3.9 TRANSPORTATION

The section summarizes transportation impacts in the City of Elk Grove Planning Area, as described in the General Plan (City of Elk Grove 2019a) and evaluates the potential transportation impacts resulting from implementation of the Project. This section identifies applicable regulatory requirements and describes the existing transportation system in the vicinity of the Planning Area. It also evaluates impacts related to the generation of vehicle miles traveled (VMT); bicycle, pedestrian, and transit facilities; transportation hazards; and emergency access.

The 2018 City of Elk Grove General Plan Update Draft EIR (General Plan EIR) included Section 5.13, "Transportation," which evaluated the potential effects of the adopted General Plan. The General Plan EIR concluded that there would be less-than-significant impacts related to transportation hazards, emergency access, bicycle facilities, pedestrian facilities, and transit facilities (Impacts 5.13.5, 5.13.6, and 5.13.7). The General Plan EIR concluded that impacts related to VMT impacts would be significant and unavoidable with implementation of all proposed General Plan policies. It was determined that there were no other feasible mitigation measures. The General Plan EIR also concluded that impacts related to traffic operational impacts would be significant and unavoidable with implementation of all feasible mitigation measures. However, pursuant to Senate Bill (SB) 743, Public Resources Code (PRC) Section 21099, and California Code of Regulations (CCR) Section 15064.3(a), generally, VMT is the legally mandated measure of transportation impacts and a project's effect on automobile delay shall no longer constitute a significant impact under CEQA. Therefore, the transportation analysis here-in evaluates impacts using VMT and does not include level of service (LOS) analysis.

The analysis within this section is based on the analysis and findings of the *Model Development Report and VMT Methodology Draft* report prepared by Fehr & Peers in April 2023. The *Model Development Report and VMT Methodology Draft* report is included as Appendix C and provides additional detailed data, modeling, and information related to the transportation analysis.

Comments related to transportation received in response to the notice of preparation (NOP) included impacts to the transit system resulting from the City's proposed upgrade to the Travel Demand Model, consistency with existing plans, and providing pedestrian connectivity and alternative modes of transportation to reduce automobile trips.

3.9.1 Regulatory Setting

The federal and State regulatory setting for transportation provided on pages 3.9-23 through 3.9-25 of the General Plan EIR remain applicable to this analysis. However, an updated description of the adopted changes to the State CEQA Guidelines pursuant to SB 743 that have occurred subsequent to the approval of the General Plan EIR are described below. Additionally, since certification of the General Plan EIR, changes to the regional and local regulatory setting have occurred. These changes are described in detail below.

FEDERAL

There are no new federal laws or regulations addressing transportation that are relevant to the Project.

STATE

Senate Bill 743

SB 743, passed in 2013, required the Governor's Office of Planning and Research (OPR) to develop new State CEQA guidelines that address traffic metrics under CEQA. As stated in the legislation, upon adoption of the new guidelines, "automobile delay, as described solely by LOS or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment pursuant to this division, except in locations specifically identified in the guidelines, if any."

In December of 2018, OPR published the most recent version of the *Technical Advisory on Evaluating Transportation Impacts in CEQA* (OPR 2018) which provides guidance for VMT analysis. The Office of Administrative Law approved the updated State CEQA Guidelines and, as of July 1, 2020, implementation of CCR Section 15064.3 of the updated CEQA Guidelines applies statewide.

REGIONAL

Sacramento Area Council of Governments

The Sacramento Area Council of Governments (SACOG) is an association that includes the Counties of El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba, as well as 22 cities, including the City of Elk Grove. As a metropolitan transportation organization, SACOG is required to prepare a long-range transportation plan (the metropolitan transportation plan) for all modes of transportation, including public transit, automobile, bicycle, and pedestrian, every 4 years for the six-county area. In addition to preparing the region's long-range transportation plan, SACOG assists in planning for transit, bicycle networks, clean air, and airport land uses.

Metropolitan Transportation Plan/Sustainable Communities Strategy

SACOG is responsible for preparing and updating the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) and the corresponding Metropolitan Transportation Improvement Program (MTIP) for the six-county Sacramento region. In response to this requirement, SACOG completed the 2020 MTP/SCS. The purpose of the 2020 MTP/SCS is to establish regional access and identify mobility goals; identify present and future transportation needs, deficiencies, and constraints within the transportation system; analyze potential solutions; estimate available funding; and propose investments. On November 18, 2019, the SACOG Board of Directors adopted the 2020 update to the MTP/SCS. The next update to the MPT/SCS is scheduled for 2024/2025 and is in process.

The Congestion Management Process (CMP) and MTP/SCS are developed as a single integrated document. As part of the MTP/SCS, SACOG's CMP addresses the six-county Sacramento region and the transportation network therein. The CMP focuses on travel corridors with significant congestion and critical access and mobility needs to identify projects and strategies that meet CMP objectives. Transportation projects are nominated by local agencies and analyzed against community priorities identified through public outreach, as well as technical performance and financial constraints.

Metropolitan Transportation Improvement Program

SACOG, the federally designated metropolitan planning organization for the region, prepares and adopts the MTIP approximately every 2 years. The MTIP is a short-term listing of surface transportation projects that receive federal funds, are subject to a federally required action, or are regionally significant. SACOG adopted the 2023-2026 MTIP in September 2022. The 2023-2026 MTIP covers 4 years of programming: federal fiscal years 2023-2026. The project listing in the MTIP provides a detailed description for each individual project in the 2023-2026 MTIP, including those in Sacramento County and the City of Elk Grove.

Regional Bicycle, Pedestrian and Trails Master Plan

SACOG approved the *Regional Bicycle, Pedestrian, and Trails Master Plan* in April 2015 (SACOG 2015). It envisions a complete transportation system that supports healthy living and active communities where bicycling and walking are viable and popular travel choices in a comprehensive, safe, and convenient network. The *Regional Bicycle, Pedestrian, and Trails Master Plan* is intended to guide the long-term decisions for the Bicycle and Pedestrian Funding Program. The projects included in this plan are regionally significant projects that require at least partial regional funding. This plan is not fiscally constrained, so it contains at least 20 years' worth of projects.

Sacramento Region Trail Network Action Plan

SACOG adopted the *Sacramento Region Trail Network Action Plan* in July 2022 (SACOG 2022). It establishes a vision for walking, biking, and rolling throughout the region by planning for a network of trails that reaches key destinations and closes existing gaps. The *Sacramento Region Trail Network Action Plan* establishes the baseline environment, identifies a proposed network of facilities, sets forth goals for the trail network.

LOCAL

City of Elk Grove General Plan

The most recent City General Plan was adopted in December 2019. The Mobility chapter of the General Plan contains policies designed to further the City's mobility strategy. The Mobility chapter incorporates and expands the City's complete streets policies; supports key implementation tools, such as the Bicycle, Pedestrian, and Trails Master Plan, the *Transportation Analysis Guidelines*, and the Climate Action Plan; and identifies measures to support alternative transportation investments, as well as transit-friendly and active transportation-friendly development (City of Elk Grove 2019a). It should be noted that a project's effect on automobile delay is no longer a consideration when identifying a significant impact under CEQA; thus, City General Plan policies related to intersection and roadway performance are not included here.

The following policies and standards related to transportation are relevant to the CEQA analysis of the Project. It should be noted that the Project would result in revisions to several of the policies below, including updates to the VMT threshold.

- Policy MOB-1-1: Achieve State-mandated reductions in VMT by requiring land use and transportation projects to comply with the following metrics and limits. These metrics and limits shall be used as thresholds of significance in evaluating projects subject to CEQA.

  Projects that do not achieve the daily VMT limits outlined below shall be subject to all feasible mitigation measures necessary to reduce the VMT for, or induced by, the project to the applicable limits. If the VMT for or induced by the project cannot be reduced consistent with the performance metrics outlined below, the City may consider approval of the project, subject to a statement of overriding considerations and mitigation of transportation impacts to the extent feasible, provided some other stated form of public objective including specific economic, legal, social, technological, or other considerations is achieved by the project.

