent with legal requirements, which gives priority to air quality goals, alternatives to automobile travel, and the development of demand reduction measures over additional road capacity.
- CI-18 Sacramento County shall develop a broad range of demand reduction measures designed to induce efficient use of existing roads, bridges, and parking facilities. Implementation measures may include congestion pricing for roads, bridge tolls, revised parking fees, and other user charges.
- CI-19 Recommend consideration of a freeway service patrol to lessen peak-hour congestion. Financing should be drawn from road user charges or gas taxes.
- CI-20 Investigate the feasibility of regulations that would require employers to offer employees the choice of either subsidized parking or a cash transit subsidy.
- CI-21 Incorporate preferential consideration for buses and private HOV's at strategic congestion points (such as bridges and on-ramps) directed at discouraging drive-alone community.
- CI-22 Sacramento County Shall apply the following Level of Service (LOS) standards for planning roads in the unincorporated area:
- 1. Rural collectors: LOS D
 - 2. Urban area roads: LOS E
- and may proceed with additional capacity projects within the scope of the adopted Transportation Plan when the Board of Supervisors has determined that the implementation of all feasible measures which will reduce travel demand in the affected corridor will not provide the target level of service.
- CI-23 New development which results in levels of service which are worse than those standards in CI-22 or the 1993 LOS, whichever is worse, shall not be approved unless traffic impacts are mitigated. Such mitigation may be in the form of:
- 1. Capacity improvements to either the roadway system, the transit system, or both, or
 - 2. Demand reduction measures included in the project design, or operation, or both.
- CI-24 Sacramento County shall support a program to develop a regional network of High Occupancy Vehicle (HOV) Lanes throughout the urban area that includes provisions to designate existing mixed flow lanes for HOV use.
- CI-25 Sacramento County shall regulate truck travel as appropriate for the transport of goods, consistent with circulation, air quality, congestion management, and land use goals.

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- CI-26 Sacramento County shall support the development of multimodal centers with passenger facilities for heavy rail, light rail, and bus.
- CI-27 Sacramento County shall integrate railroad freight services into regional transportation and economic strategies.
- CI-30 Sacramento County will encourage approach and departure flight patterns that do not cross over the urban area.
- CI-31 Sacramento County shall plan for airport expansion and the protection of airports from the encroachment of incompatible uses through land use and transportation planning.
- CI-32 Sacramento County shall comply with the intent of the recommendations in the Comprehensive Land Use Plans (CLUPs) for airport environs by restricting in the vicinity of airfields those land uses which are inherently incompatible with airfield operations, based upon the following performance standards:
1. Uses, which release into the air any substance, which would impair visibility or otherwise interfere with the operation of aircraft, such as, but not limited to, steam, dust, and smoke.
 2. Uses, which produce light emissions, either direct or indirect (reflective), which would interfere with pilot vision.
 3. Uses, which produce electronic emissions, which would interfere with aircraft communication systems or navigational equipment.
 4. Uses, which would attract birds or waterfowl, such as, but not limited to, operation of sanitary land fills, maintenance of feeding stations, or growth of certain vegetations.
 5. Uses, which extend into the air within ten feet of the approach-departure surfaces and/or transitional surfaces.
- CI-33 Sacramento County will support the expansion of transit service to and within commercial airports.
- CI-34 Sacramento County shall continue to support intercity bus transportation and intermodal links with the downtown bus terminal.
- CI-35 Sacramento County shall expand the funding base for constructing and maintaining bicycle ways and facilities, including the Bikeways Master Plan.
- CI-36 Sacramento County shall monitor the development and implementation of the programs and measures detailed in this Element, and make revisions to standards, programs, and this document as necessary to continue to provide the best transportation system possible within the constraints of funding, congestion, and air quality impacts.

City of Elk Grove Transportation Improvement Plan

As stated above, the City of Elk Grove's 2002-2007 Transportation Improvement Plan (TIP) represents a five-year transportation capital improvement plan for the City of Elk Grove. The TIP provides program summary information for the City's various capital improvement funding programs, as well as project summary information (i.e., revenues, expenditures, and schedules)

for the specific projects selected for implementation during the current TIP period. The TIP identified thirty-five projects within the city limits that need various improvements during the current Plan period. The improvements include but are not limited to street extensions, traffic signals, bikeway improvements, ramp widenings and bridge replacements. The estimated cost for all recommended improvements is approximately \$140,581,000, with costs ranging from \$200,000 (for the placement of a traffic signal at East Stockton and Grant Line Roads) to \$40,000,000, for the proposed interchange at State Route 99 and Sheldon Road.

There are a variety of funding sources used to implement the TIP, which include Measure A Sales Taxes, Development Fees, Road Funds, Financing Districts, Federal Programs and State Programs. Measure A funds are contracted by the Sacramento Transit Authority (STA) and are allotted to the City based on an expenditure plan approved by the City Council and the STA Board. Road Fund revenues are derived primarily from the State Gas Tax and are used almost exclusively to fund roadway maintenance and transportation support programs (i.e., traffic engineering, planning, administration, etc.) These funds may also be used to contribute to capital improvements to satisfy match requirements of grants, or to fully fund minor projects that do not qualify for other funding sources. The TIP is closely coordinated with the City Maintenance Program to assure efficient use of available resources. Additionally, no general fund revenues are included in the TIP.

Elk Grove Trip Reduction Ordinance

The City of Elk Grove has adopted the Sacramento County Trip Reduction Ordinance to establish requirements and procedures for major City and County employers to implement programs designed to reduce the number of employee commute trips. The Ordinance identifies strategies (i.e., preferential parking for carpool and vanpool users and shower and locker facilities), that when implemented would achieve the objectives outlined in the Ordinance.

The Trip Reduction Ordinance is designed to achieve the following objectives.

- Reduce peak-hour traffic circulation and congestion by reducing the number of single-occupant motor vehicle trips associated with home to work commuting.
- Reduce or delay the need for major transportation facility improvements by making more efficient use of existing facilities.
- Reduce future air pollution concentrations and strive towards meeting federal ambient air pollution standards by reducing the number of single-occupant motor vehicle trips associated with home-to-work commuting.
- Reduce the consumption of energy for transportation uses and thereby contribute to the national policy to increase energy self-sufficiency.

In addition to Trip Reduction Ordinance, the City of Elk Grove has recently established a LOS threshold for planning purposes and guidance for the proposed General Plan, requiring that roadways operate at a minimum LOS "D".

4.5.3. IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

The CEQA Guidelines states that a project will be expected to result in a significant transportation and circulation impact if it causes an increase in traffic that is substantial in

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relation to the existing traffic load and capacity of the street system. For the purpose of this EIR, impacts are considered to be significant if the following could result from the implementation of the proposed project:

1. Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in substantial increase in either the number of vehicle trips and/or the volume to capacity ratio on roads requiring roadway improvements that result in a physical effect on the environment).
2. Exceed, either individually or cumulatively, a level of service standard established by the City (LOS D), Sacramento County (LOS D [rural areas] and E [urban areas]), Caltrans (LOS D), and the City of Sacramento (LOS C) for designated roads or highways.
3. Conflict with policies, plans, or programs supporting alternative transportation (e.g., transit service, carpooling, bicycling, pedestrian uses).
4. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

METHODOLOGY

The analysis of traffic operating conditions presented in this section of the Draft EIR is based on the City's General Plan traffic model. The model was used to analyze the impacts resulting from implementation of the proposed General Plan.

Future year land use development assumptions and the roadway network outside of the City are based on the SACOG SACMET traffic model. The SACMET model data represents regional conditions in the year 2025.

Future year land uses within the City used in the traffic model are consistent with buildout of proposed General Plan land uses. A description of the proposed General Plan and Land Use Assumptions used in the traffic modeling analysis is presented in Section 3.0 and Section 4.0 of this Draft EIR.

For the analysis of future year conditions with the proposed General Plan, planned future roadways were added to the General Plan traffic model's roadway network. The General Plan traffic model future roadway network is presented in **Figure 4.5-3**.

PROJECT IMPACTS AND MITIGATION MEASURES

Local Roadway System

Impact 4.5.1 Implementation of the proposed General Plan would result in increased traffic volumes, V/C ratios, and a decrease in LOS on area roadways during the A.M. and P.M. peak hours. This is considered a **significant** impact.

Traffic volumes, V/C ratios, and LOS on area roadways during the A.M. and P.M. peak hours with implementation of the proposed General Plan are presented in **Table 4.5-7** and **Table 4.5-8**, respectively. **Table 4.5-9** lists the additional right-of-way improvements required by the

implementation of the proposed General Plan, with associated environmental impacts resulting from the right-of-way improvements. These environmental effects have been generally considered in Sections 4.1 through 4.13 of this Draft EIR. Roadways that would experience LOS D, E, or F during the A.M. and P.M. peak hours are graphically presented in **Figure 4.5-9** and **Figure 4.5-10**, respectively. In addition to impacts within the City, increased traffic would exceed City of Sacramento LOS standards (LOS C) on northbound Franklin Boulevard in the P.M. peak hour period as well as Caltrans standards for SR 99 (addressed in Impact 4.5.2).

The following roadways would experience LOS E:

- Westbound Bond Road between East Stockton Boulevard and Elk Grove-Florin Road during the P.M. peak hour;
- Northbound Bruceville Road between Sheldon Road and Laguna Boulevard during the P.M. peak hour;
- Northbound Bruceville Road between Laguna Boulevard and Elk Grove Boulevard during the P.M. peak hour;
- Eastbound Calvine Road between Power Inn Road and Elk Grove-Florin Road during the P.M. peak hour;
- Westbound Elk Grove Boulevard between Bruceville Road and West Stockton Boulevard during the P.M. peak hour;
- Westbound Elk Grove Boulevard between West Stockton Boulevard and East Stockton Boulevard during the P.M. peak hour;
- Eastbound Elk Grove Boulevard between East Stockton Boulevard and Elk Grove-Florin Road during the P.M. peak hour;
- Southbound Elk Grove-Florin Road between Elk Grove Boulevard and East Stockton Boulevard during the A.M. peak hour;
- Northbound Grant Line Road between SR 99 and East Stockton Boulevard during the A.M. peak hour;
- Northbound Grant Line Road between East Stockton Boulevard and Bradshaw Road during the P.M. peak hour;
- Westbound Laguna Boulevard between Bruceville Road and West Stockton Boulevard during the P.M. peak hour;
- Eastbound Sheldon Road between West Stockton Boulevard and East Stockton Boulevard during the P.M. peak hour; and
- Westbound Sheldon Road between East Stockton Boulevard and Elk Grove-Florin Road during the A.M. and P.M. peak hours.

The following roadways would experience LOS F:

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- Eastbound Bond Road between East Stockton Boulevard and Elk Grove-Florin Road during the P.M. peak hour;
- Westbound Bond Road between East Stockton Boulevard and Elk Grove-Florin Road during the A.M. peak hour;
- Eastbound Elk Grove Boulevard between West Stockton Boulevard and East Stockton Boulevard during the P.M. peak hour;
- Westbound Elk Grove Boulevard between East Stockton Boulevard and Elk Grove-Florin Road during the A.M. peak hour;
- Westbound Elk Grove Boulevard between Elk Grove-Florin Road and Waterman Road during the A.M. peak hour;
- Eastbound Elk Grove Boulevard between Elk Grove-Florin Road and Waterman Road during the P.M. peak hour;
- Westbound Elk Grove Boulevard between Elk Grove-Florin Road and Waterman Road during the A.M. peak hour;
- Northbound Elk Grove-Florin Road between Elk Grove Boulevard and East Stockton Boulevard during the A.M. and P.M. peak hours;
- Southbound Elk Grove-Florin Road between Elk Grove Boulevard and East Stockton Boulevard during the P.M. peak hour;
- Northbound Grant Line Road between SR 99 and East Stockton Boulevard during the P.M. peak hour;
- Southbound Grant Line Road between SR 99 and East Stockton Boulevard during the A.M. and P.M. peak hours;
- Westbound Laguna Boulevard between West Stockton Boulevard and East Stockton Boulevard during the P.M. peak hour; and
- Eastbound Sheldon Road between East Stockton Boulevard and Elk Grove-Florin Road during the P.M. peak hour.

