

4.5 TRANSPORTATION

4.5.1 EXISTING CONDITIONS

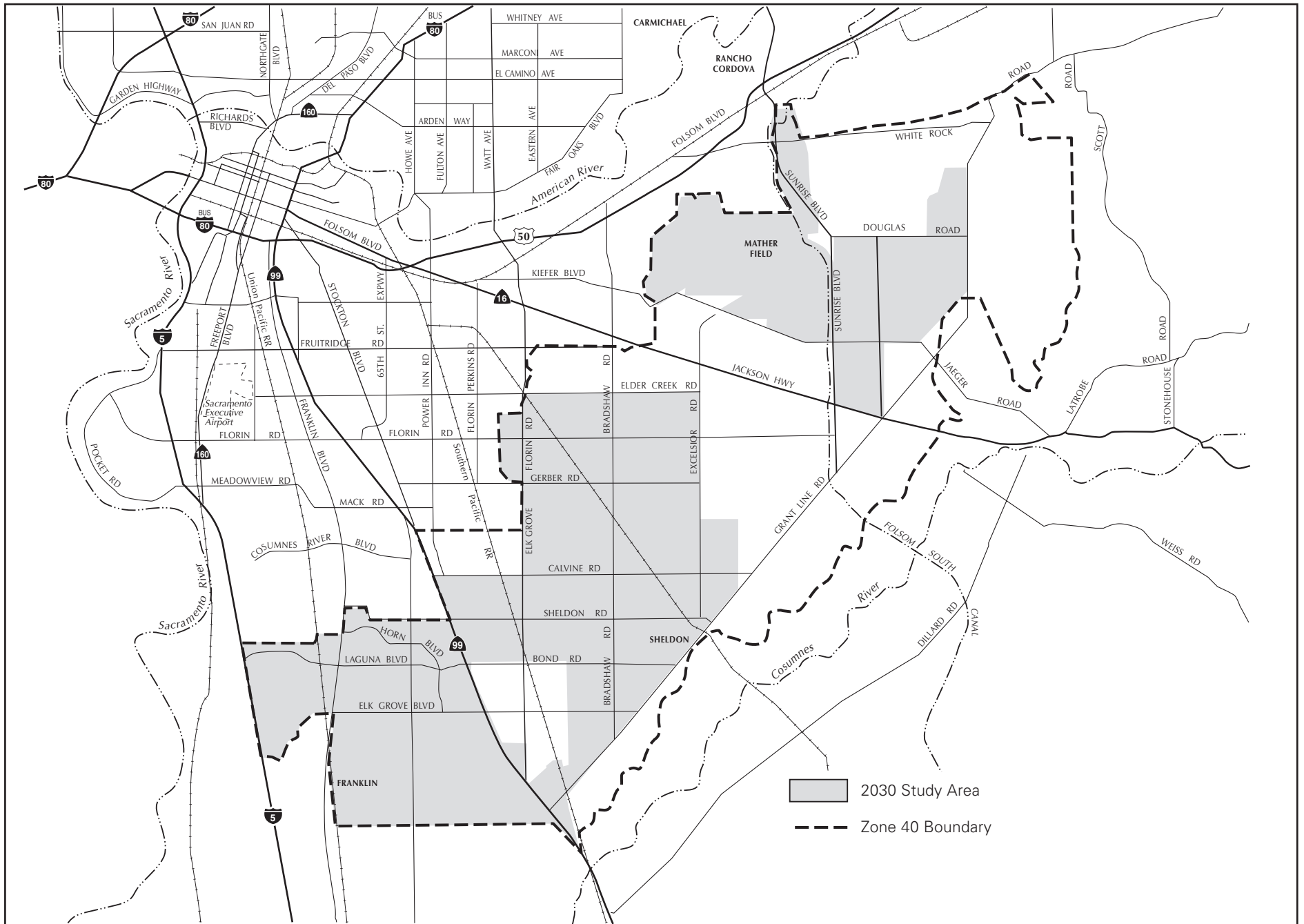
REGIONAL ROADWAYS

Zone 40 is located in Rancho Cordova and Elk Grove and in unincorporated Sacramento County, south of the city of Sacramento. Regional access is provided by Interstate 5 (I-5) and State Route 99 (SR 99). Both I-5 and SR 99 extend in a north-south direction through Sacramento County, serving a mix of both local and regional commuter and heavy-truck traffic. In the project area, I-5 and SR 99 are four-lane divided freeways.

