

MEMORANDUM

TO: Tom Zlotkowski
FROM: John P. Long
DATE: January 4, 2010
SUBJECT: 2035 Traffic Demand in El Dorado Hills P/A No. 08238

The Capital Southeast Connector JPA has been working with El Dorado County DOT and the El Dorado County Connector Working Group to evaluate future traffic conditions in the El Dorado Hills area. The JPA has asked DKS to forecast and evaluate 2035 traffic conditions under alternative development and roadway network assumptions. This memorandum provides a summary of our analysis.

Background

The Project Development Team (PDT) for the Connector Project has decided to use 2035, the horizon year for the Metropolitan Transportation Plan, as the horizon year for the Connector Project's EIR. DKS is working with the PDT to refine the development and roadway network assumptions, which are based on proposed and adopted General Plans and Specific Plans.

The land use forecasts for El Dorado County Draft General Plan EIR (March 5 2002, EPS) lists 3,015 existing jobs as of 1999, and 19,008 new jobs created by 2025 in those two Traffic Analysis Zones (TAZ's), for a total of 22,023 jobs in 2025.

The General Plan EIR concluded that by 2025, LOS F conditions would exist on Latrobe Road both north and south of White Rock Road with six travel lanes. As mitigation measures, the DEIR recommended the following:

- Mitigation Measure 5.4-1(a): Amend the Circulation Diagram to include a new arterial roadway from El Dorado Hills Business Park to U.S. 50
- Mitigation Measure 5.4-1(b): Add new growth control implementation measure
- Mitigation Measure 5.4-1(c): Modify LOS policies
- Mitigation Measure 5.4-1(d): Amend the Circulation Diagram to include a frequent transit service on exclusive right-of-way to the El Dorado Hills Business Park

However, since a new arterial roadway or a new transit connection must pass through Sacramento County and connect to the transportation system in the proposed Folsom SOI south of US 50, El Dorado County can not ensure their implementation. Therefore, El Dorado County placed the following "growth control" policy on the El Dorado Hills Business Park in the General Plan to ensure LOS E or better conditions on the roadway system in El Dorado Hills:

Policy TC-1y,

Development through 2025, within Traffic Analysis Zones 148 and 344, shall be conditioned so that a cap of 10,045 full-time employees is not exceeded, unless it can be demonstrated that a higher number of employees would not violate established level of service standards.

The General Plan also includes the following policies and measures:

Policy TC-1u: The County shall amend the circulation diagram to include a new arterial roadway from the west side of the El Dorado Hills Business Park to U.S. 50.

Policy TC-1v: The County shall consider modification of the circulation diagram to include a frequent transit service operating on exclusive right-of-way to the El Dorado Hills Business Park from residential communities in El Dorado County and from the City of Folsom.

Measure TC-V(1): Work with the Sacramento Area Council of Governments (SACOG), Sacramento County and the City of Folsom to identify potential alignments for a new arterial roadway from the west side of El Dorado Hills Business Park to U.S. Highway 50.”

Measure TC-V(2): The County shall implement a mechanism for all new discretionary and ministerial development (which includes approved development that has not yet been built) that would access Latrobe Road or White Rock Road. This mechanism shall be designed to ensure that the 2025 p.m. peak hour volumes on El Dorado Hills Boulevard, Latrobe Road, and White Rock Road do not exceed the minimum acceptable LOS thresholds defined in Policies TC-Xa through TC-Xe with the circulation diagram improvements assumed in place. As such, the measure should consider a variety of methods that control or limit traffic. The County shall monitor peak hour traffic volumes and LOS beyond 2025 and, if necessary, shall implement growth control mechanisms in any part of the county where the LOS thresholds defined in the General Plan policies listed above cannot be maintained.

Measure TC-V(3): Identify right-of-way needed for potential establishment of a frequent transit service operating on exclusive right-of-way to the El Dorado Hills Business Park from residential communities in El Dorado County and from the City of Folsom. Consider modification of the Circulation Map to include the identified right-of-way. [Policy TC-1v]

To date, the 2025 analysis for the Connector Project has assumed the development levels in El Dorado County General Plan DEIR (22,023 employees), which means substantially more employment in the El Dorado Hills Business Park than the cap (10,045 employees) placed in the General Plan.

Sacramento County has recently included the concept of a backdoor to the El Dorado Hills Business Park in their proposed General Plan and SACOG has included the backdoor in its Metropolitan Transportation Plan. Thus implementation of this connection is more likely today than in 2003 when the El Dorado County General Plan DEIR was prepared. Figure 1 shows the assumed backdoor (in blue) that starts at the intersection of White Rock Road and the future Empire Ranch Road and extends southeast, crosses the County line and loops to connect with Golden Foothill Parkway.