General Plan Policies and Action Items

- CI-2 *The City's efforts to encourage alternative modes of transportation will therefore focus on incentives to reduce vehicle use, rather than disincentives (which are generally intended to make driving and parking less convenient, more costly, or both). Incentives may include:*

4.5-9 color

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4.5-10 color

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TABLE 4.5-7
PROPOSED GENERAL PLAN A.M. PEAK HOUR LEVEL OF SERVICE

	Roadway	From	To	Lane s	24-Hour Capacity	Peak Hour 1-Way Capacity	Counts	Existing Model	Modify	Existing Modified	2025 Model	2025 Model Modified	V/C	LOS
1e	Big Horn Blvd.	Franklin Blvd.	Laguna Blvd.	4	36,000	1,980	338	712	-200	512	887	687	0.35	A
2w	Big Horn Blvd.	Franklin Blvd.	Laguna Blvd.	4	36,000	1,980	317	634	-250	384	715	465	0.23	A
3n	Big Horn Blvd.	Laguna Blvd.	Elk Grove Blvd.	4	36,000	1,980	395	1,094	-500	594	1,648	1,148	0.58	A
4s	Big Horn Blvd.	Laguna Blvd.	Elk Grove Blvd.	4	36,000	1,980	370	1,134	-500	634	1,723	1,223	0.62	B
5n	Big Horn Blvd.	Elk Grove Blvd.	Kammerer Rd.	4	36,000	1,980	N/A	N/A			899		0.45	A
6s	Big Horn Blvd.	Elk Grove Blvd.	Kammerer Rd.	4	36,000	1,980	N/A	N/A			1,321		0.67	B
7e	Bilby Rd.	Franklin Blvd.	Bruceville Rd.	2	18,000	990	143 /27	75			648		0.65	B
8w	Bilby Rd.	Franklin Blvd.	Bruceville Rd.	2	18,000	990	110 /39	26			490		0.49	A
9e	Bond Rd.	East Stockton Blvd	Elk Grove Florin Blvd.	4	36,000	1,980	892/ 894	1,758	-500	1,258	2,018	1,518	0.77	C
10w	Bond Rd.	East Stockton Blvd	Elk Grove Florin Blvd.	4	36,000	1,980	1231 / 1061	1,797	-400	1,397	2,386	1,986	1.00	F
11e	Bond Rd.	Elk Grove Florin Rd.	Bradshaw Rd.	4	36,000	1,980	442/479/538	508			1,052		0.53	A
12w	Bond Rd.	Elk Grove Florin Rd.	Bradshaw Rd.	4	36,000	1,980	321/616/652	572			1,374		0.69	B
13e	Bond Rd.	Bradshaw Rd.	Grant Line Rd.	4	36,000	1,980	287	315			462		0.23	A
14w	Bond Rd.	Bradshaw Rd.	Grant Line Rd.	4	36,000	1,980	279	265			465		0.23	A
15n	Bradshaw Rd.	Vintage Park Rd.	Calvine Rd.	6	54,000	2,970	509	636			1,679		0.57	A
16s	Bradshaw Rd.	Vintage Park Rd.	Calvine Rd.	6	54,000	2,970	374	473			2,107		0.71	C
17n	Bradshaw Rd.	Calvine Rd.	Bond Rd.	6	54,000	2,970	312 /448	394			1,595		0.54	A
18s	Bradshaw Rd.	Calvine Rd.	Bond Rd.	6	54,000	2,970	212 /305	372			2,590		0.87	D

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		Roadway	From	To	Lane s	24-Hour Capacity	Peak Hour 1-Way Capacity	Counts	Existing Model	Modify	Existing Modified	2025 Model	2025 Model Modified	V/C	LOS
19	n	Bradshaw Rd.	Bond Rd.	Grant Line Rd.	6	54,000	2,970	124 /215	239			1,144		0.39	A
20	s	Bradshaw Rd.	Bond Rd.	Grant Line Rd.	6	54,000	2,970	105 /194	232			2,209		0.74	C
21	n	Bruceville Rd.	Jacinto Rd.	Sheldon Rd.	6	54,000	2,970		366			2,193		0.74	C
22	s	Bruceville Rd.	Jacinto Rd.	Sheldon Rd.	6	54,000	2,970		360			1,903		0.64	B
23	n	Bruceville Rd.	Sheldon Rd.	Laguna Blvd.	6	54,000	2,970	1,044	552	400	952	1,957	2,357	0.79	C
24	s	Bruceville Rd.	Sheldon Rd.	Laguna Blvd.	6	54,000	2,970	745	418	300	718	1,745	2,045	0.69	B
25	n	Bruceville Rd.	Laguna Blvd.	Elk Grove Blvd.	6	54,000	2,970	348 / 578	357			2,096		0.71	C
26	s	Bruceville Rd.	Laguna Blvd.	Elk Grove Blvd.	6	54,000	2,970	317 / 465	331			2,089		0.70	C
27	n	Bruceville Rd.	Elk Grove Blvd.	Bilby Rd.	6	54,000	2,970	68 / 164	126			1,225		0.41	A
28	s	Bruceville Rd.	Elk Grove Blvd.	Bilby Rd.	6	54,000	2,970	60 /191	212			1,390		0.47	A
29	n	Bruceville Rd.	Bilby Rd.	Eschinger Rd.	4	36,000	1,980	60	74			829		0.42	A
30	s	Bruceville Rd.	Bilby Rd.	Eschinger Rd.	4	36,000	1,980	60	79			584		0.30	A
31	e	Calvine Rd.	Power Inn Rd.	Elk Grove-Florin Rd.	6	54,000	2,970	974	1,051			1,362		0.46	A
32	w	Calvine Rd.	Power Inn Rd.	Elk Grove-Florin Rd.	6	54,000	2,970	1,667	1,672			2,098		0.71	C
33	e	Calvine Rd.	Elk Grove-Florin Rd.	Bradshaw Rd.	6	54,000	2,970	523 / 998	728			1,122		0.38	A
34	w	Calvine Rd.	Elk Grove-Florin Rd.	Bradshaw Rd.	6	54,000	2,970	558 /953	598			1,684		0.57	A
35	e	Calvine Rd.	Bradshaw Rd.	Grant Line Rd.	6	54,000	2,970	386	467			400		0.13	A
36	w	Calvine Rd.	Bradshaw Rd.	Grant Line Rd.	6	54,000	2,970	435	212			422		0.14	A
37	n	Center Pkwy.	Sheldon Rd.	Jacinto Rd.	6	54,000	2,970		506			1,505		0.51	A
38	s	Center Pkwy.	Sheldon Rd.	Jacinto Rd.	6	54,000	2,970		632			1,351		0.45	A

4.5 TRANSPORTATION AND CIRCULATION

	Roadway	From	To	Lane s	24-Hour Capacity	Peak Hour 1-Way Capacity	Counts	Existing Model	Modify	Existing Modified	2025 Model	2025 Model Modified	V/C	LOS
39e	Elk-Grove Blvd.	I-5	Franklin	6	54,000	2,970	371 / 433	428			845		0.28	A
40w	Elk-Grove Blvd.	I-5	Franklin	6	54,000	2,970	948 /1195	476	400	876	1,286	1,686	0.57	A
41e	Elk Grove Blvd.	Franklin Blvd.	Bruceville Rd.	6	54,000	2,970	692	709			1,764		0.59	A
42w	Elk Grove Blvd.	Franklin Blvd.	Bruceville Rd.	6	54,000	2,970	979	406	400	806	1,195	1,595	0.54	A
43e	Elk Grove Blvd.	Bruceville Rd.	West Stockton Blvd.	6	54,000	2,970	1035 /922	915			2,334		0.79	C
44w	Elk Grove Blvd.	Bruceville Rd.	West Stockton Blvd.	6	54,000	2,970	978 / 835	608	300	908	1,823	2,123	0.71	C
45e	Elk Grove Blvd.	West Stockton Blvd.	East Stockton Blvd.	6	54,000	2,970	1010/ 1172				2,620		0.88	D
46w	Elk Grove Blvd.	West Stockton Blvd.	East Stockton Blvd.	6	54,000	2,970	1360 /1498				2,649		0.89	D
47e	Elk Grove Blvd.	East Stockton Blvd	Elk Grove-Florin Rd.	4	36,000	1,980	960 /1194	1,666	-400	1,266	1,975	1,575	0.80	C
48w	Elk Grove Blvd.	East Stockton Blvd	Elk Grove-Florin Rd.	4	36,000	1,980	1063 / 1228	1,357			2,098		1.06	F
49e	Elk Grove Blvd.	Elk Grove-Florin Rd.	Waterman Rd.	2	15,000	825	495	523			635		0.77	C
50w	Elk Grove Blvd.	Elk Grove-Florin Rd.	Waterman Rd.	2	15,000	825	660	510			830		1.01	F
51e	Elk Grove Blvd.	Waterman Rd.	Grant Line Rd.	4	36,000	1,980	237	250			449		0.23	A
52w	Elk Grove Blvd.	Waterman Rd.	Grant Line Rd.	4	36,000	1,980	248	308			774		0.39	A
53n	Elk-Grove Florin Rd.	Vintage Park Rd.	Calvine Rd.	6	54,000	2,970		1,332			2,280		0.77	C
54s	Elk-Grove Florin Rd.	Vintage Park Rd.	Calvine Rd.	6	54,000	2,970		1,384			2,458		0.83	D
55n	Elk Grove-Florin Rd.	Calvine Rd.	Bond Rd.	6	54,000	2,970	979 /1092	1,168			1,570		0.53	A
56s	Elk Grove-Florin	Calvine Rd.	Bond Rd.	6	54,000	2,970	1058/ 1043	1,454	-400	1,054	2,296	1,896	0.64	B

4.5 TRANSPORTATION AND CIRCULATION

		Roadway	From	To	Lanes	24-Hour Capacity	Peak Hour 1-Way Capacity	Counts	Existing Model	Modify	Existing Modified	2025 Model	2025 Model Modified	V/C	LOS
		Rd.													
57	n	Elk Grove-Florin Rd.	Bond Rd.	Elk Grove Blvd.	4	36,000	1,980	774 / 772	1,004	-300	704	1,250	950	0.48	A
58	s	Elk Grove-Florin Rd.	Bond Rd.	Elk Grove Blvd.	4	36,000	1,980	780/ 791	1,246	-400	846	1,907	1,507	0.76	C
59	n	Elk Grove-Florin Rd.	Elk Grove Blvd.	East Stockton Blvd.	2	18,000	990	860	244	600	844	447	1,047	1.06	F
60	s	Elk Grove-Florin Rd.	Elk Grove Blvd.	East Stockton Blvd.	2	18,000	990	736	463	300	763	651	951	0.96	E
61	e	Eschinger Rd.	SR99	Carroll Rd.	2	18,000	990					0		0.00	A
62	w	Eschinger Rd.	SR99	Carroll Rd.	2	18,000	990					60		0.06	A
63	n	Excelsior Road	Gerber Rd.	Calvine Rd.	4	36,000	1,980		447			710		0.36	A
64	s	Excelsior Road	Gerber Rd.	Calvine Rd.	4	36,000	1,980		80			426		0.21	A
65	n	Excelsior Road	Calvine Rd.	Sheldon Rd.	2	18,000	990	421	296			704		0.71	C
66	s	Excelsior Road	Calvine Rd.	Sheldon Rd.	2	18,000	990	106	75			426		0.43	A
67	n	Franklin Blvd.	Calvine Rd.	Laguna Blvd.	6	54,000	2,970		1,015			1,934		0.65	B
68	s	Franklin Blvd.	Calvine Rd.	Laguna Blvd.	6	54,000	2,970		672			1,748		0.59	A
69	n	Franklin Blvd.	Laguna Blvd.	Elk Grove Blvd.	6	54,000	2,970	156 / 477	472			1,964		0.66	B
70	s	Franklin Blvd.	Laguna Blvd.	Elk Grove Blvd.	6	54,000	2,970	194 / 333	306			1,768		0.60	A
71	n	Franklin Blvd.	Elk Grove Blvd.	Hood Franklin Rd.	6	54,000	2,970	158/ 196	75			1,140		0.38	A
72	s	Franklin Blvd.	Elk Grove Blvd.	Hood Franklin Rd.	6	54,000	2,970	201/ 76	53			1,414		0.48	A