(a) New Development – Any new land use plans, amendments to such plans, and other discretionary development proposals (referred to as "development projects") are required to demonstrate a 15 percent reduction in VMT from existing (2015) conditions. To demonstrate this reduction, conformance with the following land use and cumulative VMT limits is required:

  - Land Use – Development projects shall demonstrate that the VMT produced by the project at buildout is equal to or less than the VMT limit of the project's General Plan land use designation, as shown in Table 6-1 [presented as Table 3.9-1 in this EIR], which incorporates the 15 percent reduction from 2015 conditions.

Table 3.9-1 Vehicle Miles Traveled by Land Use Designation

Land Use Designation	VMT Limit (Daily Per Service Population)
Commercial and Employment Land Use Designations	
Community Commercial	41.6
Regional Commercial	44.3
Employment Center	47.1
Light Industrial/Flex	24.5
Light Industrial	24.5
Heavy Industrial	39.5
Mixed Land Use Designations	
Village Center Mixed Use	41.6
Residential Mixed Use	21.2

Land Use Designation	VMT Limit (Daily Per Service Population)
Public/Quasi Public and Open Space Land Use Designations	
Parks and Open Space[1]	0.0
Resource Management and Conservation[1]	0.0
Public Services	53.1
Residential Land Use Designations	
Rural Residential	34.7
Estate Residential	49.2
Low Density Residential	21.2
Medium Density Residential	20.9
High Density Residential	20.6
Other Land Use Designations	
Agriculture	34.7

Note: VMT = vehicles miles traveled.

[1] These land use designations are not anticipated to produce substantial VMT, because they have no residents and few to no employees. These land use designations therefore have no limit and are exempt from analysis.

Source: City of Elk Grove 2019a.

- **Cumulative for Development Projects in the Existing City** – Development projects within the existing (2017) City limits shall demonstrate that cumulative VMT within the City including the project would be equal to or less than the established Citywide cumulative limit of 6,367,833 VMT (total daily VMT).
- **Cumulative for Development Projects in Study Areas** – Development projects located in Study Areas shall demonstrate that cumulative VMT within the applicable Study Area would be equal to or less than the established limit shown in Table 6-2 [presented as Table 3.9-2 in this SEIR].

Table 3.9-2 Study Area Total Vehicle Miles Traveled Daily Limits

Study Area	VMT Limit (Total VMT at Buildout)
North Study Area	37,622
East Study Area	420,612
South Study Area	1,311,107
West Study Area	705,243

Note: VMT = vehicles miles traveled.

Source: City of Elk Grove 2019a.

- **Policy MOB-1-2:** Consider all transportation modes and the overall mobility of these modes when evaluating transportation design and potential impacts during circulation planning.
- **Policy MOB-1-3:** Strive to implement the roadway performance targets (RPT) for operations of roadway segments and intersections, while balancing the effectiveness of design requirements to achieve the targets with the character of the surrounding area as well as the cost to complete the improvement and ongoing maintenance obligations. The Transportation Network Diagram reflects the implementation of the RPT policy at a macro level; the City will consider the specific design of individual segments and intersections in light of this policy and the guidance in the Transportation Network Diagram.

  To facilitate this analysis, the City shall use the following guidelines or targets. Deviations from these metrics may be approved by the approving authority (e.g., Zoning Administrator, Planning Commission, City Council).

(a) Vehicular Design Considerations – The following targets apply to vehicular mobility:

- Intersection Performance – Generally, and except as otherwise determined by the approving authority or as provided in this General Plan, the City will seek to achieve, to the extent feasible and desired, the peak-hour delay targets identified in [General Plan] Table 6-3.
- Roadway Performance – Generally, and except as otherwise determined by the approving authority or as provided in this General Plan, the City will seek to achieve, to the extent feasible and desired, the average daily traffic design targets identified in [General Plan] Table 6-4.
- Pedestrian and Bicycle Performance – The City will seek the lowest stress scores possible for pedestrian and bicycle performance after considering factors including design limitations and financial implications.

- Policy MOB-3-1: Implement a balanced transportation system using a layered network approach to building complete streets that ensure the safety and mobility of all users, including pedestrians, cyclists, motorists, children, seniors, and people with disabilities.
- Policy MOB-3-2: Support strategies that reduce reliance on single-occupancy private vehicles and promote the viability of alternative modes of transport.
  - Standard MOB-3-2.a: Require new development to install conduits for future installation of electric vehicle charging equipment.
- Policy MOB-3-3: Whenever capital improvements that alter street design are being performed within the public right-of-way, retrofit the right-of-way to enhance multimodal access to the most practical extent possible.
- Policy MOB-3-7: Develop a complete and connected network of sidewalks, crossings, paths, and bike lanes that are convenient and attractive, with a variety of routes in pedestrian-oriented areas.
- Policy MOB-3-8: Provide a thorough and well-designed wayfinding signage system to help users of all modes of travel navigate the City in an efficient manner.
- Policy MOB-3-10: Design and plan roadways such that the safety of the most vulnerable user is considered first using best practices and industry design standards.
- Policy MOB-3-11: Consider the safety of schoolchildren as a priority over vehicular movement on all streets within the context of the surrounding area, regardless of street classifications. Efforts shall specifically include tightening corner-turning radii to reduce vehicle speeds at intersections, reducing pedestrian crossing distances, calming motorist traffic speeds near pedestrian crossings, and installing at-grade pedestrian crossings to increase pedestrian visibility.
- Policy MOB-3-12: Provide for safe and convenient paths and crossings along major streets within the context of the surrounding area, taking into account the needs of the disabled, youth, and the elderly.
- Policy MOB-3-13: Continue to design streets and approve development applications in a manner that reduces high traffic flows and parking demand in residential neighborhoods.
- Policy MOB-3-17: Ensure new multifamily and commercial developments provide bicycle parking and other bicycle support facilities appropriate for the users of the development.
- Policy MOB-4-1: Ensure that community and area plans, specific plans, and development projects promote context-sensitive pedestrian and bicycle movement via direct, safe, and pleasant routes that connect destinations inside and outside the plan or project area. This may include convenient pedestrian and bicycle connections to public transportation.
- Policy MOB-5-1: Support a pattern of land uses and development projects that are conducive to the provision of a robust transit service. Consider amendments to the land use plan, as appropriate, that increase the density and intensity of development along the City's fixed transit alignment and other major transit corridors.
- Policy MOB-5-4: Support mixed-use and high-density development applications close to existing and planned transit stops.

- **Policy MOB-5-6:** The City shall work to incorporate transit facilities into new private development and City project designs including incorporation of transit infrastructure (e.g. electricity and fiber-optic cable), alignments for transit route extensions, new station locations, bus stops, and transit patron waiting area amenities (e.g. benches and real-time traveler information screens).
- **Policy MOB-5-7:** Provide the appropriate level of transit service in all areas of Elk Grove, through fixed-route service in urban areas, and complementary demand response service in rural areas, so that transit-dependent residents are not cut off from community services, events, and activities.
- **Policy MOB-7-4:** Require new development projects to provide funding or to construct roadway/intersection improvements to implement the City's Transportation Network Diagram. The payment of adopted roadway development or similar fees, including the City Roadway Fee Program and the voluntary I-5 Subregional Fee, shall be considered compliant with the requirements of this policy with regard to those facilities included in the fee program, provided the City finds that the fee adequately funds required roadway and intersection improvements. If payment of adopted fees is used to achieve 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.
- **Policy NR-4-4**: Promote pedestrian/bicycle access and circulation to encourage residents to use alternative modes of transportation in order to minimize direct and indirect emissions of air contaminants.
- **Policy NR-4-5:** Emphasize demand management strategies that seek to reduce single-occupant vehicle use in order to achieve State and federal air quality plan objectives.
- **Policy SAF-1-6:** Require adequate emergency access for new development projects.