Summary of Traffic Forecasts

DKS has prepared 2035 traffic forecasts for the analysis scenarios shown in Table 1, which provide a comparison of traffic conditions with the employment cap to the higher employment level used in the General Plan EIR with and without the backdoor roadway connection to the El Dorado Hills Business Park.

Scenario	Business Park Employment	Backdoor Roadway Connection
2035 with General Plan Employment Cap	10,023	No
2035 with General Plan EIR Employment without Backdoor	22,023	No
2035 with General Plan EIR Employment with Backdoor	22,023	Yes

Tables 2 and 3 show the traffic forecasts for each of these analysis scenarios as well as the travel lanes needed to satisfy the projected demand. The General Plan allows LOS E conditions in Community Regions, which includes El Dorado Hills, but LOS D conditions are desired. Travel lane needs on El Dorado County roadways were based on meeting LOS using the LOS capacity thresholds in the General Plan EIR. These tables indicate the following:

- Latrobe Road would operate at LOS E with 6 lanes in 2035 if the General Plan employment cap remains in place but would operate at LOS F with the higher employment levels in the General Plan EIR.
- The backdoor to the El Dorado Hills Business Park would substantially reduce traffic demand on Latrobe Road, especially south of White Rock Road.
- With a high volume on the assumed four-lane backdoor (about 29,000 daily vehicles), it would be desirable to supplement its connection to Latrobe Road via Golden Foothill Parkway with another connection to Latrobe Road, such as the alignment shown in orange on Figure 1.
- The Connector Project would result in modest increases in traffic volumes on White Rock Road through El Dorado Hills
- White Rock Road would operate at an acceptable level of service with 4 lanes in 2035 with and without the Connector Project.

Roadway	From	To	Daily Volume				Lanes					
			Existing	2035			Existing	2035 Need				
			Employment in Business Park									
			Existing	GP Cap	GP EIR		Existing	GP Cap	GP EIR			
			Backdoor to Business Park									
			No	No	No	Yes	No	No	No	Yes		
White Rock Rd	Placerville Rd	Empire Ranch Rd	7,600	19,300	21,400	25,500	2	4	4	4		
White Rock Rd	Windfield Way	Four Seasons	6,400	22,000	26,200	16,000	2	4	4	4		
White Rock Rd	Windfield Way	Latrobe Road	8,500	23,800	27,000	22,900	2	4	4	4		
White Rock Rd	Latrobe Road	Valley View Pkwy	7,800	16,000	15,700	15,100	2	4	4	4		
White Rock Rd	Valley View Pkwy	US 50	1,900	11,400	15,100	12,100	2	2	4	2		
Latrobe Road	White Rock Rd	US 50	29,100	60,600	75,800	64,700	6	6 (LOS E)	6 (LOS F)	6 (LOS F)		
Latrobe Road	White Rock Rd	Golden Foothill	18,100	42,100	63,800	43,800	4	6	6 (LOS F)	6		
Empire Ranch Rd	Easton Valley Pkwy	White Rock Rd	-	5,700	8,000	20,600	-	2	2	4		
Empire Ranch Rd	White Rock Rd	Latrobe Road	-	-	-	28,400	-	0	0	4		

Roadway	From	To	Daily Volume				Lanes					
			Existing	2035			Existing	2035 Need				
			Employment in Business Park									
			Existing	GP Cap	GP EIR		Existing	GP Cap	GP EIR			
			Backdoor to Business Park									
			No	No	No	Yes	No	No	No	Yes		
White Rock Rd	Placerville Rd	Empire Ranch Rd	7,600	26,200	27,900	34,200	2	4	4	6		
White Rock Rd	County Line	Four Seasons	6,400	28,900	32,200	23,200	2	4	4	4		
White Rock Rd	Windfield Way	Latrobe Road	8,500	29,400	32,500	27,800	2	4	4	4		
White Rock Rd	Latrobe Road	Valley View Pkwy	7,800	16,600	16,000	15,400	2	4	4	4		
White Rock Rd	Valley View Pkwy	US 50	1,900	14,600	18,300	14,800	2	4	4	4		
Latrobe Road	White Rock Rd	US 50	29,100	60,600	74,300	66,200	6	6 (LOS E)	6 (LOS F)	6 (LOS F)		
Latrobe Road	White Rock Rd	Golden Foothill	18,100	42,700	64,000	43,400	4	6	6 (LOS F)	6		
Empire Ranch Rd	Easton Valley Pkwy	White Rock Rd	-	6,200	8,300	19,400		2	2	4		
Empire Ranch Rd	White Rock Rd	Latrobe Road	-	-	-	29,600		0	0	4		