4.5 TRANSPORTATION AND CIRCULATION

	Roadway	From	To	Lane s	24-Hour Capacity	Peak Hour 1-Way Capacity	Counts	Existing Model	Modify	Existing Modified	2025 Model	2025 Model Modified	V/C	LOS
73n	Franklin Blvd.	Hood Franklin Rd.	South of Hood Franklin	4	36,000	1,980	73				829		0.42	A
74s	Franklin Blvd.	Hood Franklin Rd.	South of Hood Franklin	4	36,000	1,980	49				584		0.30	A
75e	Grant Line Rd.	SR99	East Stockton Blvd.	8	72,000	3,960	303/ 270				3,790		0.96	E
76w	Grant Line Rd.	SR99	East Stockton Blvd.	8	72,000	3,960	472 /366				3,988		1.01	F
77n	Grant Line Rd.	East Stockton Blvd.	Bradshaw Rd.	8	72,000	3,960	269 /550	587			2,344		0.59	A
78s	Grant Line Rd.	East Stockton Blvd.	Bradshaw Rd.	8	72,000	3,960	329 /597	410			3,327		0.84	D
79n	Grant Line Rd.	Bradshaw Rd.	Sheldon Rd.	6	54,000	2,970	342 /536	535			1,294		0.44	A
80s	Grant Line Rd.	Bradshaw Rd.	Sheldon Rd.	6	54,000	2,970	341 /565	356			1,742		0.59	A
81n	Grant Line Rd.	Sheldon Rd.	Calvine Rd.	6	54,000	2,970		697			1,401		0.47	A
82s	Grant Line Rd.	Sheldon Rd.	Calvine Rd.	6	54,000	2,970		419			1,642		0.55	A
83n	Grant Line Rd.	Calvine Rd.	Sloughhouse Rd.	6	54,000	2,970		991			1,664		0.56	A
84s	Grant Line Rd.	Calvine Rd.	Sloughhouse Rd.	6	54,000	2,970		464			1,776		0.60	A
85n	Harbor Point Dr.	Laguna Blvd.	Elk Grove Blvd.	4	36,000	1,980	122 /631	294			616		0.31	A
86s	Harbor Point Dr.	Laguna Blvd.	Elk Grove Blvd.	4	36,000	1,980	250/ 246	152			525		0.27	A
87n	I-5	-	South of Hood Franklin	4	80,000	4,400					2,855		0.65	B
88s	I-5	-	South of Hood Franklin	4	80,000	4,400					2,194		0.50	A
89n	I-5	Hood Franklin Rd.	Elk Grove Blvd.	4	80,000	4,400					2,855		0.65	B
90s	I-5	Hood Franklin Rd.	Elk Grove Blvd.	4	80,000	4,400					2,194		0.50	A
91n	I-5	Elk Grove Blvd.	Laguna Blvd.	6	120,000	6,600					3,265		0.49	A
92s	I-5	Elk Grove Blvd.	Laguna Blvd.	6	120,000	6,600					2,380		0.36	A

4.5 TRANSPORTATION AND CIRCULATION

		Roadway	From	To	Lane s	24-Hour Capacity	Peak Hour 1-Way Capacity	Counts	Existing Model	Modify	Existing Modified	2025 Model	2025 Model Modified	V/C	LOS
93	n	I-5	Laguna Blvd.	Meadow View/Pocket Road	8	160,000	8,800					5,013		0.57	A
94	s	I-5	Laguna Blvd.	Meadow View/Pocket Road	8	160,000	8,800					3,381		0.38	A
95	e	Kammerer (Hood Fr)	I-5	Franklin Rd.	6	54,000	2,970	67	96			785		0.26	A
96	w	Kammerer (Hood Fr)	I-5	Franklin Rd.	6	54,000	2,970	97	62			957		0.32	A
97	e	Kammerer Rd.	Franklin Rd.	Bruceville Rd.	6	54,000	2,970					1,208		0.41	A
98	w	Kammerer Rd.	Franklin Rd.	Bruceville Rd.	6	54,000	2,970					475		0.16	A
99	e	Kammerer Rd.	Bruceville Rd.	West Stockton Blvd.	8	72,000	3,960	43	93			2,036		0.51	A
100	w	Kammerer Rd.	Bruceville Rd.	West Stockton Blvd.	8	72,000	3,960	48	104			1,782		0.45	A
101	e	Laguna Blvd.	I-5	Franklin Rd.	6	54,000	2,970	586	1,210	-600	610	1,634	1,034	0.35	A
102	w	Laguna Blvd.	I-5	Franklin Rd.	6	54,000	2,970	1,696	1,874			1,910		0.64	B
103	e	Laguna Blvd.	Franklin Blvd.	Bruceville Rd.	6	54,000	2,970	773/954/702	1,675	-500	1,175	2,016	1,516	0.51	A
104	w	Laguna Blvd.	Franklin Blvd.	Bruceville Rd.	6	54,000	2,970	1056/1030/1201	1,307			1,855		0.62	B
105	e	Laguna Blvd.	Bruceville Rd.	West Stockton Blvd.	6	54,000	2,970	1467 / 1286 /1037/ 1689	2,327	-500	1,827	2,515	2,015	0.68	B
106	w	Laguna Blvd.	Bruceville Rd.	West Stockton Blvd.	6	54,000	2,970	1511/ 1383 /1124 / 2074	1,594			2,180		0.73	C
107	e	Laguna Blvd.	West Stockton Blvd.	East Stockton Blvd	7	63,000	3,465	1,086				2,986		0.86	D
108	w	Laguna Blvd.	West Stockton Blvd.	East Stockton Blvd	7	63,000	3,465	1,147				2,726		0.79	C

4.5 TRANSPORTATION AND CIRCULATION

	Roadway	From	To	Lanes	24-Hour Capacity	Peak Hour 1-Way Capacity	Counts	Existing Model	Modify	Existing Modified	2025 Model	2025 Model Modified	V/C	LOS
109n	Laguna Springs Dr.	Elk Grove Blvd.	Laguna Ridge Drive	4	36,000	1,980	N/A	N/A			1,406		0.71	C
110s	Laguna Springs Dr.	Elk Grove Blvd.	Laguna Ridge Drive	4	36,000	1,980	N/A	N/A			1,326		0.67	B
111n	Laguna Ridge Dr.	Big Horn Blvd.	Poppy Ridge Rd.	4	36,000	1,980	N/A	N/A			739		0.37	A
112s	Laguna Ridge Dr.	Big Horn Blvd.	Poppy Ridge Rd.	4	36,000	1,980	N/A	N/A			357		0.18	A
113n	Laguna Ridge Dr.	Poppy Ridge Rd.	Kammerer Rd.	4	36,000	1,980	N/A	N/A			440		0.22	A
114s	Laguna Ridge Dr.	Poppy Ridge Rd.	Kammerer Rd.	4	36,000	1,980	N/A	N/A			729		0.37	A
115n	Power Inn Rd.	Calvine Rd.	Elsie Ave.	6	54,000	2,970		1,404			1,853		0.62	B
116s	Power Inn Rd.	Calvine Rd.	Elsie Ave.	6	54,000	2,970		1,284			1,435		0.48	A
117e	Poppy Ridge Rd.	Franklin Rd.	West Stockton Blvd.	4	36,000	1,980	N/A	N/A			1,413		0.71	C
118w	Poppy Ridge Rd.	Franklin Rd.	West Stockton Blvd.	4	36,000	1,980	N/A	N/A			1,004		0.51	A
119e	Sheldon Rd.	Center Parkway	West Stockton Blvd.	6	54,000	2,970	496	708			937		0.32	A
120w	Sheldon Rd.	Center Parkway	West Stockton Blvd.	6	54,000	2,970	359	794	-300	494	990	690	0.23	A
121e	Sheldon Rd.	West Stockton Blvd.	East Stockton Blvd	6	54,000	2,970	585		-300	-300	1,399	1,099	0.37	A
122w	Sheldon Rd.	West Stockton Blvd.	East Stockton Blvd	6	54,000	2,970	289				2,096		0.71	C
123e	Sheldon Rd.	East Stockton Blvd	Elk Grove-Florin Rd.	4	36,000	1,980		730			1,413		0.71	C
124w	Sheldon Rd.	East Stockton Blvd	Elk Grove-Florin Rd.	4	36,000	1,980		714			1,870		0.94	E
125e	Sheldon Rd.	Elk Grove-Florin Rd.	Bradshaw Rd.	4	36,000	1,980	349	628	-300	328	942	642	0.32	A
126w	Sheldon Rd.	Elk Grove-Florin Rd.	Bradshaw Rd.	4	36,000	1,980	363	596			1,249		0.63	B
127e	Sheldon Rd.	Bradshaw Rd.	Grant Line Rd.	2	18,000	990	390	282			642		0.65	B
128w	Sheldon Rd.	Bradshaw Rd.	Grant Line Rd.	2	18,000	990	348	288			678		0.68	B

4.5 TRANSPORTATION AND CIRCULATION

		Roadway	From	To	Lane s	24-Hour Capacity	Peak Hour 1-Way Capacity	Counts	Existing Model	Modify	Existing Modified	2025 Model	2025 Model Modified	V/C	LOS
129	n	State Route 99	Eschinger Rd.	Grant Line Rd.	4	80,000	4,400					4,523		1.03	F
130	s	State Route 99	Eschinger Rd.	Grant Line Rd.	4	80,000	4,400					3,300		0.75	C
131	n	State Route 99	Grant Line Rd.	Elk Grove Blvd.	4	80,000	4,400					3,232		0.73	C
132	s	State Route 99	Grant Line Rd.	Elk Grove Blvd.	4	80,000	4,400					2,719		0.62	B
133	n	State Route 99	Elk Grove Blvd.	Laguna Blvd.	6	120,000	6,600					3,564		0.54	A
134	s	State Route 99	Elk Grove Blvd.	Laguna Blvd.	6	120,000	6,600					3,796		0.58	A
135	n	State Route 99	Laguna Blvd.	Sheldon Rd.	6	120,000	6,600					4,194		0.64	B
136	s	State Route 99	Laguna Blvd.	Sheldon Rd.	6	120,000	6,600					4,310		0.65	B
137	n	State Route 99	Sheldon Rd.	Calvine Rd.	6	120,000	6,600					4,546		0.69	B
138	s	State Route 99	Sheldon Rd.	Calvine Rd.	6	120,000	6,600					4,720		0.72	C
139	n	State Route 99	Calvine Rd.	Stockton Blvd.	8	160,000	8,800					4,373		0.50	A
140	s	State Route 99	Calvine Rd.	Stockton Blvd.	8	160,000	8,800					4,046		0.46	A
141	n	Waterman	Calvine Rd.	Vintage Park Rd.	4	36,000	1,980		10			139		0.07	A
142	s	Waterman	Calvine Rd.	Vintage Park Rd.	4	36,000	1,980		36			554		0.28	A
143	n	Waterman	Calvine Rd.	Bond Rd.	4	36,000	1,980		222			678		0.34	A
144	s	Waterman	Calvine Rd.	Bond Rd.	4	36,000	1,980		340			1,266		0.64	B
145	n	Waterman	Bond Rd.	Grant Line Rd.	4	36,000	1,980	201/ 215	263			564		0.28	A
146	s	Waterman	Bond Rd.	Grant Line Rd.	4	36,000	1,980	275 /265	390			1,226		0.62	B
147	n	Wilton Rd.	Grant Line Road	Dillard Rd.	4	36,000	1,980		453			692		0.35	A
148	s	Wilton Rd.	Grant Line Road	Dillard Rd.	4	36,000	1,980		166			236		0.12	A