LOCAL ROADWAYS SERVING THE PROPOSED FACILITIES

Zone 40 is located in the central portion of Sacramento County. Roadways in this area are generally divided into north-south or east-west transportation routes. Table 4.5-1 identifies the major north-south and east-west roadways that serve Zone 40 and existing traffic volumes. Exhibit 4.5-1 shows these roadways in relation to the Zone 40 boundaries.

Table 4.5-1	
Zone 40 Roadways and Existing Traffic Volumes	
Roadway	Average Daily Trips (ADT)
North-South Roadways	
Franklin Boulevard	19,323
Center Parkway	5,984
Elk Grove-Florin Road/South Watt Avenue	27,793
Bradshaw Road	22,135
Sunrise Boulevard	12,782
East-West Roadways	
White Rock Road	16,793
Kiefer Boulevard	10,397
Jackson Highway	NA
Elder Creek Road	NA
Florin Road	15,276
Gerber Road	21,880
Calvine Road	20,567
Sheldon Road	15,740
Bond Road/Laguna Boulevard	31,803
Elk Grove Boulevard	33,876
Note: NA = counts not available.	
Source: Sacramento County 2002	



Source: EDAW 2003

Roadways in the Vicinity of the Zone 40 2030 Study Area

EXHIBIT 4.5-1



REGULATORY SETTING

Sacramento County

Sacramento County has adopted the Circulation Element as part of its General Plan. The purpose of the Circulation Element is to identify major transportation facilities within the County and plan for the rehabilitation and expansion of these facilities as transportation demands increase over time. The Circulation Element evaluates the County's supply and needs for automobile, aircraft, walking, biking, and public transportation facilities. The County has adopted several policies to ensure that transportation facilities operate in a smooth, safe, and efficient manner. These policies are described on page 61 through 84 of the Circulation Element. The General Plan is hereby incorporated by reference. A copy of the General Plan can be reviewed at the Sacramento County, Department of Environmental Review and Assessment, 827 7th Street, Room 220, Sacramento, California 95814.

4.5.2 ENVIRONMENTAL IMPACTS

THRESHOLDS OF SIGNIFICANCE

These significance criteria apply only to public roadways in Zone 40. Based on the State CEQA Guidelines, a project would have a significant impact on transportation if it would:

- ▶ cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system,
- ▶ increase hazards attributable to a design feature, or
- ▶ result in inadequate emergency access.

IMPACT ANALYSIS

Impact 4.5-1: Increased Vehicle Trips. Implementing the 2002 Zone 40 WSMP would generate an estimated maximum of 100 one-way construction-related vehicle trips per day. These trips represent a minor increase in traffic on area roadways. The trips would be temporary and would not decrease existing levels of service. This impact would be less than significant.

The proposed 2002 Zone 40 WSMP facilities would be constructed over a period of at least 6 years. Construction activities would temporarily increase the number of vehicles traveling to and from individual construction sites. Construction could require 40-100 one-way construction-related vehicle trips per day depending on the phasing of project facilities. The timing of proposed facilities would depend on the County's ability to secure additional surface water supplies, growth in Zone 40, remediation efforts, operational needs, and regulatory requirements.

It is anticipated that during any one construction phase, no more than 100 one-way construction-related trips would occur in Zone 40. These trips would be concentrated in the areas where construction would occur; however, several construction sites could be spread throughout Zone 40. These construction-related trips would represent a minor increase in traffic local area roadways. Because these trips would be temporary and would not degrade exiting levels of service, this impact would be less than significant.

Impact 4.5-2: Increased Congestion during Pipeline Construction. Construction of pipelines in area roadways could result in a temporary increase in roadway congestion, which could adversely affect existing levels of service. This impact would be potentially significant.

The placement of water conveyance pipelines in existing roadway alignment could result in the partial obstruction of local roadways, road or lane closures, traffic delays, damage to property, increased traffic hazards, and increased roadway congestion. These traffic impacts could result in the deterioration of existing roadway level of service. Although construction-related traffic impact would be temporary and would cease following completion of construction, implementing the 2002 Zone 40 WSMP could result in the temporary deterioration of existing roadway levels of service below County standards. This would be a potentially significant impact.