City of Elk Grove Transportation Analysis Guidelines

The *City of Elk Grove Transportation Analysis Guidelines* (City of Elk Grove 2019b) establish the protocol for transportation analysis studies and reports based on the current state-of-the-practice in transportation planning and engineering. As detailed above, a project's effect on automobile delay is no longer a consideration when identifying a significant impact under CEQA; thus, the portions of the *Transportation Analysis Guidelines* not directly applicable to CEQA are not included here.

The *transportation Analysis Guidelines* include guidance for transportation analysis as it pertains to the City General Plan VMT policy significance thresholds (i.e., General Plan Policy MOB-1-1) for CEQA analysis of future projects. The *Transportation Analysis Guidelines* include guidance and requirements for VMT analysis of development projects, including project screening, analysis methodology, significance criteria, impact assessment, and mitigation strategies.

The *Transportation Analysis Guidelines* and City General Plan specify total daily VMT and VMT per service population as the basis for VMT analysis. The following describes these two VMT metrics and their intended use, which implement the policies of the General Plan cited above:

- **VMT per service population:** Includes the sum of all VMT produced by individual land uses in a project, divided by the sum of total residents living in the project. The VMT per service population metric is used to assess a project against specific land use VMT limits. The Project includes multi-family residential land uses; and thus, the Project is compared to the high density residential VMT limit.
- **Total daily VMT:** Includes the sum of all daily VMT produced by all uses within the City and the applicable Study Area. Since the Project is located exclusively within the City limits, the Citywide cumulative VMT limit that is outlined in Policy MOB-1-1(a)(ii) is used to assess the Project; the study area VMT limits are not considered. The City refers to this as the cumulative VMT impact.

The *Transportation Analysis Guidelines* include a VMT Screening Map that identifies areas in the City that are exempt from further VMT analysis. These include sites that have been pre-screened through citywide VMT analysis. Pre-screened areas are shown in white and have been determined to result in 15 percent or more below the average service population VMT established for that land use designation if built to the specifications of the Land Use Plan.

The *Transportation Analysis Guidelines* also include VMT screening criteria for land use projects. This screening criteria indicates a project is exempt if it is:

- A project located within ½ mile of an existing major transit stop or an existing stop along a high-quality transit corridor.
    - For projects located within ½ mile of an existing major transit stop, the presumption of less than significant impact would not apply if project-specific or location-specific information indicates that the project will still generate significant levels of VMT. For example, the presumption might not be appropriate if the project:
        - Has a floor area ratio of less than 0.75
        - Includes substantially more parking for use by residents, customers, or employees of the project than required by the City such that it discourages transit use by making it too convenient to drive.
- A residential project of <10 dwelling units;
- A commercial, office, or industrial project of <50,000 square feet;
- A mixed-use project containing <10 dwelling units and <50,000 square feet of commercial, office, or industrial space;
- A project that is high density low-income housing on a high-density housing site as designated in the Housing Element (City of Elk Grove 2019b:6).

Additional details related to the VMT calculation process are included in Appendix E of the City of Elk Grove *Transportation Analysis Guidelines*.

The *Transportation Analysis Guidelines* also include guidelines and requirements for multimodal (bicycle, pedestrian, and transit) transportation analysis, hazards related to design, on-site circulation, and construction. However, because specific details about how the Project sites would be developed (e.g., paths, building locations) are unknown at this time, the effects are addressed programmatically.

City of Elk Grove Bicycle, Pedestrian, and Trails Master Plan

In May 2021, the City Council adopted the Bicycle, Pedestrian, and Trails Master Plan (BPTMP) (City of Elk Grove 2021). The BPTMP updates the 2014 plan to establish a long-term vision for improving walking, bicycling, and equestrian uses in Elk Grove and identify a short-term action plan of implementable projects, programs, and policies. The BPTMP provides a strategy to develop citywide walking, bicycling, and equestrian networks that provide access between residential neighborhoods, schools, transit, and jobs (City of Elk Grove 2021). These network improvements are combined with a menu of options for recommended education, encouragement, and evaluation programs to provide a holistic approach to improving active transportation in Elk Grove (City of Elk Grove 2021). Additionally, the BPTMP identifies a plan to implement these projects and programs through prioritization and phasing to ensure implementation is manageable and achievable.

City of Elk Grove Climate Action Plan

The City Climate Action Plan 2019 Update (CAP) was adopted in February 2019 by the City and was incorporated into the current General Plan. Subsequently, the CAP was updated in December 2019. The CAP includes greenhouse gas (GHG) emission reduction targets, strategies, and implementation measures developed to help the City reach these targets. CAP Measure TACM-3 (Intercity Transportation Demand Management) focuses on the implementation of transportation demand measure (TDM) strategies to reduce the use of single-occupancy vehicle trips, with a target of achieving a 15-percent reduction in local commute traffic.

City of Elk Grove Transportation Demand Management Plan Guidelines

To aid the development of transportation demand management (TDM) plans, the City developed the TDM Plan Guidelines (City of Elk Grove 2019c). As detailed in the TDM Plan Guidelines, new nonresidential and mixed-use projects with greater than 50,000 square feet of nonresidential use may be required to develop TDM Plans that promote the use of alternative transportation modes and reduce single-occupancy vehicle trips by employees.

These guidelines identify TDM measures by category that include marketing and promotion, bike facilities, transit benefits, commuter benefits, and parking facilities. The TDM Plan Guidelines outline the requirements for each TDM plan and identify the following for each TDM measure:

- Measure Requirements – describes the transportation amenity being provided, the amount/frequency of the amenity, and the property owner's responsibilities. Each TDM measure is assigned a point value between 1 and 5. The higher the value, the more effective the measure is at reducing vehicle travel.
- Compliance Requirements – identifies the required actions and obligations of the applicant or property owners for compliance with the TDM measure during the development review phase of a project.
- TDM Plan Annual Progress Report – identifies the annual reporting requirement for the property owners' TDM coordinator, which includes the number of employees participating in the plan (i.e., by measure) and the commute mode share of employees, along with other performance measures that demonstrate performance.

City of Elk Grove Improvement Standards

The City of Elk Grove Improvement Standards provide guidance and design standards primarily for the purpose of helping land developers with their subdivision projects. The City of Elk Grove Improvement Standards (amended June 22, 2020) require a five-foot bike lane on minor arterials and an eight-foot sidewalk with new development along minor arterial roadways.

Old Town Special Planning Area Design Standards and Guidelines

The Old Town Elk Grove Special Planning Area (SPA) is intended to serve as a guide for future growth and planning effort, while preserving the historical character and ambiance of Old Town (City of Elk Grove 2021). The following transportation related goal and standards apply to the Project:

GOAL: To ensure that automobiles, bicycles, and ultimately pedestrians can move safely and easily between the public right-of-way, parking lots, sidewalks, and buildings.

Standards:

a. Alleys in Old Town shall comply with the following:
    1. Parcels adjacent to rear alleys shall maintain service access from the rear and provide attractive rear entrances.
    2. On-street loading and unloading shall only be permitted for parcels that are not adjacent to rear or side alleys.
    3. Projects adjacent to alleyways shall improve the appearance of the alleyways per City standards. The utilization of special paving is strongly encouraged.
    4. Existing mid-block north/south alleys shall be utilized for parking access wherever they occur.
    5. An entry gateway arch or similar feature to distinguish the pedestrian corridor and reinforce the continuity of the street wall is required.
    6. Access width for pedestrian corridors (building to building or building to property line) shall meet the standards of the Americans with Disability Act (ADA) and California Building Code (CBC).
b. Vehicle, bicycle, and pedestrian circulation shall comply with the following:
    1. Primary pedestrian access to all buildings shall be through an entry on the street side.
    2. Vehicle circulation patterns shall be as simple and obvious as possible.
    3. Pedestrian circulation patterns shall be as simple and obvious as possible.
    4. Circulation shall be designed to reduce conflict between vehicles and people. The pedestrian shall take precedence over the vehicle if a conflict arises.