4.5 TRANSPORTATION AND CIRCULATION

**TABLE 4.5-8
PROPOSED GENERAL PLAN P.M. PEAK HOUR LEVEL OF SERVICE**

		Roadway	From	To	Lanes	24-Hour Capacity	Peak Hour 1-Way Capacity	2025 Model	2025 Model Modified	V/C	LOS
1	e	Big Horn Blvd.	Franklin Blvd.	Laguna Blvd.	4	36,000	1,980	904	704	0.36	A
2	w	Big Horn Blvd.	Franklin Blvd.	Laguna Blvd.	4	36,000	1,980	1,085	835	0.42	A
3	n	Big Horn Blvd.	Laguna Blvd.	Elk Grove Blvd.	4	36,000	1,980	2,002	1,502	0.76	C
4	s	Big Horn Blvd.	Laguna Blvd.	Elk Grove Blvd.	4	36,000	1,980	1,859	1,359	0.69	B
5	n	Big Horn Blvd.	Elk Grove Blvd.	Kammerer Rd.	4	36,000	1,980	1,492		0.75	C
6	s	Big Horn Blvd.	Elk Grove Blvd.	Kammerer Rd.	4	36,000	1,980	1,233		0.62	B
7	e	Bilby Rd.	Franklin Blvd.	Bruceville Rd.	2	18,000	990	492		0.50	A
8	w	Bilby Rd.	Franklin Blvd.	Bruceville Rd.	2	18,000	990	581		0.59	A
9	e	Bond Rd.	East Stockton Blvd	Elk Grove Florin Blvd.	4	36,000	1,980	2,574	2,074	1.05	F
10	w	Bond Rd.	East Stockton Blvd	Elk Grove Florin Blvd.	4	36,000	1,980	2,332	1,932	0.98	E
11	e	Bond Rd.	Elk Grove Florin Rd.	Bradshaw Rd.	4	36,000	1,980	1,462		0.74	C
12	w	Bond Rd.	Elk Grove Florin Rd.	Bradshaw Rd.	4	36,000	1,980	1,360		0.69	B
13	e	Bond Rd.	Bradshaw Rd.	Grant Line Rd.	4	36,000	1,980	596		0.30	A
14	w	Bond Rd.	Bradshaw Rd.	Grant Line Rd.	4	36,000	1,980	577		0.29	A
15	n	Bradshaw Rd.	Vintage Park Rd.	Calvine Rd.	6	54,000	2,970	2,243		0.76	C
16	s	Bradshaw Rd.	Vintage Park Rd.	Calvine Rd.	6	54,000	2,970	1,936		0.65	B
17	n	Bradshaw Rd.	Calvine Rd.	Bond Rd.	6	54,000	2,970	2,616		0.88	D
18	s	Bradshaw Rd.	Calvine Rd.	Bond Rd.	6	54,000	2,970	1,920		0.65	B
19	n	Bradshaw Rd.	Bond Rd.	Grant Line Rd.	6	54,000	2,970	2,198		0.74	C
20	s	Bradshaw Rd.	Bond Rd.	Grant Line Rd.	6	54,000	2,970	1,232		0.41	A
21	n	Bruceville Rd.	Jacinto Rd.	Sheldon Rd.	6	54,000	2,970	247		0.08	A
22	s	Bruceville Rd.	Jacinto Rd.	Sheldon Rd.	6	54,000	2,970	302		0.10	A
23	n	Bruceville Rd.	Sheldon Rd.	Laguna Blvd.	6	54,000	2,970	2,447	2,847	0.96	E
24	s	Bruceville Rd.	Sheldon Rd.	Laguna Blvd.	6	54,000	2,970	2,353	2,653	0.89	D
25	n	Bruceville Rd.	Laguna Blvd.	Elk Grove Blvd.	6	54,000	2,970	2,820		0.95	E
26	s	Bruceville Rd.	Laguna Blvd.	Elk Grove Blvd.	6	54,000	2,970	2,681		0.90	E
27	n	Bruceville Rd.	Elk Grove Blvd.	Bilby Rd.	6	54,000	2,970	1,417		0.48	A
28	s	Bruceville Rd.	Elk Grove Blvd.	Bilby Rd.	6	54,000	2,970	1,102		0.37	A
29	n	Bruceville Rd.	Bilby Rd.	Eschinger Rd.	4	36,000	1,980	1		0.00	A

4.5 TRANSPORTATION AND CIRCULATION

		Roadway	From	To	Lanes	24-Hour Capacity	Peak Hour 1-Way Capacity	2025 Model	2025 Model Modified	V/C	LOS
30	s	Bruceville Rd.	Bilby Rd.	Eschinger Rd.	4	36,000	1,980	136		0.07	A
31	e	Calvine Rd.	Power Inn Rd.	Elk Grove-Florin Rd.	6	54,000	2,970	2,559	2,959	1.00	E
32	w	Calvine Rd.	Power Inn Rd.	Elk Grove-Florin Rd.	6	54,000	2,970	2,099	1,699	0.57	A
33	e	Calvine Rd.	Elk Grove-Florin Rd.	Bradshaw Rd.	6	54,000	2,970	1,812		0.61	B
34	w	Calvine Rd.	Elk Grove-Florin Rd.	Bradshaw Rd.	6	54,000	2,970	1,571		0.53	A
35	e	Calvine Rd.	Bradshaw Rd.	Grant Line Rd.	6	54,000	2,970	520		0.17	A
36	w	Calvine Rd.	Bradshaw Rd.	Grant Line Rd.	6	54,000	2,970	556		0.19	A
37	n	Center Pkwy.	Sheldon Rd.	Jacinto Rd.	6	54,000	2,970	1,833		0.62	B
38	s	Center Pkwy.	Sheldon Rd.	Jacinto Rd.	6	54,000	2,970	1,341		0.45	A
39	e	Elk-Grove Blvd.	I-5	Franklin	6	54,000	2,970	1,600	2,000	0.67	B
40	w	Elk-Grove Blvd.	I-5	Franklin	6	54,000	2,970	1,417		0.48	A
41	e	Elk Grove Blvd.	Franklin Blvd.	Bruceville Rd.	6	54,000	2,970	1,644	1,944	0.65	B
42	w	Elk Grove Blvd.	Franklin Blvd.	Bruceville Rd.	6	54,000	2,970	2,155		0.73	C
43	e	Elk Grove Blvd.	Bruceville Rd.	West Stockton Blvd.	6	54,000	2,970	2,390		0.80	D
44	w	Elk Grove Blvd.	Bruceville Rd.	West Stockton Blvd.	6	54,000	2,970	2,770		0.93	E
45	e	Elk Grove Blvd.	West Stockton Blvd.	East Stockton Blvd.	6	54,000	2,970	3,233		1.09	F
46	w	Elk Grove Blvd.	West Stockton Blvd.	East Stockton Blvd.	6	54,000	2,970	2,802		0.94	E
47	e	Elk Grove Blvd.	East Stockton Blvd	Elk Grove-Florin Rd.	4	36,000	1,980	2,341	1,941	0.98	E
48	w	Elk Grove Blvd.	East Stockton Blvd	Elk Grove-Florin Rd.	4	36,000	1,980	2,285	1,685	0.85	D
49	e	Elk Grove Blvd.	Elk Grove-Florin Rd.	Waterman Rd.	2	15,000	825	912		1.11	F
50	w	Elk Grove Blvd.	Elk Grove-Florin Rd.	Waterman Rd.	2	15,000	825	697		0.85	D
51	e	Elk Grove Blvd.	Waterman Rd.	Grant Line Rd.	4	36,000	1,980	797		0.40	A
52	w	Elk Grove Blvd.	Waterman Rd.	Grant Line Rd.	4	36,000	1,980	613		0.31	A
53	n	Elk-Grove Florin Rd.	Vintage Park Rd.	Calvine Rd.	6	54,000	2,970	2,587		0.87	D
54	s	Elk-Grove Florin Rd.	Vintage Park Rd.	Calvine Rd.	6	54,000	2,970	2,525		0.85	D
55	n	Elk Grove-Florin Rd.	Calvine Rd.	Bond Rd.	6	54,000	2,970	2,572	2,072	0.70	B
56	s	Elk Grove-Florin	Calvine Rd.	Bond Rd.	6	54,000	2,970	2,082		0.70	C

4.5 TRANSPORTATION AND CIRCULATION

		Roadway	From	To	Lanes	24-Hour Capacity	Peak Hour 1-Way Capacity	2025 Model	2025 Model Modified	V/C	LOS
		Rd.									
57	n	Elk Grove-Florin Rd.	Bond Rd.	Elk Grove Blvd.	4	36,000	1,980	1,945	1,645	0.83	D
58	s	Elk Grove-Florin Rd.	Bond Rd.	Elk Grove Blvd.	4	36,000	1,980	1,663	1,463	0.74	C
59	n	Elk Grove-Florin Rd.	Elk Grove Blvd.	East Stockton Blvd.	2	18,000	990	825	1,025	1.04	F
60	s	Elk Grove-Florin Rd.	Elk Grove Blvd.	East Stockton Blvd.	2	18,000	990	676	1,076	1.09	F
61	e	Eschinger Rd.	SR99	Carroll Rd.	2	18,000	990	153		0.15	A
62	w	Eschinger Rd.	SR99	Carroll Rd.	2	18,000	990	54		0.05	A
63	n	Excelsior Road	Gerber Rd.	Calvine Rd.	4	36,000	1,980	518		0.26	A
64	s	Excelsior Road	Gerber Rd.	Calvine Rd.	4	36,000	1,980	803		0.41	A
65	n	Excelsior Road	Calvine Rd.	Sheldon Rd.	2	18,000	990	666		0.67	B
66	s	Excelsior Road	Calvine Rd.	Sheldon Rd.	2	18,000	990	814		0.82	D
67	n	Franklin Blvd.	Calvine Rd.	Laguna Blvd.	6	54,000	2,970	2,235		0.75	C
68	s	Franklin Blvd.	Calvine Rd.	Laguna Blvd.	6	54,000	2,970	2,253		0.76	C
69	n	Franklin Blvd.	Laguna Blvd.	Elk Grove Blvd.	6	54,000	2,970	2,286		0.77	C
70	s	Franklin Blvd.	Laguna Blvd.	Elk Grove Blvd.	6	54,000	2,970	2,417		0.81	D
71	n	Franklin Blvd.	Elk Grove Blvd.	Hood Franklin Rd.	6	54,000	2,970	1,598		0.54	A
72	n	Franklin Blvd.	Elk Grove Blvd.	Hood Franklin Rd.	6	54,000	2,970	1,454		0.49	A
73	n	Franklin Blvd.	Hood Franklin Rd.	South of Hood Franklin	4	36,000	1,980	599		0.30	A
74	n	Franklin Blvd.	Hood Franklin Rd.	South of Hood Franklin	4	36,000	1,980	772		0.39	A
75	e	Grant Line Rd.	SR99	East Stockton Blvd.	8	72,000	3,960	5,002		1.26	F
76	w	Grant Line Rd.	SR99	East Stockton Blvd.	8	72,000	3,960	4,726		1.19	F
77	n	Grant Line Rd.	East Stockton Blvd.	Bradshaw Rd.	8	72,000	3,960	3,737		0.94	E
78	s	Grant Line Rd.	East Stockton Blvd.	Bradshaw Rd.	8	72,000	3,960	2,890		0.73	C
79	n	Grant Line Rd.	Bradshaw Rd.	Sheldon Rd.	6	54,000	2,970	1,936		0.65	B
80	s	Grant Line Rd.	Bradshaw Rd.	Sheldon Rd.	6	54,000	2,970	1,570		0.53	A
81	n	Grant Line Rd.	Sheldon Rd.	Calvine Rd.	6	54,000	2,970	1,897		0.64	B
82	s	Grant Line Rd.	Sheldon Rd.	Calvine Rd.	6	54,000	2,970	1,677		0.56	A
83	n	Grant Line Rd.	Calvine Rd.	Sloughhouse Rd.	6	54,000	2,970	2,094		0.71	C
84	s	Grant Line Rd.	Calvine Rd.	Sloughhouse Rd.	6	54,000	2,970	1,988		0.67	B
85	n	Harbor Point Dr.	Laguna Blvd.	Elk Grove Blvd.	4	36,000	1,980	749		0.38	A

4.5 TRANSPORTATION AND CIRCULATION

		Roadway	From	To	Lanes	24-Hour Capacity	Peak Hour 1-Way Capacity	2025 Model	2025 Model Modified	V/C	LOS
86	s	Harbor Point Dr.	Laguna Blvd.	Elk Grove Blvd.	4	36,000	1,980	814		0.41	A
87	n	I-5	-	South of Hood Franklin	4	80,000	4,400	2,655		0.60	B
88	s	I-5	-	South of Hood Franklin	4	80,000	4,400	2,984		0.68	B
89	n	I-5	Hood Franklin Rd.	Elk Grove Blvd.	4	80,000	4,400	2,655		0.60	B
90	s	I-5	Hood Franklin Rd.	Elk Grove Blvd.	4	80,000	4,400	2,984		0.68	B
91	n	I-5	Elk Grove Blvd.	Laguna Blvd.	6	120,000	6,600	3,062		0.46	A
92	s	I-5	Elk Grove Blvd.	Laguna Blvd.	6	120,000	6,600	3,507		0.53	A
93	n	I-5	Laguna Blvd.	Meadow View/Pocket Road	8	160,000	8,800	4,538		0.52	A
94	s	I-5	Laguna Blvd.	Meadow View/Pocket Road	8	160,000	8,800	5,420		0.62	B
95	e	Kammerer (Hood Fr)	I-5	Franklin Rd.	6	54,000	2,970	1,264		0.43	A
96	w	Kammerer (Hood Fr)	I-5	Franklin Rd.	6	54,000	2,970	1,388		0.47	A
97	e	Kammerer Rd.	Franklin Rd.	Bruceville Rd.	6	54,000	2,970	841		0.28	A
98	w	Kammerer Rd.	Franklin Rd.	Bruceville Rd.	6	54,000	2,970	1,572		0.53	A
99	e	Kammerer Rd.	Bruceville Rd.	West Stockton Blvd.	8	72,000	3,960	2,226		0.56	A
100	w	Kammerer Rd.	Bruceville Rd.	West Stockton Blvd.	8	72,000	3,960	2,537		0.64	B
101	e	Laguna Blvd.	I-5	Franklin Rd.	6	54,000	2,970	2,130	2,530	0.85	D
102	w	Laguna Blvd.	I-5	Franklin Rd.	6	54,000	2,970	1,876	1,276	0.43	A
103	e	Laguna Blvd.	Franklin Blvd.	Bruceville Rd.	6	54,000	2,970	2,143		0.72	C
104	w	Laguna Blvd.	Franklin Blvd.	Bruceville Rd.	6	54,000	2,970	2,195	1,895	0.64	B
105	e	Laguna Blvd.	Bruceville Rd.	West Stockton Blvd.	6	54,000	2,970	2,713	2,213	0.75	C
106	w	Laguna Blvd.	Bruceville Rd.	West Stockton Blvd.	6	54,000	2,970	2,709		0.91	E
107	e	Laguna Blvd.	West Stockton Blvd.	East Stockton Blvd	7	63,000	3,465	3,712		1.07	F
108	w	Laguna Blvd.	West Stockton Blvd.	East Stockton Blvd	7	63,000	3,465	3,007		0.87	D
109	n	Laguna Springs Dr.	Elk Grove Blvd.	Laguna Ridge Drive	4	36,000	1,980	1,609		0.81	D
110	s	Laguna Springs Dr.	Elk Grove Blvd.	Laguna Ridge Drive	4	36,000	1,980	1,614		0.82	D
111	n	Laguna Ridge Dr.	Big Horn Blvd.	Poppy Ridge Rd.	4	36,000	1,980	687		0.35	A