Impact 4.5-3: Increase in Hazards Attributable to a Design Feature. Implementing the 2002 Zone 40 WSMP would not permanently alter vehicular circulation within the project area, nor would it construct any facilities that could be hazardous to vehicles or pedestrians within the local area. This would be a less-than-significant impact.

Facilities proposed in the 2002 Zone 40 WSMP, with the exception of pipelines, would be constructed entirely within parcels of land that are purchased or leased by the SCWA. These facilities would be sited to avoid impacts associated with hazards such as ingress and egress driveways from the site. The 2002 Zone 40 WSMP would result in employee commute trips and equipment and material deliveries to project facilities. As described above, these trips are expected to result in less-than-significant impacts on local roadway operations. Pipelines would be constructed primarily within existing roadway alignments, but once constructed would require minimal maintenance. Implementing the 2002 Zone 40 WSMP is not anticipated to result in the permanent alteration of present patterns of vehicular circulation, nor would it result in the construction of any features that could be hazardous to vehicles or pedestrians within the local area. Therefore, this would be a less-than-significant impact.

Impact 4.5-4: Inadequate Emergency Access. Implementing the 2002 Zone 40 WSMP could partially obstruct roadways within the project vicinity, which could increase response times for emergency services. This would be a potentially significant impact.

Employee vehicles would be parked and construction equipment would be stored in established construction staging areas at proposed project sites. Construction staging areas would be

designed to accommodate all the parking space needs of the construction equipment and construction personnel vehicles. Implementing the 2002 Zone 40 WSMP would result in open-cut construction along roadways within the project vicinity and increased truck traffic associated with construction activities, which could temporarily increase response times for emergency services, such as fire protection, police, and ambulance, along affected roadways. This would be a potentially significant impact.

Impact 4.5-5: Long-Term Operational Traffic. Implementing the 2002 Zone 40 WSMP would generate approximately 50 one-way daily trips associated with operation of project facilities. These trips are less than 1% of existing traffic volumes on local area roadways and would not increase congestion on these roadways. This would be a less-than-significant impact.

Approximately 10-20 additional personnel would be required to operate the proposed surface water diversion structure, operate the water treatment plant, and maintain existing and proposed groundwater facilities. Approximately 70 one-way trips per day would be generated from the delivery of supplies and equipment to project facilities. Implementing the 2002 Zone 40 WSMP would generate a total of 50 one-way daily trips associated with operation of project facilities. These trips are less than 1% of existing traffic volumes on local area roadways and would not increase congestion on these roadways. This would be a less-than-significant impact.

4.5.3 ENVIRONMENTAL MITIGATION GUIDELINES

No environmental mitigation guidelines are necessary for the following less-than-significant impacts.

4.5-1: Increased Vehicle Trips

4.5-3: Increase in Hazards Attributable to a Design Feature

4.5-5: Long-Term Operational Traffic

Environmental mitigation guidelines are recommended for the following potentially significant impacts.

4.5-2: Increased Congestion during Pipeline Construction.

- ▶ SCWA shall coordinate design and construction of proposed facilities with relevant local agencies and jurisdictions to minimize construction-related conflicts and traffic disruption.
- ▶ Local residents and Regional Transit shall be notified of affected roadways before construction begins.
- ▶ Project contractors shall prepare a transportation plan on a project-by-project basis with information on haul routes and the number of trucks per day, as well as a traffic engineering analysis indicating that affected intersections have adequate

turning radii for oversized vehicles. This plan shall specify the temporary traffic control measures that would be employed to reduce construction-related traffic impacts, where possible. These measures could include, but are not limited to the following: traffic controllers, guide vehicles, cones, and signage. This plan shall be approved by the County of Sacramento Public Works Department and Regional Transit before construction begins.

4.5-4: Inadequate Emergency Access. Project contractors shall prepare an emergency access plan as part of the project's overall transportation plan. This plan shall indicate where emergency vehicle access to project facilities would be provided. The plan shall also outline the procedures for coordination with emergency service providers prior to project construction, road closures, and effective traffic direction. The project contractor shall adhere to the provisions of the plan and shall maintain a copy of the plan at the construction site.

4.5.4 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Adherence to the above environmental mitigation guidelines would reduce the project's traffic impacts to a less-than-significant level.