5. Pedestrian scaled lighting is required.
6. Accessibility and safety (non-slip surfaces) shall be provided.
7. Bicycle routes shall be marked and not travel on pedestrian sidewalks or pathways, consistent with the trails plan shown in Figure PTO-2 of the City's General Plan.
8. Facilities and amenities shall be accessible to people with disabilities in accordance with ADA, State, and City guidelines.

Capital SouthEast Connector Joint Powers Authority Project Design Guidelines

The Project Design Guidelines were prepared with the support and collaboration from the member jurisdictions of the Capital SouthEast Connector JPA and most recently updated in 2018. The Project Design Guidelines were developed to establish one guidance document to enable consistent planning and design of the Capital SouthEast Connector. The Project Design Guidelines are a technical tool used for development of a facility to provide clarity in scope, shape, and appurtenant features (Capital SouthEast Connector 2018).

3.9.2 Environmental Setting

This section describes the existing environmental setting, which is the baseline scenario against which Project-specific impacts are evaluated. The environmental setting for transportation includes descriptions of roadway, transit, bicycle, and pedestrian facilities.

The portions of the existing setting related to travel characteristics, roadway system – roadway characteristics, bicycle and pedestrian facilities, and transit facilities provided on pages 5.13-1 through 5.13-22 of the General Plan EIR remain applicable to this analysis.

ROADWAY SYSTEM

The roadway network serving the City consists of the following roadway classifications:

- **Principal arterials:** Principal arterials provide limited access on high-speed roads with a limited number of driveways and intersections. Principal arterials also allow bicycles, and pedestrians may be permitted in limited locations. Principal arterials are generally designed for longer trips at the county or regional level.
- **Major arterials:** Major arterials provide controlled access for all transportation modes to enter and leave the urban area. In addition, significant intra-area travel, such as between residential areas and commercial or business areas, should be served by this system. Major arterials can include sidewalks for pedestrian connections, linking land uses to transit. They may have street parking or bike lanes. Arterials range in size from two to eight lanes. Major arterials in the rural area are subject to the separate Rural Roads Improvement Standards and may have separate pedestrian pathways, but no sidewalks.
- **Minor arterials/collectors:** Minor arterials/collectors are two-lane roadways providing access to all transportation modes, with a focus on local access. Pedestrian connections link land uses to local destinations and transit. The right-of-way associated with arterials/collectors may feature medians, parking lanes, and bike lanes. Arterials/collectors in the rural area are subject to the separate Rural Roads Improvement Standards and may have separate pedestrian and multiuse pathways, but no sidewalks, and may have reduced speed requirements. This classification also includes primary and secondary residential streets.
- **Local roads:** Local roads provide direct access to most properties and provide access to the higher roadway classifications described above. They are generally designed to discourage through traffic. Local roads are typically two lanes and are designed for low vehicle speeds. In the urban area of the City, they include pedestrian sidewalks. In the rural area, there are no sidewalks.

TRANSIT SYSTEM

Prior to July 2021, transit services within the City consisted of the City e-tran fixed-route bus system, operated under contract by the City by Sacramento Regional Transit. However, in July 2021, the ownership and operation of the system was transferred (annexed) to Regional Transit, who operate the system in parallel with their mainline RT services elsewhere in Sacramento County. E-tran service operates both local and commuter services, and routes are coordinated with buses, light rail, and South County Transit/Link to areas outside Elk Grove. E-tran operates seven local routes within Elk Grove and 10 commuter routes with service to downtown Sacramento and Rancho Cordova. SacRT also operates a paratransit service called e-van within Elk Grove city limits that addresses federal Americans with Disabilities Act (ADA) requirements for fixed-route service and primarily serves ADA-eligible passengers.

BICYCLE AND PEDESTRIAN SYSTEM

The bicycle network serving the City consists of the following bicycle facility classifications as described in the BPTMP:

- **Class I Shared Use Paths:** Class I shared use paths are paved trails completely separate from the street. They allow two-way travel by people walking and bicycling and are considered the most comfortable facilities for children and inexperienced bicyclists as there are few potential conflicts with people driving.
- **Class II Bicycle Lanes:** Class II bicycle lanes are striped preferential lanes in the roadway for one-way bicycle travel. Some bicycle lanes include a striped buffer on one or both sides of the lane to increase separation from the traffic lane or from parked cars, where people may open doors into the bicycle lane.
- **Class III Bicycle Routes:** Class III bicycle routes are signed routes where people bicycling share a travel lane or shoulder with people driving. Because they are shared facilities, bicycle routes are typically appropriate only on quiet, low-speed streets with relatively low traffic volumes.

  Some bicycle routes include shared lane markings or "sharrows" that recommend proper bicycle positioning in the center of the travel lane and alert drivers that bicyclists may be present. Others include more robust traffic calming features to promote safety and comfort for people bicycling and are known as "bicycle boulevards."
- **Class IV Separated Bikeways:** Class IV separated bikeways are on-street bicycle facilities that are physically separated from motor vehicle traffic by a vertical element or barrier such as a curb, bollards, or vehicle parking aisle. They can allow for one- or two-way travel on one or both sides of the roadway.

The bicycle network in the City primarily consists of Class II bicycle lanes that are striped for one-way bicycle travel; however, there are several Class I bike paths, particularly along area creeks and drainage channels. The City has also started to implement new Class IV bikeways along select corridors, including Franklin Boulevard. As of 2021, the City's bicycle network consisted of 35.2 miles of Class I shared use paths, 91.6 miles of Class II bicycle lanes, 11.2 miles of Class III bicycle routes, and 0.5 miles of Class IV Separated bikeways (City of Elk Grove 2021: 14).

3.9.3 Environmental Impacts and Mitigation Measures

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

METHODOLOGY

The following methodologies were used to evaluate impacts of the Project.

Bicycle and Pedestrian Analysis

The bicycle and pedestrian analysis evaluates whether the Project disrupts existing or planned bicycle or pedestrian facilities or conflicts with adopted City non-auto plans, guidelines, policies, or standards.

Transit Analysis

The transit analysis evaluates whether the Project disrupts existing or planned transit facilities and services or conflicts with adopted City non-auto plans, guidelines, policies, or standards.

VMT Analysis Methodology

The City uses VMT per service population and total daily VMT as the basis for VMT analysis. The two VMT metrics and their intended application to project-level VMT analysis are described in Section 3.9.1, "Regulatory Setting," above.

The City desires to achieve a reduction in VMT through a combination of land use and mobility actions and has developed a VMT analysis process for land use projects depicted in Figure 3.9-1. The VMT analysis process for projects as detailed in Figure 3.9-1 includes the following four steps:

- Step 1 (Project Type) – Determine if the project is ministerial or discretionary or if the project is exempt from VMT analysis.
- Step 2 (Project Location) – Determine if VMT analysis is necessary based on project location and determine the Project's VMT limit by land use designation.
- Step 3 (Analyze Project VMT) – Determine the Project's VMT and compare to the VMT limit by land use designation (from Step 2) to determine if VMT mitigation is necessary.
- Step 4 (Project VMT Limit Compliance) – Identify VMT reduction mitigation measures and significance of VMT impacts with mitigation.

The Project would involve updating the General Plan to include revisions of Chapter 6, "Mobility," to incorporate results of the upgraded Travel Demand Model to SACSIM19. EGSIM20 is the City of Elk Grove Travel Demand Model, which is a modified version of the Sacramento Area Council of Governments SACSIM19 Travel Demand Model. Thus, Project-generated VMT was estimated using the City's EGSIM20 travel demand forecasting model. The future EGSIM20 model represents General Plan buildout for the City and land uses and transportation projects for the region as included in the 2020 Metropolitan Transportation Plan and was refined to include several planned developments, such as the LEA Community Plan. Additional details regarding the traffic model updates are available in Appendix C.