4.5 TRANSPORTATION AND CIRCULATION

		Roadway	From	To	Lanes	24-Hour Capacity	Peak Hour 1-Way Capacity	2025 Model	2025 Model Modified	V/C	LOS
112	s	Laguna Ridge Dr.	Big Horn Blvd.	Poppy Ridge Rd.	4	36,000	1,980	898		0.45	A
113	n	Laguna Ridge Dr.	Poppy Ridge Rd.	Kammerer Rd.	4	36,000	1,980	920		0.46	A
114	s	Laguna Ridge Dr.	Poppy Ridge Rd.	Kammerer Rd.	4	36,000	1,980	702		0.35	A
115	n	Power Inn Rd.	Calvine Rd.	Elsie Ave.	6	54,000	2,970	1,872		0.63	B
116	s	Power Inn Rd.	Calvine Rd.	Elsie Ave.	6	54,000	2,970	1,909		0.64	B
117	e	Poppy Ridge Rd.	Franklin Rd.	West Stockton Blvd.	4	36,000	1,980	1,365		0.69	B
118	w	Poppy Ridge Rd.	Franklin Rd.	West Stockton Blvd.	4	36,000	1,980	1,650		0.83	D
119	e	Sheldon Rd.	Center Parkway	West Stockton Blvd.	6	54,000	2,970	1,947	1,647	0.55	A
120	w	Sheldon Rd.	Center Parkway	West Stockton Blvd.	6	54,000	2,970	1,839		0.62	B
121	e	Sheldon Rd.	West Stockton Blvd.	East Stockton Blvd	6	54,000	2,970	2,727		0.92	E
122	w	Sheldon Rd.	West Stockton Blvd.	East Stockton Blvd	6	54,000	2,970	2,205		0.74	C
123	e	Sheldon Rd.	East Stockton Blvd	Elk Grove-Florin Rd.	4	36,000	1,980	2,200		1.11	F
124	w	Sheldon Rd.	East Stockton Blvd	Elk Grove-Florin Rd.	4	36,000	1,980	1,832		0.93	E
125	e	Sheldon Rd.	Elk Grove-Florin Rd.	Bradshaw Rd.	4	36,000	1,980	1,464		0.74	C
126	w	Sheldon Rd.	Elk Grove-Florin Rd.	Bradshaw Rd.	4	36,000	1,980	1,228		0.62	B
127	e	Sheldon Rd.	Bradshaw Rd.	Grant Line Rd.	2	18,000	990	748		0.76	C
128	w	Sheldon Rd.	Bradshaw Rd.	Grant Line Rd.	2	18,000	990	751		0.76	C
129	n	State Route 99	Eschinger Rd.	Grant Line Rd.	4	80,000	4,400	3,662		0.83	D
130	s	State Route 99	Eschinger Rd.	Grant Line Rd.	4	80,000	4,400	4,602		1.05	F
131	n	State Route 99	Grant Line Rd.	Elk Grove Blvd.	4	80,000	4,400	3,454		0.79	C
132	s	State Route 99	Grant Line Rd.	Elk Grove Blvd.	4	80,000	4,400	3,852		0.88	D
133	n	State Route 99	Elk Grove Blvd.	Laguna Blvd.	6	120,000	6,600	4,086		0.62	B
134	s	State Route 99	Elk Grove Blvd.	Laguna Blvd.	6	120,000	6,600	3,698		0.56	A
135	n	State Route 99	Laguna Blvd.	Sheldon Rd.	6	120,000	6,600	4,680		0.71	C
136	s	State Route 99	Laguna Blvd.	Sheldon Rd.	6	120,000	6,600	4,215		0.64	B
137	n	State Route 99	Sheldon Rd.	Calvine Rd.	6	120,000	6,600	4,630		0.70	C
138	s	State Route 99	Sheldon Rd.	Calvine Rd.	6	120,000	6,600	4,933		0.75	C
139	n	State Route 99	Calvine Rd.	Stockton Blvd.	8	160,000	8,800	4,383		0.50	A
140	s	State Route 99	Calvine Rd.	Stockton Blvd.	8	160,000	8,800	4,674		0.53	A
141	n	Waterman	Calvine Rd.	Vintage Park Rd.	4	36,000	1,980	648		0.33	A
142	s	Waterman	Calvine Rd.	Vintage Park Rd.	4	36,000	1,980	321		0.16	A
143	n	Waterman	Calvine Rd.	Bond Rd.	4	36,000	1,980	1,390		0.70	C

4.5 TRANSPORTATION AND CIRCULATION

		Roadway	From	To	Lanes	24-Hour Capacity	Peak Hour 1-Way Capacity	2025 Model	2025 Model Modified	V/C	LOS
144	s	Waterman	Calvine Rd.	Bond Rd.	4	36,000	1,980	1,268		0.64	B
145	n	Waterman	Bond Rd.	Grant Line Rd.	4	36,000	1,980	1,319		0.67	B
146	s	Waterman	Bond Rd.	Grant Line Rd.	4	36,000	1,980	997		0.50	A
147	n	Wilton Rd.	Grant Line Road	Dillard Rd.	4	36,000	1,980	374		0.19	A
148	s	Wilton Rd.	Grant Line Road	Dillard Rd.	4	36,000	1,980	657		0.33	A

**TABLE 4.5-9
PROPOSED GENERAL PLAN-IMPROVEMENTS TO RIGHT-OF-WAY**

Roadway	Direction	From	To	Proposed Number of Total Lanes	LOS AM/PM	Right-of-Way (ROW) and Associated Environmental Effects
Big Horn Blvd	East	Franklin Blvd	Laguna Blvd	4	A/A	Roadway is currently at 4 lanes.
Big Horn Blvd	West	Franklin Blvd	Laguna Blvd	4	A/A	
Big Horn Blvd	North	Laguna Blvd	Elk Grove Blvd	4	A/C	Landscape corridors running through the center and on both sides of the roadway that would need to be removed to accommodate proposed improvements.
Big Horn Blvd	South	Laguna Blvd	Elk Grove Blvd	4	B/B	
Big Horn Blvd	North	Elk Grove Blvd	Kammerer Rd	4	A/C	Currently undeveloped, impacts would include wetland impacts and tree removal.
Big Horn Blvd	South	Elk Grove Blvd	Kammerer Rd	4	B/B	
Bilby Rd	East	Franklin Blvd	Bruceville Rd	2	B/A	Under construction, environmental impacts addressed in the East Franklin Specific Plan EIR
Bilby Rd	West	Franklin Blvd	Bruceville Rd	2	A/A	
Bond Rd	East	E Stockton Blvd	Elk Grove Florin	4	C/F	Roadway is currently at 4 lanes.
Bond Rd	West	E Stockton Blvd	Elk Grove Florin	4	F/E	
Bond Rd	East	Elk Grove Florin	Bradshaw Rd	4	A/C	Roadway contains a creek bridge, railroad tracks, approximately 10 utility poles, 35 trees (20 Oak trees), 2 homes, and 1 commercial structure that may need to be modified or removed to accommodate improvements to right-of-way.
Bond Rd	West	Elk Grove Florin	Bradshaw Rd	4	B/B	
Bond Rd	East	Bradshaw Rd	Grant Line Rd	4	A/A	Roadway contains approximately 50 utility poles, 140 trees (50 Oak trees), and 5 residential property setbacks that may need to be modified or removed to accommodate improvements to right-of-way.
Bond Rd	West	Bradshaw Rd	Grant Line Rd	4	A/A	
Bradshaw Rd	North	Calvine Rd	Bond Rd	6	A/D	Roadway contains approximately 50 utility poles, 60 trees (20 Oak trees), business, and wetland.

4.5 TRANSPORTATION AND CIRCULATION

Roadway	Direction	From	To	Proposed Number of Total Lanes	LOS AM/PM	Right-of-Way (ROW) and Associated Environmental Effects
Bradshaw Rd	South	Calvine Rd	Bond Rd	6	D/B	trees), drainage and wetland features and 4 residential property setbacks that may need to be modified or removed to accommodate improvements to right-of-way.
Bradshaw Rd	North	Bond Rd	Grant Line Rd	6	A/C	Roadway contains approximately 50 utility poles, 30 trees (6 Oak trees), and drainage and wetland features that may need to be modified or removed to accommodate improvements to right-of-way.
Bradshaw Rd	South	Bond Rd	Grant Line Rd	6	C/A	features that may need to be modified or removed to accommodate improvements to right-of-way.
Bruceville Rd	North	Sheldon Rd	Laguna Blvd	6	C/E	Roadway contains a creek bridge, wetland areas, and 1 residential property setback that may need to be modified or removed to accommodate improvements to right-of-way.
Bruceville Rd	South	Sheldon Rd	Laguna Blvd	6	B/D	features that may need to be modified or removed to accommodate improvements to right-of-way.
Bruceville Rd	North	Laguna Blvd	Elk Grove Blvd	6	C/E	Roadway contains landscape corridors and approximately 90 trees (70 Oak trees) that may need to be modified or removed to accommodate improvements to right-of-way.
Bruceville Rd	South	Laguna Blvd	Elk Grove Blvd	6	C/E	features that may need to be modified or removed to accommodate improvements to right-of-way.
Bruceville Rd	North	Elk Grove Blvd	Bilby Rd	6	A/A	Roadway contains landscape corridors, approximately 40 utility poles and 300 trees (200 Oak trees) that may need to be modified or removed to accommodate improvements to right-of-way.
Bruceville Rd	South	Elk Grove Blvd	Bilby Rd	6	A/A	features that may need to be modified or removed to accommodate improvements to right-of-way.
Calvine Rd	East	Power Inn Rd	Elk Grove Florin	6	A/E	Roadway contains landscape corridors, drainage and wetland features, railroad tracks, and 2 residential structures that may need to be modified or removed to accommodate improvements to right-of-way.
Calvine Rd	West	Power Inn Rd	Elk Grove Florin	6	C/A	features that may need to be modified or removed to accommodate improvements to right-of-way.
Calvine Rd	East	Elk Grove Florin	Bradshaw Rd	6	A/B	Roadway contains a creek bridge, wetland features and landscape corridors that may need to be modified or removed to accommodate improvements to right-of-way.
Calvine Rd	West	Elk Grove Florin	Bradshaw Rd	6	A/A	features that may need to be modified or removed to accommodate improvements to right-of-way.
Calvine Rd	East	Bradshaw Rd	Grant Line Rd	6	A/A	Roadway contains creek bridge, drainage and wetland features, approximately 50 trees (20 Oak trees) and 10 residential property setbacks that may need to be modified or removed to accommodate improvements to right-of-way.
Calvine Rd	West	Bradshaw Rd	Grant Line Rd	6	A/A	features that may need to be modified or removed to accommodate improvements to right-of-way.
Elk Grove Blvd	East	Franklin Blvd	Bruceville Rd	6	A/B	Roadway contains drainage and wetland features, landscape

