

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

RTIP ID# *(required)* SAC24191

Project Description *(clearly describe project)*

The City of Rancho Cordova proposes to construct pedestrian and bicycle facilities along Folsom Boulevard within the City of Rancho Cordova using the Complete Street Principles. The specific improvements have been outlined in the Folsom Boulevard & Mather Field Road Streetscape Enhancement Master Plan (Master Plan) for the “Mills Station” and “Vineyard” design segments, with priority given to connecting the Light Rail Stations along the south side with bifurcated sidewalk where possible. The improvements will create standard bicycle facilities with traffic calming measures including landscape medians. The project will also include installation of a new traffic signal at the currently unsignalized intersection of Folsom Blvd. and Bravado Drive as a pedestrian safety measure. The City’s traffic consultant will prepare a traffic signal warrant analysis for this proposed signal installation.

The limits of the project are from Don Juan Drive on the east end to Rod Beaudry Drive on the west end; a distance of approximately 12,500 feet or just over 2.4 miles.

Sidewalks

Within the limits of the project, a continuous sidewalk will be constructed along the south side of Folsom Boulevard. Wherever feasible the sidewalks will be separated from the roadways by a landscape strip. Physical limitations of site, including overhead clearance, shall be considered when selecting appropriate trees for landscaped areas.

The south sidewalk will generally be separated from Folsom Boulevard and the light rail drainage swale by landscaped areas. Exceptions to the separated sidewalk requirement on the south side of Folsom Boulevard include where existing oak trees and Regional Transit utility and signal control structures are located. An easement and joint use agreement with Regional Transit will be necessary to construct the sidewalk and landscape improvements on the south side. Pedestrian safety fencing with gates shall be constructed along the south edge of the landscaping improvements at all intersections. The fencing shall be constructed of powder-coated tubular steel, colored vinyl-clad chain link, or similar material. Accommodations for Regional Transit maintenance access, including gates and access roads, will be provided as necessary.

The City will continue to work with private developers for the contribution of sidewalk and other frontage improvements on the north side of the roadway between Road Beaudry Drive and Zinfandel Drive.

Bike Lanes

A continuous, on-street bike lane will be constructed along the south side of Folsom Boulevard within the project limits. The right lane along the north side of Folsom Blvd will be re-stripped to create a continuous bike lane. Bike lanes shall be designed in accordance with AASHTO and Caltrans guidelines.

Medians and Driveway Consolidation

The project design team will look for opportunities to reduce the number of potential pedestrian/bicycle/vehicle conflicts by providing roadway medians along Folsom Boulevard.

Median pedestrian safety fencing, similar in style to the safety fencing along the south side sidewalk, will be considered in order to discourage jaywalking and encourage use of marked and/or signalized crossings. Accommodating U-turns around new medians may require acquisition of additional R/W from adjacent property owners and some on-site modifications.

Mid-Block Crosswalks

To improve pedestrian safety and reduce jaywalking, mid-block crosswalks will be considered on a case by case basis. Median pedestrian safety fencing or heavy landscape massing shall be used to direct pedestrians to the mid-block or intersection crosswalks. Crossings will be evaluated to determine if pedestrian signals are warranted.