VMT Impact Analysis

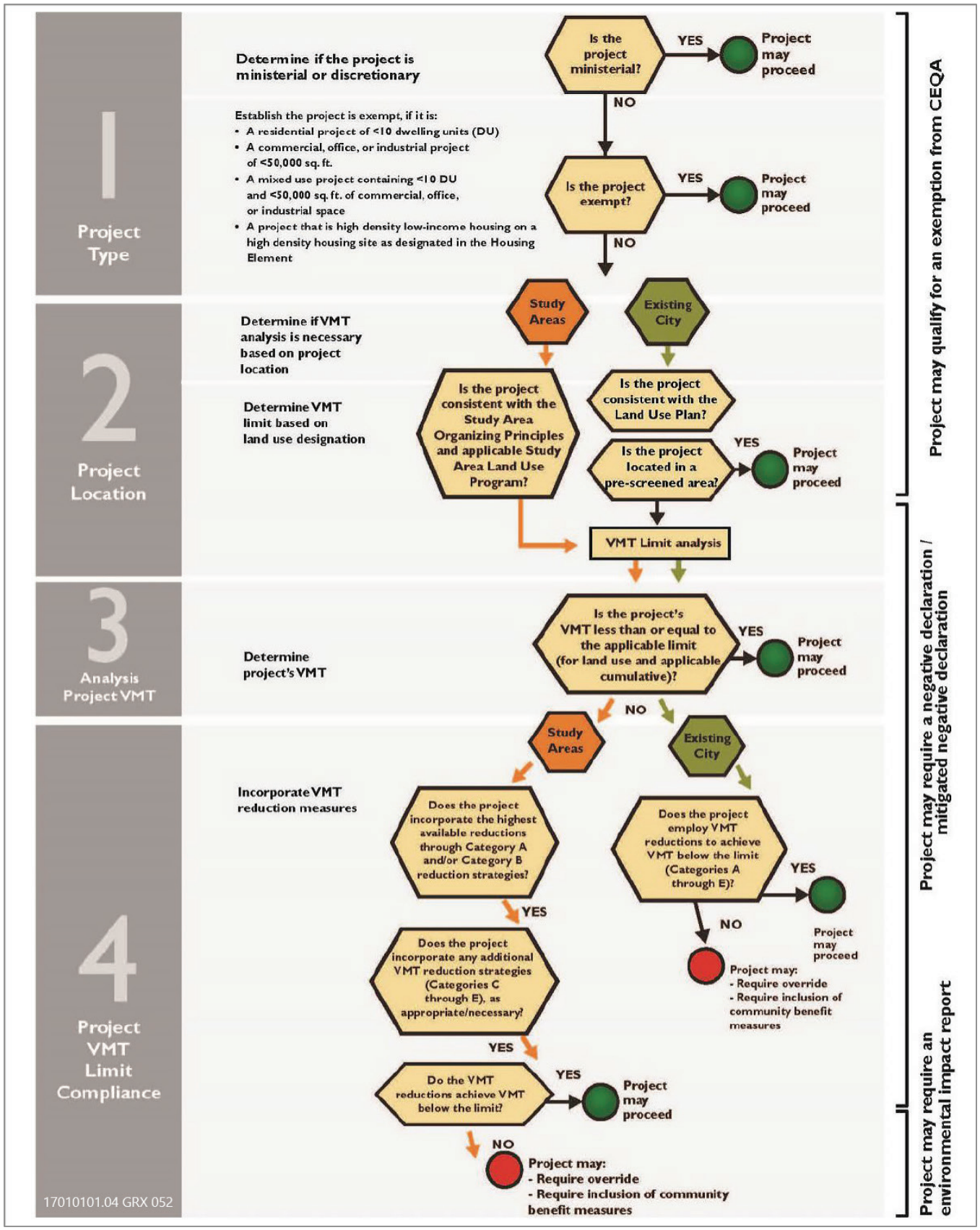
The Project must demonstrate that the Project-generated VMT is within both the land use and cumulative VMT thresholds established in the General Plan such that:

1. VMT per service population at buildout is equal to or less than the VMT per service population limit of the applicable land use designation as defined in Table 6-1 of the City General Plan (presented as Table 3.9-1 in this EIR); and
2. The Project-generated VMT would not cause the City, cumulatively at General Plan buildout, to exceed the City's established total VMT limit in each study area as defined in Table 6-2 of the City General Plan (presented as Table 3.9-2 in this EIR).

It should be noted that the Project includes updates to both the land use and cumulative VMT thresholds in Chapter 6, Mobility of the General Plan, as described in the "Methodology" section above.

Transportation Hazards and Emergency Access

This analysis evaluates whether Project construction and/or operations could create transportation hazards or inadequate emergency access from Project construction or site design.



Source: Image produced and provided by the City of Elk Grove in 2019.

Figure 3.9-1 Current VMT Evaluation Process for Land Use Projects

THRESHOLDS OF SIGNIFICANCE

The significance criteria used to evaluate Project impacts on transportation under CEQA are based on Appendix G of the State CEQA Guidelines, as well as thresholds of significance adopted in the City General Plan and the City *Transportation Analysis Guidelines*.

The following describes the significance criteria used to identify impacts on the transportation and circulation system for the proposed Project.

VMT

An impact on VMT would be significant if implementation of the Project would:

- result in an exceedance of the VMT limit of the project's General Plan land use designation daily VMT per service population, which incorporates the 15-percent reduction from 2020 conditions, or
- result in an exceedance of the established Citywide cumulative limit for total daily VMT.

Transit, Bicycle, and Pedestrian Facilities

An impact on transit, bicycle, and pedestrian facilities would be significant if implementation of the Project would:

- conflict with an applicable program, plan, ordinance, or policy establishing measures of effectiveness for the performance of addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

Transportation Hazards Related to a Geometric Design Feature or Incompatible Uses

An impact on transportation hazards related to a geometric design feature would be significant if implementation of the Project would:

- result in designs for on-site circulation, access, and parking areas that fail to meet City or industry standard design guidelines.

Emergency Access

An impact on emergency access would be significant if implementation of the Project would:

- result in inadequate emergency access.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.9-1: Result in an Exceedance of City of Elk Grove General Plan VMT Thresholds

General Plan Impact 5.13.3 identified that implementation of the General Plan would result in increased VMT that would be significant and unavoidable. Project-generated VMT per service population associated with buildout of the Project would result in an exceedance of the City's VMT per service population threshold for several land use designations. The addition of Project-generated total daily VMT within the City could also result in an exceedance of the established Citywide limit of 6,367,833 VMT. The Project VMT modeling, limits, and results were calculated using a different base year (i.e., 2020), a revised calculation methodology, and new modeling tool (i.e., EGSIM20) than that of the General Plan EIR. Because of this, the changes in VMT associated with implementation of the Project, and more specifically the revisions to the model and VMT limits, are not comparable to the VMT estimates in the General Plan. Therefore, it cannot be assured that development under the Project would be able to achieve the VMT per service population limits for individual land use types or the required reduction in total daily VMT within the City with implementation of all feasible mitigation, the impact would remain **significant and unavoidable**.

As part of the Project, the General Plan would be updated to include revisions to Chapter 6, Mobility, to incorporate results of the upgraded Travel Demand Model to SACSIM19, which is used to calculate VMT. These revisions would include updates to the VMT limits in General Plan Table 6-1 and Table 6-2 under Policy MOB-1-1. EGSIM20 is the City of Elk Grove Travel Demand Model, which is a modified version of the Sacramento Area Council of Governments

SACSIM19 Travel Demand Model. Relative to SACSIM19, EGSIM20 includes calibration refinements to the base year (2020) model to include more detailed traffic analysis zones, roadway network updated Internal-External and External-Internal (I-X and X-I) travel for the SR 99 and I-5 model gateways and updated the base year land use inputs in the City to 2020 conditions. The model was then validated year 2020 pre-pandemic conditions, consistent with Caltrans guidance. The future EGSIM20 model represents General Plan buildout for the City and regional growth per the 2020 MTP/SCS to 2040, and was refined to include several planned developments, such as the LEA Community Plan Area. The model and associated calculation methodology was revised to more accurately estimate VMT in the City. In addition to VMT updates in the General Plan, the Project would revise the City of Elk Grove *Transportation Analysis Guidelines* for consistency with the General Plan amendments. Revisions to the *Transportation Analysis Guidelines* would include VMT projections from the Travel Demand Model version EGSIM20 and updated land use and cumulative VMT limits, and a revised screening map. VMT updates would include all aspects of the project including General Plan land use amendments for the Old Town Policy Area, South and West Study Areas, and Grant Line Road Precise Roadway Study. Additional details regarding the traffic model updates are available in Appendix C.