4.5 TRANSPORTATION AND CIRCULATION

Roadway	Direction	From	To	Proposed Number of Total Lanes	LOS AM/PM	Right-of-Way (ROW) and Associated Environmental Effects
Elk Grove Blvd	West	Franklin Blvd	Bruceville Rd	6	A/C	corridors and approximately 30 trees (20 Oak trees) that may need to be modified or removed to accommodate improvements to right-of-way.
Elk Grove Blvd	East	Bruceville Rd	W Stockton Blvd	6	C/D	Roadway contains drainage and wetland features and approximately 50 trees (40 Oak trees) that may need to be modified or removed to accommodate improvements to right-of-way.
Elk Grove Blvd	West	Bruceville Rd	W Stockton Blvd	6	C/E	
Elk Grove Blvd	East	W Stockton Blvd	E Stockton Blvd	6	D/F	Right-of-way currently exists.
Elk Grove Blvd	West	W Stockton Blvd	E Stockton Blvd	6	D/E	
Elk Grove Blvd	East	E Stockton Blvd	Elk Grove-Florin Rd	4	C/E	Roadway is currently at 4 lanes.
Elk Grove Blvd	West	E Stockton Blvd	Elk Grove-Florin Rd	4	F/D	
Elk Grove Blvd	East	Waterman Rd	Grant Line Rd	4	A/A	Roadway contains drainage and wetland features, landscape corridors and approximately 15 trees (6 Oak trees) that may need to be modified or removed to accommodate improvements to right-of-way.
Elk Grove Blvd	West	Waterman Rd	Grant Line Rd	4	A/A	
Elk Grove Florin	North	Calvine Rd	Bond Rd	6	A/B	Roadway contains drainage and wetland features, landscape corridors, railroad tracks, 1 residential structure and approximately 14 trees (5 Oak trees) that may need to be modified or removed to accommodate improvements to right-of-way.
Elk Grove Florin	South	Calvine Rd	Bond Rd	6	B/C	
Elk Grove Florin	North	Bond Rd	Elk Grove Blvd	4	A/D	Roadway contains a creek and wetland features, sound barriers, a high school and middle school, approximately 3 commercial property setbacks, 20 residential property setbacks, 40 trees (15 Oak trees) and 45 utility poles that may need to be modified or removed to accommodate improvements to right-of-way.
Elk Grove Florin	South	Bond Rd	Elk Grove Blvd	4	C/C	
Elk Grove Florin	North	Elk Grove Blvd	E Stockton Blvd	2	F/F	Roadway is currently built out.
Elk Grove Florin	South	Elk Grove Blvd	E Stockton Blvd	2	E/F	
Excelsior Rd	North	Calvine Rd	Sheldon Rd	2	C/B	Roadway alignment contains drainage and wetland features,

4.5 TRANSPORTATION AND CIRCULATION

Roadway	Direction	From	To	Proposed Number of Total Lanes	LOS AM/PM	Right-of-Way (ROW) and Associated Environmental Effects
Excelsior Rd	South	Calvine Rd	Sheldon Rd	2	A/D	approximately 15 residential property setbacks, 45 trees (Oak trees) and 30 utility poles that may need to be modified or removed to accommodate improvements to right-of-way.
Franklin Blvd	North	Calvine Rd	Laguna Blvd	6	B/C	Roadway contains landscape corridors and drainage and wetland features that may need to be modified or removed to accommodate improvements to right-of-way.
Franklin Blvd	South	Calvine Rd	Laguna Blvd	6	A/C	
Franklin Blvd	North	Laguna Blvd	Elk Grove Blvd	6	B/C	Roadway contains landscape corridors and approximately 40 trees (12 Oak trees) that may need to be modified or removed to accommodate improvements to right-of-way.
Franklin Blvd	South	Laguna Blvd	Elk Grove Blvd	6	A/D	
Franklin Blvd	North	Elk Grove Blvd	Hood Franklin Rd	6	A/A	Roadway contains drainage and wetland features, railroad tracks, and approximately 8 Oak trees that may need to be modified or removed to accommodate improvements to right-of-way.
Franklin Blvd	South	Elk Grove Blvd	Hood Franklin Rd	6	A/A	
Grant Line Rd	North	SR 99	E Stockton Blvd	8	E/F	Roadway contains a freeway overpass that will be modified, businesses that would need to be relocated, and wetland features that would be impacted.
Grant Line Rd	South	SR 99	E Stockton Blvd	8	F/F	
Grant Line Rd	North	E Stockton Blvd	Bradshaw Rd	8	A/E	Roadway contains commercial property setbacks, residential setbacks, railroad tracks, approximately 40 utility poles and 110 trees (85 Oak trees) that may need to be modified or removed to accommodate improvements to right-of-way.
Grant Line Rd	South	E Stockton Blvd	Bradshaw Rd	8	D/C	
Grant Line Rd	North	Bradshaw Rd	Sheldon Rd	6	A/B	Roadway contains commercial property setbacks, residential setbacks, drainage and wetland features, approximately 40 utility poles and 40 trees (25 Oak trees) that may need to be modified or removed to accommodate improvements to right-of-way.
Grant Line Rd	South	Bradshaw Rd	Sheldon Rd	6	A/A	
Grant Line Rd	North	Sheldon Rd	Calvine Rd	6	A/B	Roadway contains residential property setbacks, creek and wetland features, approximately 20 utility poles and 25 trees (10 Oak trees) that may need to be modified or removed to accommodate improvements to right-of-way.
Grant Line Rd	South	Sheldon Rd	Calvine Rd	6	A/A	
Kammerer Rd	East	I - 5	Franklin Blvd	6	A/D	

4.5 TRANSPORTATION AND CIRCULATION

Roadway	Direction	From	To	Proposed Number of Total Lanes	LOS AM/PM	Right-of-Way (ROW) and Associated Environmental Effects
Kammerer Rd	West	I - 5	Franklin Blvd	6	A/A	Roadway alignment would result in the division of active agricultural lands, impacts to wetlands and potential tree loss.
Kammerer Rd	East	Franklin Blvd	Bruceville Rd	6	A/C	Roadway alignment would result in the division of active agricultural lands, impacts to wetlands and potential tree loss.
Kammerer Rd	West	Franklin Blvd	Bruceville Rd	6	A/B	
Kammerer Rd	East	Bruceville Rd	W Stockton Blvd	8	A/C	Roadway contains residential property setbacks, 1 residential building structure, and approximately 12 trees that may need to be modified or removed to accommodate improvements to right-of-way.
Kammerer Rd	West	Bruceville Rd	W Stockton Blvd	8	A/E	
Laguna Blvd	East	Franklin Blvd	Bruceville Rd	6	A/C	Roadway currently consists of 6 lanes.
Laguna Blvd	West	Franklin Blvd	Bruceville Rd	6	B/B	
Laguna Blvd	East	Bruceville Rd	W Stockton Blvd	6	B/C	Roadway is already built out.
Laguna Blvd	West	Bruceville Rd	W Stockton Blvd	6	C/E	
Laguna Blvd	East	W Stockton Blvd	E Stockton Blvd	7	D/F	Roadway is already built out.
Laguna Blvd	West	W Stockton Blvd	E Stockton Blvd	7	C/D	
Laguna Springs	North	Elk Grove Blvd	Laguna Ridge Dr	4	C/D	Roadway alignment would result in tree loss (oak trees) and potential wetland impacts.
Laguna Springs	South	Elk Grove Blvd	Laguna Ridge Dr	4	B/D	
Laguna Ridge Dr	North	Big Horn Blvd	Poppy Ridge Rd	4	A/A	Roadway alignment would result in tree loss (oak trees) and potential wetland impacts.
Laguna Ridge Dr	South	Big Horn Blvd	Poppy Ridge Rd	4	A/A	
Laguna Ridge Dr	North	Poppy Ridge Rd	Kammerer Rd	4	A/A	Roadway alignment would result in tree loss (oak trees) and potential wetland impacts.
Laguna Ridge Dr	South	Poppy Ridge Rd	Kammerer Rd	4	A/A	
Poppy Ridge Rd	East	Franklin Blvd	W Stockton Blvd	4	C/B	Roadway contains residential property setbacks, 5 residential building structures, and approximately 110 trees (75 Oak trees) that may need to be modified or removed to accommodate improvements to right-of-way.
Poppy Ridge Rd	West	Franklin Blvd	W Stockton Blvd	4	A/D	
Sheldon Rd	East	Center Parkway	W Stockton Blvd	6	A/A	Roadway contains drainage and wetland features and approximately 30 utility poles that may need to be modified or removed to accommodate improvements to right-of-way.
Sheldon Rd	West	Center Parkway	W Stockton Blvd	6	A/B	
Sheldon Rd	East	W Stockton Blvd	E Stockton Blvd	6	A/E	Roadway contains a freeway overpass that is planned for

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Roadway	Direction	From	To	Proposed Number of Total Lanes	LOS AM/PM	Right-of-Way (ROW) and Associated Environmental Effects
Sheldon Rd	West	W Stockton Blvd	E Stockton Blvd	6	C/C	overpass that is planned for modification. Improvements would result in impacts to trees, wetlands and building removal.
Sheldon Rd	East	E Stockton Blvd	Elk Grove Florin	4	C/F	Roadway contains approximately 45 utility poles and 4 residential property setbacks that may need to be modified or removed to accommodate improvements to right-of-way.
Sheldon Rd	West	E Stockton Blvd	Elk Grove Florin	4	E/E	
Sheldon Rd	East	Elk Grove Florin	Bradshaw Rd	4	A/C	Roadway contains a creek and wetland features and approximately 30 utility poles, 10 residential property setbacks, and 25 trees (10 Oak trees) that may need to be modified or removed to accommodate improvements to right-of-way.
Sheldon Rd	West	Elk Grove Florin	Bradshaw Rd	4	B/B	
Sheldon Rd	East	Bradshaw Rd	Grant Line Rd	2	B/C	Roadway is currently at 2 lanes.
Sheldon Rd	West	Bradshaw Rd	Grant Line Rd	2	B/C	
Waterman	North	Calvine Rd	Bond Rd	4	A/C	Roadway contains drainage and wetland features, approximately 30 utility poles, 5 residential property setbacks, and 15 trees (8 Oak trees) that may need to be modified or removed to accommodate improvements to right-of-way.
Waterman	South	Calvine Rd	Bond Rd	4	B/B	
Waterman	North	Bond Rd	Grant Line Rd	4	A/B	Roadway contains a creek and wetland features, cemetery setback, approximately 25 utility poles and 35 trees (10 Oak trees) that may need to be modified or removed to accommodate improvements to right-of-way.
Waterman	South	Bond Rd	Grant Line Rd	4	B/A	
Wilton Rd	North	Grant Line Rd	Dillard Rd	4	A/A	Roadway contains creek and wetland features, possible wetlands, approximately 5 residential property setbacks, and 60 trees (45 Oak trees) that may need to be modified or removed to accommodate improvements to right-of-way.
Wilton Rd	South	Grant Line Rd	Dillard Rd	4	A/A	

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- *Preferential carpool and vanpool parking,*
 - *Bus turnouts, and*
 - *Pedestrian-friendly project designs*
- CI-3 *Specific Plans, Special Planning Areas, and development projects shall be designed to promote pedestrian movement through direct, safe, and pleasant routes that connect destinations inside and outside the plan or project area.*
- CI-4 *The City shall encourage the use of transportation alternatives which reduce the use of personal motor vehicles.*
- CI-4-Action 1 *Funding for development, operations, and maintenance of facilities for mass transit, bicycle, pedestrian modes of transportation shall be given appropriate priority in the City's budgeting process.*
- CI-4-Action 2 *Implement policies and actions in the Conservation/Air Quality Element which seek to encourage non-vehicle transportation alternatives in Elk Grove.*
- CI-4-Action 3 *The City will support positive incentives such as carpool and vanpool parking, bus turnouts, and pedestrian-friendly project designs to promote the use of transportation alternatives.*
- CI-4-Action 4 *The City shall participate in the preparation and implementation of a Congestion Management Plan (CMP) consistent with legal requirements which gives priority to air quality goals, alternatives to automobile travel, and the development of demand reduction measures over additional road capacity.*
- CI-4-Action 5 *The City shall develop and implement Pedestrian and Bikeway Master Plans to provide safe and convenient pedestrian and on- and off-street bicycle facilities throughout the City.*
- CI-5 *The City shall require that transit service is provided in all areas of Elk Grove, including rural areas, so that transit dependent residents of those areas are not cut off from community services, events, and activities.*
- CI-5-Action 1 *The City shall require that RT or any other local or regional transit agency serving Elk Grove include bus service to the rural areas of Elk Grove.*
- CI-6 *The City shall encourage an approach to public transit service in Elk Grove which will provide the opportunity for workers living in other areas of Sacramento County to use all forms of public transit—including light rail—to travel to jobs in Elk Grove, as well as for Elk Grove workers to use public transit to commute to jobs outside the city.*
- CI-7 *The City shall encourage the extension of light rail service to the planned office and retail areas north of Kammerer Road and west of Hwy 99.*