- Notes:
- GP Cap = General Plan Cap of 10,045 employees for El Dorado Hills Business Park
 - GP EIR = General Plan EIR employment forecast of 22,023 employees in the El Dorado Hills Business Park in 2025

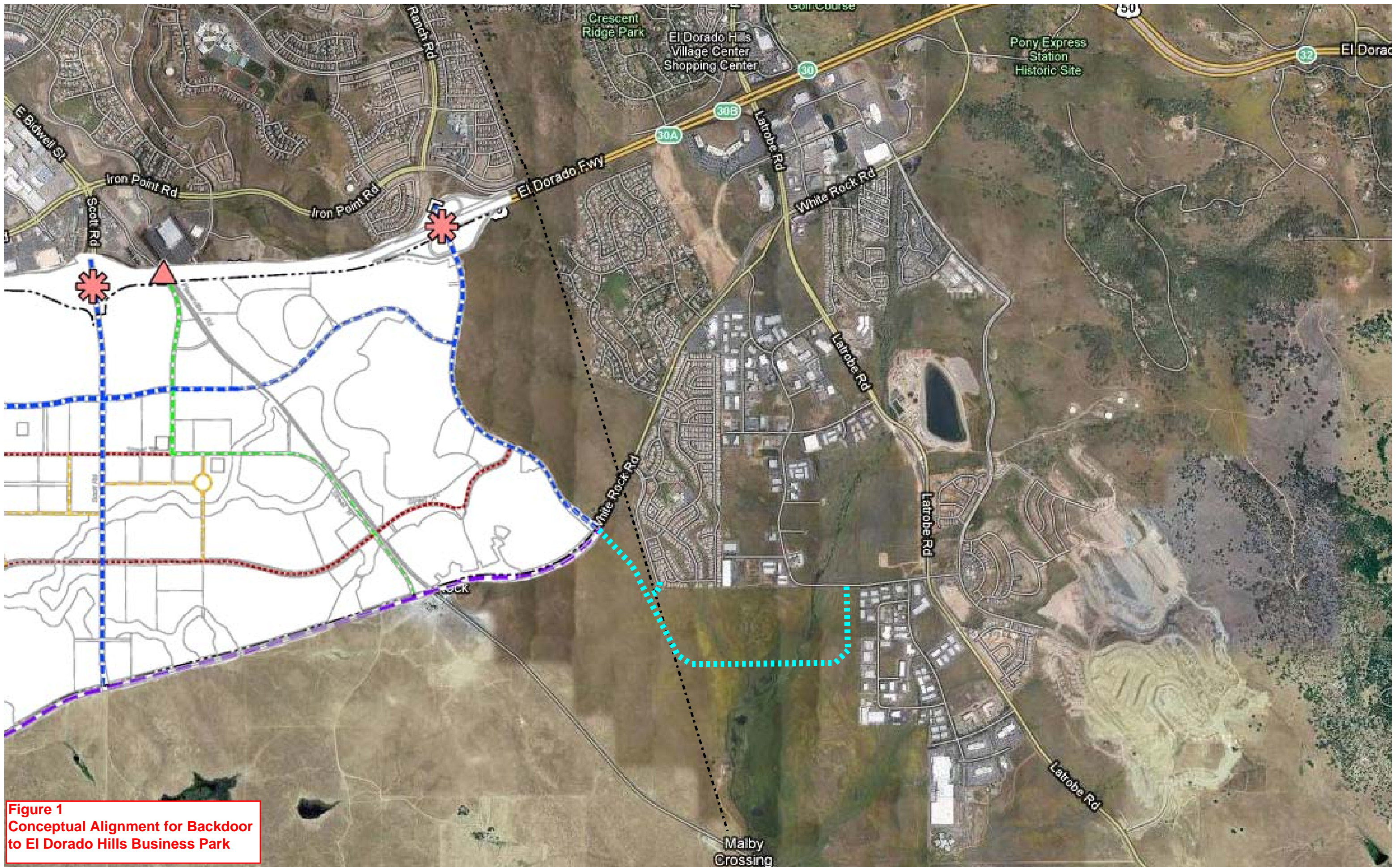


Figure 1
Conceptual Alignment for Backdoor
to El Dorado Hills Business Park