The VMT limit in General Plan Table 6-1 and Table 6-2 under Policy MOB-1-1, would be revised as part of the Project. General Plan Table 6-1 includes the daily VMT limits for projects to achieve the State-mandated goal of 15 percent below existing (2015) conditions based on the modeling conducted for the General Plan using SACSIM15. Updated VMT limits by land use designation calculated and revised using the updated model (i.e., EGSIM20) as part of the Project are shown in Table 3.9-3 (also provided in Chapter 2, "Project Description," as Table 2-3). The limit for cumulative total daily VMT would also be updated as part of the Project. New development projects in the City would need to demonstrate that cumulative VMT within the City for a future project would be less than or equal to the revised cumulative limit of 8,039,802total daily VMT, which is 1,671,969 above the current cumulative daily VMT limit in the General Plan of 6,367,833. General Plan Table 6-2 would be updated to include cumulative development in the Study Areas, as shown in Table 3.9-4 (also provided in Chapter 2, "Project Description," as Table 2-4).

Table 3.9-3 Vehicle Miles Traveled Limits by Land Use Designation

Land Use Designation	VMT Limit (daily per service population)		
	2019 General Plan	Project	Change (2019 General Plan – Project)
Commercial and Employment Land Use Designations			
Community Commercial (CC)	41.6	29.4	12.2
Regional Commercial (RC)	44.3	29.4	14.9
Employment Center (EC)	47.1	19.3	27.8
Light Industrial/Flex (LI/FX)	24.5	24.2	0.3
Light Industrial (LI)	24.5	24.2	0.3
Heavy Industrial	39.5	23.4	16.1
Mixed Use Land Use Designations			
Mixed Use Village Center (VCMU)	41.6	18.6	23.0
Residential Mixed Use (RMU)	21.2	19.7	1.5
Transect Based-Land Use Designations			
General Neighborhood Residential (T3-R)	NA	21.2	-
Neighborhood Center Low (T3)	NA	20.0	-
Neighborhood Center Medium (T4)	NA	21.1	-
Neighborhood Center High (T5)	NA	17.0	-
Public/Quasi Public and Open Space Land Use Designations			
Parks and Open Space (P/OS)	NA[1]	NA[1]	-

Land Use Designation	VMT Limit (daily per service population)		
	2019 General Plan	Project	Change (2019 General Plan – Project)
Resource Management and Conservation (RMC)	NA[1]	NA[1]	-
Public Services (PS)	NA	19.3	-
Residential Land Use Designations			
Rural Residential (RR)	34.7	25.0	9.7
Estate Residential (ER)	49.2	22.2	27.0
Low Density Residential (LDR)	21.2	20.2	1.0
Medium Density Residential (MDR)	20.9	19.6	1.3
High Density Residential (HDR)	20.6	18.6	2
Other Land Use Designations			
Agriculture (AG)	34.7	25.2	9.5
Study Areas	NA[2]	NA[2]	-
Tribal Trust Lands	NA[3]	NA[3]	-

Notes: VMT = vehicle miles traveled. VMT limit is 85% of average base year VMT per service population for parcels with land use designations. VMT limit is average buildout VMT per service population for parcels with land use designations.

1. These land use designations are not anticipated to produce substantial VMT, as they have no residents and few to no employees. These land use designations therefore have no limit and are exempt from analysis.
2. Lands within the Study Areas shall be analyzed based upon their ultimate land use designation, not the interim "Study Area" designation.
3. Tribal Trust Lands are exempt from VMT analysis as they are not subject to City policy

Source: Information provided by Fehr & Peers in 2023.

Table 3.9-4 Study Area Total Vehicle Miles Traveled Daily Limits

Study Area	VMT Limit (Total VMT at Buildout)		
	2019 General Plan	Project	Change (2019 General Plan – Project)
City	6,367,833	8,039,802	(1,671,969)
North Study Area	37,622	27,132	10,490
East Study Area	420,612	574,028	(153,416)
South Study Area	1,311,107	1,769,671	(458,564)
West Study Area	705,243	751,049	(45,806)

Note: () = negative number. Total VMT refers to VMT based on all trips that have one end in a specific location. This is calculated using model origin – destination trip matrix. Fully accounts for entire trip length within SACOG region.

Source: Information provided by Fehr & Peers in 2023.

As shown in Table 3.9-3, VMT limits for all land use designations under the Project would be reduced as compared to the 2019 General Plan, which used the SACSIM15 model to estimate VMT. However, the changes in VMT associated with implementation of the Project, and more specifically the revisions to the model and VMT limits, are not comparable to the VMT estimates in the General Plan because the revised VMT estimates were calculated using a new model (EGSIM20), a refined version of the model used for the General Plan. Similarly, the changes in VMT shown in Table 3.9-4 are not comparable to the VMT estimates in the General Plan due to the changes in calculation methodology from the new model.

As detailed above, the change in VMT between the General Plan and the Project is a result of the revised calculation methodology and new modeling tool (i.e., EGSIM20) used to quantify VMT. Additionally, the revisions to the VMT limits in Chapter 6, Mobility of the General Plan along with the corresponding information in the *2019 City of Elk Grove Transportation Analysis Guidelines* are simply test updates that provide more accurate estimates of the City's existing VMT as well as future VMT based on buildout of the General Plan and does not alter the General Plan in any other way.

Project Generated VMT for the LEA Community Plan Area, General Plan Land Use Designation Amendments, and South and West Study Areas

The revised calculation methodology and new modeling tool (i.e., EGSIM20) were used to estimate existing (2020) VMT, upon which the updated VMT limits are based. Additionally, total VMT and VMT per service population was quantified for all land use designations associated with buildout of the Project. The revised VMT modeling detailed in Table 3.9-5 includes all Project-generated changes to the General Plan.

As shown in Table 3.9-5, Project-generated VMT per service population would be reduced for all land uses as compared to the base year (2020). Therefore, while the proposed land use changes as part of the Project would increase residential and mixed-use development increased density would improve VMT efficiency on a per capita basis for specific land uses. New land uses proposed as part of the Project, such as new mixed-use land use designations, do not have a base year for comparison as there is no existing use within the General Plan Planning Area that matches or is comparable. VMT limits for these land uses are based on total cumulative VMT in the City. With the reductions in VMT per service population anticipated under the Project an exceedance of the VMT per service population threshold would still occur for a variety of land use designations. The following land use designations would experience an exceedance of VMT limits: Community Commercial, Regional Commercial, Light Industrial, Public Services, Estate Residential, Low Density Residential, Medium Density Residential, and High Density Residential.