- CI-8 *Light rail service in Elk Grove should be designed to serve major employment centers and the regional mall at Kammerer Road/Hwy 99. The City of Elk Grove encourages the development of light rail which will bring workers and shoppers to Elk Grove, while also serving as part of a coordinated, regional transportation network.*
- CI-8-Action 1 *Work with Regional Transit to develop a final alignment for the extension of light rail south into Elk Grove Boulevard which meets the general criteria in Policy CI-8, and to develop final station and/or park-and-ride locations along the entire light rail corridor in Elk Grove. As necessary, update this Circulation Element to reflect the final alignment.*
- CI-8-Action 2 *The City shall require irrevocable offers of dedication of rights-of-way and station sites along the City's final light rail alignment. Offers of dedication shall be required as part of the approval of any tentative map or other discretionary approvals as appropriate. The City may also require the offer of dedication for light rail right of way, stations, or other features along potential routes south of Elk Grove Boulevard.*
- CI-9 *The City shall implement the roadway master plan shown in Figure CI-2.*
- CI-9-Action 1 *Require the dedication of right of way and the installation of roadway improvements as part of the review and approval of development projects. The City shall require the dedication of major road rights of way (generally, arterials and thoroughfares) at the earliest opportunity in the development process in order to implement this policy.*
- CI-10 *The City shall require that all roadways and intersections in Elk Grove operate at a minimum Level of Service "D" at all times.*
- CI-11 *The City recognizes that Level of Service D may not be achieved on some roadway segments, and may also not be achieved at some intersections. Roadways on which LOS D is projected to be exceeded are shown in the General Plan Background Report, based on the latest traffic modeling conducted by the City. On these roadways, the City shall ensure that improvements to construct the ultimate roadway system as shown in this Circulation Element are completed, with the recognition that maintenance of the desired level of service may not be achievable.*
- CI-11-Action 1 *The City shall develop criteria to determine which roadway segments and intersections will not achieve the desired level of service standard.*
- CI-12 *Development projects shall be required to provide funding or to construct roadway/intersection improvements to implement the City's Circulation Master Plan. The payment of established traffic impact or similar fees shall be considered to provide compliance with the requirements of this policy with regard to those facilities included in the fee program, provided that the City finds that the fee adequately funds all required roadway and intersection improvements. If payment of established fees is used to provide compliance with this policy, the City may also require the payment of additional fees if*

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necessary to cover the fair share cost of facilities not included in the fee program.

CI-12-Action 1 Update the City's traffic analysis guidelines to implement the policies of the General Plan. Items to be addressed should include:

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

The guidelines and significance criteria referenced above shall be reviewed by the Elk Grove Planning Commission within six months of adoption of this General Plan.

CI-13 Mitigation which includes capacity improvements (such as new roadway construction or widening) shall provide for the completion of all ultimate improvements in a single phase prior to the operation of the project for which the improvements were constructed.

CI-14 The City shall regulate truck travel as appropriate for the transport of goods, consistent with circulation, air quality, congestion management, and land use goals.

CI-14-Action 1 The City shall on an as-needed basis review existing truck routes within Elk Grove and designate routes consistent with the need to reduce traffic, noise and other impacts, and negative effects on residential areas.

CI-15 To the extent possible, major traffic routes for residential areas should be separate from those used by the city's industrial areas, with the purpose of avoiding traffic conflicts and potential safety problems.

Mitigation Measures

The following mitigation measure shall be incorporated into the City of Elk Grove General Plan as a policy under Goal 1 of the Circulation Element.

MM 4.5.1 The City shall coordinate and participate with the City of Sacramento, Sacramento County and Caltrans on roadway improvements that are shared by the jurisdictions in order to improve operations. This may include joint transportation planning efforts, roadway construction and funding.

Implementation of the above General Plan policies and associated action items and the above mitigation measure would reduce impacts to local roadways. However, since there are some roadways that would not reach a LOS D even with improvements, impacts to these roadways are **significant and unavoidable** (see **Tables 4.5-7** and **4.5-8**). Further improvement of these impacted roadways is considered infeasible given that the necessary right-of-way is not available as a result of extensive residential and commercial development immediately adjacent to these roadways. In addition, traffic impacts to the City of Sacramento regarding Franklin Boulevard are also considered **significant and unavoidable** given that the City of Elk Grove cannot construct roadway improvements outside of its jurisdiction.

State Highways

Impact 4.5.2 Implementation of the proposed General Plan would result in increased traffic volumes, V/C ratios, and a decrease in LOS on state highways during the A.M. and P.M. peak hours. This is considered a **significant** impact.

Traffic volumes, V/C ratios, and LOS on state highways during the A.M. and P.M. peak hours with implementation of the Preferred Alternative are presented in **Table 4.5-7** and **Table 4.5-8**, respectively. State highways that would experience LOS D, E, or F during the A.M. and P.M. peak hours are graphically presented in **Figure 4.5-9** and **Figure 4.5-10**, respectively.

The following state highway segment would experience LOS F:

- Northbound SR 99 between Eschinger Road and Grant Line Road during the A.M. peak hour; and
- Southbound SR 99 between Eschinger Road and Grant Line Road during the P.M. peak hour.

The LOS on this segment of SR 99 would be considered a significant impact.

General Plan Policies and Action Items

There are no applicable policies associated with the state highway system.

Mitigation Measures

Implement Mitigation Measure MM 4.5.1. Adding one through lane in each direction on this segment of SR 99 would improve traffic operations to LOS C during both and A.M. and P.M. peak hours, which would be considered an acceptable LOS, and a less-than-significant impact. However, SR 99 is a state highway facility and this improvement is not currently programmed in the Metropolitan Transportation Plan (MTP). Consequently, while this is a viable mitigation measure, the proposal and timing of this improvement is not known and will depend on if and when Caltrans (acting as the lead agency) submits the projects for inclusion into the MTP. Since SR 99 is under the jurisdiction of Caltrans, it is outside the City's jurisdiction to implement this improvement. As such, this impact is considered to be **significant and unavoidable**.

Transit System

Impact 4.5.3 Implementation of the proposed General Plan would result in an increase in the demand for transit service. This is considered a **less than significant** impact.

Implementation of the proposed General Plan would increase the demand for transit service as well as increase traffic congestion on area roadways that could impact current and planned transit services. In addition, future development in the City could preclude development of transit facilities such as light rail facilities and transit stops and stations.

General Plan Policies and Action Items

CI-2 *The City's efforts to encourage alternative modes of transportation will therefore focus on incentives to reduce vehicle use, rather than disincentives*

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(which are generally intended to make driving and parking less convenient, more costly, or both). Incentives may include:

- *Preferential carpool and vanpool parking,*
- *Bus turnouts, and*
- *Pedestrian-friendly project designs*

- CI-3 Specific Plans, Special Planning Areas, and development projects shall be designed to promote pedestrian movement through direct, safe, and pleasant routes that connect destinations inside and outside the plan or project area.*
- CI-4 The City shall encourage the use of transportation alternatives which reduce the use of personal motor vehicles.*
- CI-4-Action 1 Funding for development, operations, and maintenance of facilities for mass transit, bicycle, pedestrian modes of transportation shall be given appropriate priority in the City's budgeting process.*
- CI-4-Action 2 Implement policies and actions in the Conservation/Air Quality Element which seek to encourage non-vehicle transportation alternatives in Elk Grove.*
- CI-4-Action 3 The City will support positive incentives such as carpool and vanpool parking, bus turnouts, and pedestrian-friendly project designs to promote the use of transportation alternatives.*
- CI-4-Action 4 The City shall participate in the preparation and implementation of a Congestion Management Plan (CMP) consistent with legal requirements which gives priority to air quality goals, alternatives to automobile travel, and the development of demand reduction measures over additional road capacity.*
- CI-4-Action 5 The City shall develop and implement Pedestrian and Bikeway Master Plans to provide safe and convenient pedestrian and on- and off-street bicycle facilities throughout the City.*
- CI-5 The City shall require that transit service is provided in all areas of Elk Grove, including rural areas, so that transit dependent residents of those areas are not cut off from community services, events, and activities.*
- CI-5-Action 1 The City shall require that RT or any other local or regional transit agency serving Elk Grove include bus service to the rural areas of Elk Grove.*
- CI-6 The City shall encourage an approach to public transit service in Elk Grove which will provide the opportunity for workers living in other areas of Sacramento County to use all forms of public transit—including light rail—to travel to jobs in Elk Grove, as well as for Elk Grove workers to use public transit to commute to jobs outside the city.*

- CI-7 *The City shall encourage the extension of light rail service to the planned office and retail areas north of Kammerer Road and west of Hwy 99.*
- CI-8 *Light rail service in Elk Grove should be designed to serve major employment centers and the regional mall at Kammerer Road/Hwy 99. The City of Elk Grove encourages the development of light rail which will bring workers and shoppers to Elk Grove, while also serving as part of a coordinated, regional transportation network.*
- CI-8-Action 1 *Work with Regional Transit to develop a final alignment for the extension of light rail south into Elk Grove Boulevard which meets the general criteria in Policy CI-8, and to develop final station and/or park-and-ride locations along the entire light rail corridor in Elk Grove. As necessary, update this Circulation Element to reflect the final alignment.*
- CI-8-Action 2 *The City shall require irrevocable offers of dedication of rights-of-way and station sites along the City's final light rail alignment. Offers of dedication shall be required as part of the approval of any tentative map or other discretionary approvals as appropriate. The City may also require the offer of dedication for light rail right of way, stations, or other features along potential routes south of Elk Grove Boulevard.*

Implementation of the above policies and action items would reduce potential transit impacts to a **less than significant** level.

Mitigation Measures

None required.

Bicycle and Pedestrian Facilities

Impact 4.5.4 Implementation of the proposed General Plan would result in an increased demand for bicycle and pedestrian facilities. This is considered a **less than significant** impact.

While implementation of the proposed General Plan would increase the demand for bicycle and pedestrian facilities, implementation of the proposed General Plan would also result in improvements in these facilities and increase their capacity.

General Plan Policies and Action Items

- CI-2 *The City's efforts to encourage alternative modes of transportation will therefore focus on incentives to reduce vehicle use, rather than disincentives (which are generally intended to make driving and parking less convenient, more costly, or both). Incentives may include:*
- *Preferential carpool and vanpool parking,*
 - *Bus turnouts, and*
 - *Pedestrian-friendly project designs*

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- CI-3 *Specific Plans, Special Planning Areas, and development projects shall be designed to promote pedestrian movement through direct, safe, and pleasant routes that connect destinations inside and outside the plan or project area.*
- CI-4 *The City shall encourage the use of transportation alternatives which reduce the use of personal motor vehicles.*
- CI-4-Action 1 *Funding for development, operations, and maintenance of facilities for mass transit, bicycle, pedestrian modes of transportation shall be given appropriate priority in the City's budgeting process.*
- CI-4-Action 2 *Implement policies and actions in the Conservation/Air Quality Element which seek to encourage non-vehicle transportation alternatives in Elk Grove.*
- CI-4-Action 3 *The City will support positive incentives such as carpool and vanpool parking, bus turnouts, and pedestrian-friendly project designs to promote the use of transportation alternatives.*
- CI-4-Action 4 *The City shall participate in the preparation and implementation of a Congestion Management Plan (CMP) consistent with legal requirements which gives priority to air quality goals, alternatives to automobile travel, and the development of demand reduction measures over additional road capacity.*
- CI-4-Action 5 *The City shall develop and implement Pedestrian and Bikeway Master Plans to provide safe and convenient pedestrian and on- and off-street bicycle facilities throughout the City.*

Implementation of the above General Plan policies and actions would reduce potential impacts to bicycle and pedestrian facilities to a **less than significant** level.

Mitigation Measures

None required.

Roadway Safety

Impact 4.5.5 Implementation of the proposed General Plan would result in an increase in traffic volumes, which would increase the potential opportunities for safety conflicts. This impact is considered **less than significant**.

While implementation of the proposed General Plan would increase the amount of vehicle traffic and the number of potential safety conflicts, implementation of the proposed General Plan and modern construction design standards would also result in the provision of facilities without unacceptable safety conflicts.