Type of Project (use Table 1 on instruction sheet) Intersection Signalization				
County Sacramento	Narrative Location/Route & Postmiles: Folsom Boulevard from Road Beaudry Drive on west end to Don Juan Drive on east end. New traffic signal at Folsom Blvd./Bravado Lane is approximately ¼ mile west of the Folsom Blvd./Mather Field intersection.			
Caltrans Projects – EA#				
Lead Agency: City of Rancho Cordova				
Contact Person Jed McLaughlin	Phone# 916-231-2235	Fax# 916-361-1574	Email jmclaughlin@pmcworld.com	
Hot Spot Pollutant of Concern (check one or both) PM2.5 PM10 X				
Federal Action for which Project-Level PM Conformity is Needed (check appropriate box)				
<input checked="" type="checkbox"/>	Categorical Exclusion (NEPA)	<input type="checkbox"/>	EA or Draft EIS	<input type="checkbox"/>
		<input type="checkbox"/>	FONSI or Final EIS	<input type="checkbox"/>
			<input type="checkbox"/>	PS&E or Construction
				<input type="checkbox"/>
				Other
Scheduled Date of Federal Action: May 2010				
Current Programming Dates as appropriate				
	PE/Environmental	ENG	ROW	CON
Start	<2009	2009	2009	2010
End	2009	2010	2010	2011
Project Purpose and Need (Summary): (attach additional sheets as necessary) The overall project has been designed in accordance with City of Rancho Cordova General Plan Circulation Element, Folsom Boulevard Specific Plan, and Folsom Boulevard & Mather Field Road Streetscape Enhancement Master Plan goals and policies for improved bikeway, pedestrian, and public transit access to businesses. The purpose of the proposed traffic signal at the Folsom Blvd./Bravado Lane intersection is to provide another pedestrian access point to the proposed sidewalk on the south side of Folsom Blvd. between La Loma Drive and West La Loma Drive, thus reducing jaywalking in this area just west of the existing Light Rail Station. The traffic signal will also create safer left turns in and out of Bravado Lane, and stop traffic for safer pedestrian crossings at the new crosswalk.				
Surrounding Land Use/Traffic Generators (especially effect on diesel traffic) The primary land uses adjacent to the project area include commercial on the north side of Folsom Blvd with residential behind it, and Regional Transit Light Rail corridor on the south side of the project with mostly residential property behind it. The project will not alter traffic patterns or increase traffic or diesel truck volumes on Folsom Boulevard or Bravado Lane.				

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Opening Year: Build and No Build LOS- AM 2-Hr, % and # trucks, truck AM 2-Hr of proposed facility			
2010	LOS	PM 2-Hr	Truck PM 2-Hr, % and #
Build	A	2,260 peak vol	2% - 45 trucks (approx)
No-Build	F	2,260 peak vol	2% - 45 trucks (approx)

RTP Horizon Year / Design Year: Build and No Build LOS, AM 2-Hr, % and # trucks, truck AM 2-Hr of proposed facility			
2035	LOS	PM 2-Hr	Truck PM 2-Hr, % and #
Build	A	2,930 peak vol	2% - 60 trucks (approx)
No-Build	F	2,930 peak vol	2% - 60 trucks (approx)

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Describe potential traffic redistribution effects of congestion relief (impact on other facilities)
 No traffic redistribution effects are expected from the proposed traffic signal installation at Bravado Lane. This proposed traffic signal will be synchronized with other nearby traffic signals along Folsom Boulevard to prevent increased delays at local intersections, primarily at the Mather Field/Folsom Boulevard intersection to the east.

Comments/Explanation/Details (attach additional sheets as necessary)
 A project layout map has been attached to this form to illustrate the project design.

This traffic data, prepared by Fehr & Peers (Technical Memorandum - Traffic Analysis of Folsom Boulevard/Bravado Drive Intersection, 11/18/09), was based on PM peak hour conditions since this time period would carry greater traffic volumes than the AM peak hour. The level of service (LOS) for this intersection was determined for both opening and horizon year conditions and was based on the procedures described in the Highway Capacity Manual (Transportation Research Board, 2000) using the Synchro traffic analysis software. Cumulative traffic volumes were developed at this intersection based on a projection of existing traffic counts entering and exiting Bravado Drive and previous cumulative traffic forecasts on Folsom Boulevard generated for the Folsom Boulevard Specific Plan project, which were based on the City of Rancho Cordova's 2035 Travel Demand Forecasting (TDF) model.

The intersection experiences a heavy amount of delay for the southbound left-turn approach during the PM peak hour, which results in LOS F operations for this particular movement. The addition of a traffic signal would yield LOS A operations for the overall intersection under cumulative conditions.

This project does not meet any of the criteria for a Project of Air Quality Concern as described in the EPA Final Rule of March 10, 2006 and the EPA Guidance of March 29, 2006 and, thus, a PM₁₀ and PM_{2.5} hot spot analysis is **not** required.