Table 3.9-5 VMT per Service Population by Land Use Types

	Base Year			Buildout Land Use			VMT Limit [1]
	Service Pop	Total VMT	VMT per Service Pop	Service Pop	Total VMT	VMT per Service Pop	
Commercial and Employment Land Use Designations							
Community Commercial	10,373	325,768	31.4	15,939	463,466	29.1	29.4
Regional Commercial	9,639	305,755	31.7	16,218	480,513	29.6	29.4
Employment Center	8,590	204,220	23.8	27,321	530,222	19.4	19.3
Light Industrial/Flex[2]	—	—	—	188	3,442	18.3	24.2
Light Industrial	8,525	225,168	26.4	28,874	701,975	24.3	24.2
Heavy Industrial	1,831	57,138	31.2	4,650	107,870	23.2	23.4
Mixed Use Land Use Designations[2]							
Village Center Mixed Use	—	—	—	1,381	25,750	18.6	18.6
Residential Mixed Use	—	—	—	1,144	22,572	19.7	19.7
Transect-3	—	—	—	10,648	225,191	21.2	21.2
Transect-3R	—	—	—	6,794	135,587	20.0	20.0
Transect-4	—	—	—	6,342	133,730	21.1	21.1
Transect-5	—	—	—	9,443	160,441	17.0	17.0
Public/Quasi Public and Open Space Land Use Designations							
Parks and Open Space	—	—	—	—	—	—	—
Resource Management and Conservations	—	—	—	—	—	—	—
Public Services	4,057	92,184	22.7	6,567	144,287	22.0	19.3
Residential Land Use Designations							
Rural Residential	4,995	147,890	29.6	6,992	174,752	25.0	25.0
Estate Residential	8,573	207,440	24.2	35,847	797,248	22.2	22.2
Low Density Residential	142,284	3,230,237	22.7	200,337	4,045,908	20.2	20.2
Medium Density Residential	7,208	151,469	21.0	22,633	443,033	19.6	19.6

	Base Year			Buildout Land Use			VMT Limit [1]
	Service Pop	Total VMT	VMT per Service Pop	Service Pop	Total VMT	VMT per Service Pop	
High Density Residential	15,168	316,033	20.8	46,180	860,116	18.6	18.6
Other Land Use Designations							
Agriculture	—	—	—	—	—	—	25.2

Notes: VMT limit is – average buildout VMT per service population for parcels with mixed land use designation

[1] VMT limit is – 85 percent of average base year VMT per service population for parcels with land use designation

[2] VMT limit is - average buildout VMT per service population for parcels with mixed land use designation

Source: Information provided by Fehr & Peers in 2023.

The increase of total daily VMT within the City resulting from implementation and buildout of the Project would be 9,456,103. Thus, estimated total daily VMT in the City would result in an exceedance of both the established Citywide limit of 6,367,833 VMT and the proposed Citywide limit of 8,039,802. Although the VMT modeling, limits, and results summarized in Table 3.9-5 were calculated using a different base year (i.e., 2020), a revised calculation methodology, and new modeling tool (i.e., EGSIM20); Citywide VMT would increase from approximately 7,491,568 with implementation of the current General Plan to 9,456,103 with implementation of the Project. The increase in Citywide VMT of approximately 1,964,535associated with implementation and buildout of the project indicates that even with the changes in VMT modeling and quantification detailed above, the Project-generated VMT would continue to exceed applicable Citywide thresholds. While total VMT would increase as part of the Project proposed land use changes would result in more efficient VMT per capita. However, as detailed above, with implementation and buildout of the Project, individual land use designations would experience an exceedance of VMT per service population limits and total daily VMT within the City. The VMT impact in both the General Plan EIR and the Housing and Safety Element SEIR were determined to be significant and unavoidable with implementation of all feasible mitigation. Therefore, although the VMT modeling and estimates detailed in Table 3.9-5 are not directly comparable to the those contained within the General Plan, all applicable General Plan policies would apply and consistent with the determination in the General Plan, no additional feasible mitigation is available beyond compliance with those General Plan policies. Because it cannot be assured that development under the Project would be able to achieve the VMT per service population limits for individual land use types or the required reduction in total daily VMT within the City, the impact would remain **significant and unavoidable.**

Grant Line Road Precise Roadway Study

The Precise Study was prepared to analyze potential geometric layouts along Grant Line Road. Buildout of roadway configurations, including all alternatives of the Precise Study, would not result in the inducement of any additional VMT beyond that which was already anticipated under the General Plan and the SouthEast Connector project. Therefore, **impacts would be less than significant**. There is no new significant effect and the impact is not more severe than the impact identified in the General Plan EIR.

Mitigation Measures

No additional feasible mitigation is available beyond compliance with the General Plan Policies MOB-1-1, MOB-3-1 through MOB-3.9, MOB-3-10 through MOB-3-13, MOB-3-14 through MOB-3-17, MOB-4-1 through MOB-4-5, MOB-5-1 through MOB-5-10, and Mitigation Measure 3.13-1 from the Housing Element SEIR.

Significance after Mitigation

No additional feasible mitigation is available for the Project beyond what is required in the General Plan and Housing Element SEIR. Measures available to further reduce VMT within the Planning Area, such as tolling roads, are outside of the City's jurisdiction and thus infeasible for the Project. Therefore, the impact to VMT remains **significant and unavoidable**.

Impact 3.9-2: Impacts on Transit, Bicycle, and Pedestrian Facilities

General Plan EIR Impact 5.13.7 identified that implementation of the General Plan would not result in conflicts with plans, policies, or programs for transit, bicycle, and pedestrian facilities. Implementation of the Project would be subject to and implement General Plan policies applicable to transit, bicycle, and pedestrian facilities and service. Additionally, subsequent development projects under the Project would be subject to all applicable City guidelines, standards, and specifications related to transit, bicycle, or pedestrian facilities. Therefore, there is no new significant effect, and the impact is not more severe than what was addressed in the General Plan EIR. Project impacts would remain **less than significant**.

LEA Community Plan Area

The intent of development within the LEA Community Plan Area would be to provide a walkable urban area in the City with a variety of mobility options and neighborhood streets. Development facilitated by the Project within the LEA Community Plan Area would be subject to, and designed in accordance with City plans, policies, and programs for transit, bicycle, and pedestrian facilities. Specifically, implementation of the development within the LEA Community Plan Area would be subject to and implement General Plan and BPTMP policies applicable to transit, bicycle, and pedestrian facilities and service. Additionally, subsequent project site designs would be required to incorporate improvements consistent with applicable City guidelines, standards, and specifications related to transit, bicycle, or pedestrian facilities. This would include the requirements of the LEA Special Planning Area (the LEA Form Based Code), which identifies the number of bicycle parking stalls for various land uses and activities, as well as required street sections, which include a variety of pedestrian, bicycle, and vehicular improvements.

General Plan Policy MOB-1-2 encourages consideration of all transportation modes when evaluating transportation design. Policy MOB-3-1 calls for implementation of a balanced transportation system to ensure the safety and mobility of pedestrians, cyclists, motorists, children, seniors, and people with disabilities. To encourage the use of transit, General Plan Policy MOB-5-4 supports mixed-use and high-density development applications close to existing and planned transit stops, while Policies MOB-5-6 and MOB-5-7 encourage the provision of the appropriate level of transit service in all areas of the City and the extension of bus rapid transit and/or light rail service (referred to as "fixed transit") to existing and planned employment centers. Policies MOB-3-7 and MOB-3-8 call for a complete and connected network of sidewalks, crossings, paths, and bike lanes and a wayfinding signage system. Additionally, development within the LEA Community Plan Area would be subject to the most recent adopted version of the BPTMP at the time of project consideration. Subsequent development projects in the LEA Community Plan Area would be subject to and designed in accordance with all applicable City bicycle, pedestrian, and transit guidelines, standards, and specifications. Finally, for residential portions of the LEA Community Plan Area, Policy H-1-3 of the Housing Element would promote development where affordable housing in proximity to public transit or bus service.

Therefore, with implementation of the General Plan and BPTMP, and all applicable City guidelines, standards, and specifications, development facilitated by the LEA Community Plan Area would not conflict with adopted policies, plans, or programs for transit, bicycle, or pedestrian facilities. Therefore, there is no new significant effect, and the impact is not more severe than what was addressed in the General Plan EIR. The Project would continue to have a **less-than-significant** impact to transit, bicycle, and pedestrian facilities.