General Plan Policies and Action Items

- CI-2 *The City's efforts to encourage alternative modes of transportation will therefore focus on incentives to reduce vehicle use, rather than disincentives*

(which are generally intended to make driving and parking less convenient, more costly, or both). Incentives may include:

- *Preferential carpool and vanpool parking,*
- *Bus turnouts, and*
- *Pedestrian-friendly project designs*

- CI-3 Specific Plans, Special Planning Areas, and development projects shall be designed to promote pedestrian movement through direct, safe, and pleasant routes that connect destinations inside and outside the plan or project area.*
- CI-14 The City shall regulate truck travel as appropriate for the transport of goods, consistent with circulation, air quality, congestion management, and land use goals.*
- CI-14-Action 1 The City shall on an as-needed basis review existing truck routes within Elk Grove and designate routes consistent with the need to reduce traffic, noise and other impacts, and negative effects on residential areas.*
- CI-15 To the extent possible, major traffic routes for residential areas should be separate from those used by the city's industrial areas, with the purpose of avoiding traffic conflicts and potential safety problems.*
- CI-16 The circulation system serving the city's industrial areas should be designed to safely accommodate heavy truck traffic.*
- CI-17 The City shall discourage the creation of private roadways unless the roadways are:*
- 1) Constructed to public roadway standards, or*
 - 2) Are used in an affordable residential development.*
- CI-18 The City shall require the installation of traffic pre-emption devices for emergency vehicles (police and fire) at all newly constructed intersections, and shall seek to retrofit all existing intersections to incorporate these features.*
- CI-19 Where traffic calming devices or techniques are employed, the City shall coordinate design and implementation with the Elk Grove Police Department and the Elk Grove CSD to ensure adequate access for police and fire vehicles.*
- CI-20 All public streets should have sufficient width to provide for parking on both sides of the street and enough remaining pavement width to provide for fire emergency vehicle access.*

Implementation of the above General Plan policies actions, in conjunction with enforcement of modern design standards in the construction of new roadway facilities, would ensure that construction of roadway facilities associated with the proposed General Plan would not result in unacceptable safety conflicts. Therefore, impacts are considered **less than significant**.

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Mitigation Measures

None required.

4.5.4 CUMULATIVE SETTING, IMPACTS AND MITIGATION MEASURES

CUMULATIVE SETTING

The cumulative analysis takes into account planned development patterns set forth in the Sacramento County General Plan, including the North Vineyard Station Specific Plan and Vineyard Springs Comprehensive Plan, the City of Sacramento General Plan that includes the North Natomas Community Plan, potential future urban development within the City of Folsom Sphere of Influence, City of Galt General Plan, as well as large-scale proposed and approved development projects identified in **Table 4.0-2** and regional growth.

This analysis also takes into account the potential development of the "Urban Study Areas" identified in General Plan Policy LU-10 and Figure LU-2 of the General Plan (see also **Figure 3.0-7**), and as described in Section 4.0 (Introduction to the Environmental Analysis and Assumptions Used).

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Cumulative Traffic Impacts on Local Roadways and State Highways

Impact 4.5.6 Implementation of the proposed General Plan as well as potential development of the Urban Study Areas would contribute to significant impacts on local roadways and state highways under cumulative conditions. This is considered a **cumulative significant** impact.

As described in Impact 4.5.1 and 4.5.2, development under the proposed General Plan and regional growth expected by the year 2025 is expected to result in significant roadway impacts in the area and on SR 99. Development of the Urban Study Areas would further increase traffic impacts in the City and the region.

General Plan Policies and Action Items

CI-2 *The City's efforts to encourage alternative modes of transportation will therefore focus on incentives to reduce vehicle use, rather than disincentives (which are generally intended to make driving and parking less convenient, more costly, or both). Incentives may include:*

- *Preferential carpool and vanpool parking,*
- *Bus turnouts, and*
- *Pedestrian-friendly project designs*

CI-3 *Specific Plans, Special Planning Areas, and development projects shall be designed to promote pedestrian movement through direct, safe, and pleasant routes that connect destinations inside and outside the plan or project area.*

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- CI-4 *The City shall encourage the use of transportation alternatives which reduce the use of personal motor vehicles.*
- CI-4-Action 1 *Funding for development, operations, and maintenance of facilities for mass transit, bicycle, pedestrian modes of transportation shall be given appropriate priority in the City's budgeting process.*
- CI-4-Action 2 *Implement policies and actions in the Conservation/Air Quality Element which seek to encourage non-vehicle transportation alternatives in Elk Grove.*
- CI-4-Action 3 *The City will support positive incentives such as carpool and vanpool parking, bus turnouts, and pedestrian-friendly project designs to promote the use of transportation alternatives.*
- CI-4-Action 4 *The City shall participate in the preparation and implementation of a Congestion Management Plan (CMP) consistent with legal requirements which gives priority to air quality goals, alternatives to automobile travel, and the development of demand reduction measures over additional road capacity.*
- CI-4-Action 5 *The City shall develop and implement Pedestrian and Bikeway Master Plans to provide safe and convenient pedestrian and on- and off-street bicycle facilities throughout the City.*
- CI-5 *The City shall require that transit service is provided in all areas of Elk Grove, including rural areas, so that transit dependent residents of those areas are not cut off from community services, events, and activities.*
- CI-5-Action 1 *The City shall require that RT or any other local or regional transit agency serving Elk Grove include bus service to the rural areas of Elk Grove.*
- CI-6 *The City shall encourage an approach to public transit service in Elk Grove which will provide the opportunity for workers living in other areas of Sacramento County to use all forms of public transit—including light rail—to travel to jobs in Elk Grove, as well as for Elk Grove workers to use public transit to commute to jobs outside the city.*
- CI-7 *The City shall encourage the extension of light rail service to the planned office and retail areas north of Kammerer Road and west of Hwy 99.*
- CI-8 *Light rail service in Elk Grove should be designed to serve major employment centers and the regional mall at Kammerer Road/Hwy 99. The City of Elk Grove encourages the development of light rail which will bring workers and shoppers to Elk Grove, while also serving as part of a coordinated, regional transportation network.*
- CI-8-Action 1 *Work with Regional Transit to develop a final alignment for the extension of light rail south into Elk Grove Boulevard which meets the general criteria in Policy CI-8, and to develop final station and/or park-and-ride locations along the entire light rail corridor in Elk Grove. As necessary, update this Circulation Element to reflect the final alignment.*

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- CI-8-Action 2* *The City shall require irrevocable offers of dedication of rights-of-way and station sites along the City's final light rail alignment. Offers of dedication shall be required as part of the approval of any tentative map or other discretionary approvals as appropriate. The City may also require the offer of dedication for light rail right of way, stations, or other features along potential routes south of Elk Grove Boulevard.*
- CI-9* *The City shall implement the roadway master plan shown in Figure CI-2.*
- CI-9-Action 1* *Require the dedication of right of way and the installation of roadway improvements as part of the review and approval of development projects. The City shall require the dedication of major road rights of way (generally, arterials and thoroughfares) at the earliest opportunity in the development process in order to implement this policy.*
- CI-10* *The City shall require that all roadways and intersections in Elk Grove operate at a minimum Level of Service "D" at all times.*
- CI-11* *The City recognizes that Level of Service D may not be achieved on some roadway segments, and may also not be achieved at some intersections. Roadways on which LOS D is projected to be exceeded are shown in the General Plan Background Report, based on the latest traffic modeling conducted by the City. On these roadways, the City shall ensure that improvements to construct the ultimate roadway system as shown in this Circulation Element are completed, with the recognition that maintenance of the desired level of service may not be achievable.*
- CI-11-Action 1* *The City shall develop criteria to determine which roadway segments and intersections will not achieve the desired level of service standard.*
- CI-12* *Development projects shall be required to provide funding or to construct roadway/intersection improvements to implement the City's Circulation Master Plan. The payment of established traffic impact or similar fees shall be considered to provide compliance with the requirements of this policy with regard to those facilities included in the fee program, provided that the City finds that the fee adequately funds all required roadway and intersection improvements. If payment of established fees is used to provide compliance with this policy, the City may also require the payment of additional fees if necessary to cover the fair share cost of facilities not included in the fee program.*
- CI-12-Action 1* *Update the City's traffic analysis guidelines to implement the policies of this General Plan. Items to be addresses should include:*
- Guidelines for determining when traffic analysis is required*
 - Guidelines for the preparation of traffic analysis*
 - Significance criteria for use in CEQA analysis of proposed projects*

The guidelines and significance criteria referenced above shall be reviewed by the Elk Grove Planning Commission within six months of adoption of this General Plan.

- CI-13 *Mitigation which includes capacity improvements (such as new roadway construction or widening) shall provide for the completion of all ultimate improvements in a single phase prior to the operation of the project for which the improvements were constructed.*
- CI-14 *The City shall regulate truck travel as appropriate for the transport of goods, consistent with circulation, air quality, congestion management, and land use goals.*
- CI-14-Action 1 *The City shall on an as-needed basis review existing truck routes within Elk Grove and designate routes consistent with the need to reduce traffic, noise and other impacts, and negative effects on residential areas.*
- CI-15 *To the extent possible, major traffic routes for residential areas should be separate from those used by the city's industrial areas, with the purpose of avoiding traffic conflicts and potential safety problems.*

Mitigation Measures

Implement Mitigation Measure MM 4.5.1. Implementation of the above General Plan policies and associated action items and Mitigation Measure MM 4.5.1 would assist in reducing cumulative impacts to local roadways and SR 99. However, since there are some local roadways that would not reach a LOS D even with improvements, impacts to these roadways are **significant and unavoidable** (see **Tables 4.5-7** and **4.5-8**). Further improvement of these impacted roadways is considered infeasible given that the necessary right-of-way is not available as a result of extensive residential and commercial development immediately adjacent to these roadways. In addition, the City does not have jurisdiction to improve SR 99, which is a state highway. Thus, impacts to SR 99 are also considered **significant and unavoidable**.

Cumulative Transit System, Bicycle and Pedestrian Impacts

Impact 4.5.7 Implementation of the proposed General Plan along with potential development of the Urban Study Areas would contribute to a cumulative increase in the demand for transit service as well as bicycle and pedestrian usage. This is considered a **less than significant** impact.

Implementation of the proposed General Plan would contribute to cumulative demand for transit service as well as increased bicycle and pedestrian use in the area. This would include development of the Urban Study Areas.

General Plan Policies and Action Items

- CI-2 *The City's efforts to encourage alternative modes of transportation will therefore focus on incentives to reduce vehicle use, rather than disincentives (which are generally intended to make driving and parking less convenient, more costly, or both). Incentives may include:*

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- *Preferential carpool and vanpool parking,*
 - *Bus turnouts, and*
 - *Pedestrian-friendly project designs*
- CI-3 *Specific Plans, Special Planning Areas, and development projects shall be designed to promote pedestrian movement through direct, safe, and pleasant routes that connect destinations inside and outside the plan or project area.*
- CI-4 *The City shall encourage the use of transportation alternatives which reduce the use of personal motor vehicles.*
- CI-4-Action 1 *Funding for development, operations, and maintenance of facilities for mass transit, bicycle, pedestrian modes of transportation shall be given appropriate priority in the City's budgeting process.*
- CI-4-Action 2 *Implement policies and actions in the Conservation/Air Quality Element which seek to encourage non-vehicle transportation alternatives in Elk Grove.*
- CI-4-Action 3 *The City will support positive incentives such as carpool and vanpool parking, bus turnouts, and pedestrian-friendly project designs to promote the use of transportation alternatives.*
- CI-4-Action 4 *The City shall participate in the preparation and implementation of a Congestion Management Plan (CMP) consistent with legal requirements which gives priority to air quality goals, alternatives to automobile travel, and the development of demand reduction measures over additional road capacity.*
- CI-4-Action 5 *The City shall develop and implement Pedestrian and Bikeway Master Plans to provide safe and convenient pedestrian and on- and off-street bicycle facilities throughout the City.*
- CI-5 *The City shall require that transit service is provided in all areas of Elk Grove, including rural areas, so that transit dependent residents of those areas are not cut off from community services, events, and activities.*
- CI-5-Action 1 *The City shall require that RT or any other local or regional transit agency serving Elk Grove include bus service to the rural areas of Elk Grove.*
- CI-6 *The City shall encourage an approach to public transit service in Elk Grove which will provide the opportunity for workers living in other areas of Sacramento County to use all forms of public transit—including light rail—to travel to jobs in Elk Grove, as well as for Elk Grove workers to use public transit to commute to jobs outside the city.*
- CI-7 *The City shall encourage the extension of light rail service to the planned office and retail areas north of Kammerer Road and west of Hwy 99.*

- CI-8 *Light rail service in Elk Grove should be designed to serve major employment centers and the regional mall at Kammerer Road/Hwy 99. The City of Elk Grove encourages the development of light rail which will bring workers and shoppers to Elk Grove, while also serving as part of a coordinated, regional transportation network.*
- CI-8-Action 1 *Work with Regional Transit to develop a final alignment for the extension of light rail south into Elk Grove Boulevard which meets the general criteria in Policy CI-8, and to develop final station and/or park-and-ride locations along the entire light rail corridor in Elk Grove. As necessary, update this Circulation Element to reflect the final alignment.*
- CI-8-Action 2 *The City shall require irrevocable offers of dedication of rights-of-way and station sites along the City's final light rail alignment. Offers of dedication shall be required as part of the approval of any tentative map or other discretionary approvals as appropriate. The City may also require the offer of dedication for light rail right of way, stations, or other features along potential routes south of Elk Grove Boulevard.*

Implementation of the above policies and actions would reduce cumulative transit, bicycle and pedestrian impacts to a **less than significant** level.

Mitigation Measures

None required.

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