General Plan Land Use Designation Amendments

Transit, bicycle, and pedestrian facility impacts anticipated from proposed land use amendments in the Old Town Policy Area are included in the overall analysis associated with the Project. Additionally, the Project would comply with the access standards in the existing Old Town SPA Design Standards and Guidelines and planned updates to these standards by the City to ensure that automobiles, bicycles, and pedestrians can move safely and easily between the public right-of-way, parking lots, sidewalks, and buildings. As discussed above under, LEA Community Plan Area, impacts to transit, bicycle, and pedestrian facilities would remain **less than significant**. There is no new significant effect and the impact is not more severe than the impact identified in the General Plan EIR.

Grant Line Road Precise Roadway Study

The Precise Study was prepared to analyze potential geometric layouts along a 2.7-mile section on Grant Line Road between Bond Road and Calvine Road in the City which is Segment C of the Capital SouthEast Connector (Connector). Alternatives analyzed in the Precise Study include alternatives for signal and roundabout traffic control at intersections. Signal alternatives would provide 12-foot lanes, raised medians of 7 feet to 14 feet wide, 6-foot outside shoulders, and a separated 10-foot multi-use path on the west side of Grant Line Road. Roundabout alternatives would have the same lane configuration/cross-section between intersections as the signalized alternatives with the exception of in the commercial zone, where the median would be reduced to 4 feet and the multi-use path to 8 feet to reduce the right-of-way impacts.

Buildout of roadway configurations, including all alternatives of the Precise Study, would not conflict with transit, bicycle, or pedestrian facilities. Roadway improvements associated with the Precise Study would be required to meet City of Elk Grove Design Standards and comply with General Plan and BPTMP policies which promote increased use of alternative modes of transportation. Additionally, the JPA requires that planning and design of the Connector be conducted in accordance with American Association of State Highway and Transportation Officials (AASHTO) "A Policy on Geometric Design of Highways and Streets," most current edition. As discussed above under, LEA Community Plan Area, impacts to transit, bicycle, and pedestrian facilities would remain **less than significant**. There is no new significant effect and the impact is not more severe than the impact identified in the General Plan EIR.

South and West Study Areas

Transit, bicycle, and pedestrian facility impacts anticipated within the South and West Study Areas would be subject to the same General Plan and BPTMP policies to add transit, bicycle, and pedestrian infrastructure as the LEA Community Plan Area. As discussed above under, LEA Community Plan Area, impacts to transit, bicycle, and pedestrian facilities would be **less than significant**. There is no new significant effect and the impact is not more severe than the impact identified in the General Plan EIR.

Mitigation Measures

No additional mitigation is required beyond compliance with the *Bicycle, Pedestrian, and Trails Master Plan* and General Plan Policies MOB-1-2, MOB-3-1, MOB-3-7, MOB-3-8, MOB-5-4, MOB-5-6, MOB-5-7, and H-1-3.

Impact 3.9-3: Substantially Increase Hazards Because of a Design Feature or Incompatible Uses

No significant design hazard impacts were identified in the General Plan EIR. Implementation of the Project would be subject to, and constructed in accordance with, applicable roadway design and safety guidelines and General Plan policies. Therefore, the Project would not increase hazards because of a roadway design feature or incompatible uses. There is no new significant effect, and the impact is not more severe than what was addressed in the General Plan EIR. The Project would continue to result in a **less-than-significant** impact to transportation hazards.

LEA Community Plan Area

Development facilitated by the LEA Community Plan Area, including building development and emergency access improvements, would be subject to and designed in accordance with City standards and specifications which address potential design hazards including sight distance, driveway placement, and signage and striping. Additionally, any new transportation facilities, or improvements to such facilities associated with development under the LEA Community Plan Area would be constructed based on industry design standards and best practices consistent with General Plan Policy MOB-3-10, which stresses that the safety of the most vulnerable user is a priority. Therefore, there is no new significant effect, and the impact is not more severe than that what was addressed in the General Plan EIR. Development of the LEA Community Plan Area would continue to be a **less-than-significant** impact to transportation hazards.

General Plan Land Use Designation Amendments

Transportation related hazards anticipated from proposed land use amendments in the Old Town Policy Area would be required to adhere to the same regulations, standards, and General Plan policies as the LEA Community Plan Area.

As discussed above under, LEA Community Plan Area, impacts from hazards would remain less than significant. There is no new significant effect and the impact is not more severe than the impact identified in the General Plan EIR.

Grant Line Road Precise Roadway Study

The Precise Study was prepared to analyze potential geometric layouts along Grant Line Road. Buildout of roadway configurations, including all alternatives of the Precise Study, would comply with City design standards and would be subject to City review; thus, the improvements included in the Precise Study would not substantially increase hazards related to transportation. Additionally, as part of the Connector, any improvements to the portion of Grant Line Road studied in the Precise Study would also be subject to Connector project design guidelines except for where design exceptions are required due to constraints. Additionally, the JPA requires that planning and design of the Connector be conducted in accordance with American Association of State Highway and Transportation Officials (AASHTO) "A Policy on Geometric Design of Highways and Streets," most current edition.

As discussed above under, LEA Community Plan Area, impacts from hazards would continue to be **less than significant**. There is no new significant effect and the impact is not more severe than the impact identified in the General Plan EIR.

South and West Study Areas

Transportation related hazards anticipated within the South and West Study Areas would be required to adhere to the same regulations, standards, and General Plan policies as the LEA Community Plan Area. As discussed above under, LEA Community Plan Area, impacts from hazards would continue to be **less than significant**. There is no new significant effect and the impact is not more severe than the impact identified in the General Plan EIR.

Mitigation Measures

No additional mitigation is required beyond General Plan Policy MOB-3-10 and compliance with City standards and specifications.

Impact 3.9-4: Result in Inadequate Emergency Access

The internal circulation network and any changes to the external circulation network associated with the development facilitated by the Project would be subject to review by the City of Elk Grove and responsible emergency service agencies; thus, ensuring that the Project would be designed to meet all applicable emergency access and design standards and adequate emergency access would be provided. There is no new significant effect, and the impact is not more severe than what was addressed in the General Plan EIR. The Project would continue to result in a **less-than-significant** impact.

LEA Community Plan Area

Emergency access associated with development facilitated by the LEA Community Area would be subject to review by the City of Elk Grove and responsible emergency service agencies including the City and Cosumnes Community Services District Fire Department; thus, ensuring the Project would be designed to meet all emergency access and design standards. Additionally, the Policy SAF-1-6 requires adequate emergency access for new development projects. Therefore, adequate emergency access would be provided and there is no new significant effect. Additionally, the impact is not more severe than the impact identified in the General Plan EIR. This impact would remain **less than significant**.

General Plan Land Use Designation Amendments

Amendments to the General Plan in the Old Town Policy Area would primarily consist of land use changes and would not include any substantial changes to the roadway network. Additionally, impacts to emergency access from proposed land use amendments in the Old Town Policy Area would be subject to review by the City of Elk Grove and responsible emergency service agencies, similar to the LEA Community Plan Area. As discussed above under, LEA Community Plan Area, emergency access impacts would remain **less than significant**. There is no new significant effect and the impact is not more severe than the impact identified in the General Plan EIR.

Grant Line Road Precise Roadway Study

The Precise Study was prepared to analyze potential geometric layouts along Grant Line Road. Buildout of roadway configurations, including all alternatives of the Precise Study, would not degrade emergency access because the improvements in the Precise Study would be required to meet City design standards related to emergency access and are subject to review by the City of Elk Grove and responsible emergency service agencies. As discussed above under, LEA Community Plan Area, impacts to emergency access would remain **less than significant**. There is no new significant effect and the impact is not more severe than the impact identified in the General Plan EIR.

South and West Study Areas

Transportation related hazards anticipated within the South and West Study Areas would be subject to review by the City of Elk Grove and responsible emergency service agencies, similar to the LEA Community Plan Area. As discussed above under, LEA Community Plan Area, impacts to emergency access would remain **less than significant**. There is no new significant effect and the impact is not more severe than the impact identified in the General Plan EIR.

Mitigation Measures

No additional mitigation is required beyond compliance with City and Cosumnes Community Services District Fire Department standards.

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