

13 TRANSPORTATION

13.1 INTRODUCTION

This chapter provides information relevant to transportation impacts under NEPA and CEQA in connection with the Proposed Action and alternatives. This chapter includes: introduction, environmental and regulatory setting, impact analysis methods and assumptions, significance criteria, environmental effects of the action and alternatives, and mitigation measures to address effects that are identified as significant.

13.1.1 Data Sources

Key sources of information used to prepare this Transportation chapter include the following.

- ▲ *Yolo County 2030 Countywide General Plan* (Yolo County General Plan), Circulation Element (Yolo County 2009a);
- ▲ *Yolo County 2030 Countywide General Plan Environmental Impact Report* (Yolo County General Plan EIR) (Yolo County 2009b);
- ▲ *County of Yolo Bicycle Transportation Plan* (Yolo County 2013);
- ▲ *Yolo County Transportation Impact Study Guidelines* (Yolo County 2010);
- ▲ *City of Davis General Plan, Transportation Element* (City of Davis 2013);
- ▲ *City of Davis Transportation Implementation Plan* (City of Davis 2015);
- ▲ *City of Davis Bicycle Action Plan, Beyond Platinum* (City of Davis 2014);
- ▲ *City of West Sacramento General Plan 2035 Policy Document, Transportation Element* (City of West Sacramento 2016);
- ▲ *2013 West Sacramento Bicycle, Pedestrian and Trails Master Plan* (City of West Sacramento 2013);
- ▲ *City of Winters General Plan Policy Document, Transportation and Circulation Section* (City of Winters 1992);
- ▲ *City of Winters Bikeway System Master Plan* (City of Winters 2013);
- ▲ *City of Woodland General Plan Policy Document, Transportation and Circulation Section* (City of Woodland 2002a);
- ▲ *City of Woodland Bicycle Transportation Plan* (City of Woodland 2002b);
- ▲ Sacramento Area Council of Governments (SACOG). *Metropolitan Transportation Plan/Sustainable Communities Strategy for 2035* (SACOG 2016);
- ▲ *SACOG Final 2015/18 Metropolitan Transportation Improvement Program (MTIP)* (SACOG 2014);
- ▲ *SACOG Public Transit and Human Services Transportation Coordinated Plan* (SACOG 2014); and
- ▲ *SACOG Regional Bicycle, Pedestrian, and Trails Master Plan (2015 Master Plan)* (SACOG 2015).

13.1.2 Definitions

The operational performance of a roadway network is commonly described with the term Level of Service (LOS). LOS is a qualitative description of operating conditions, ranging from LOS A (free flow traffic conditions with little or no delay) to LOS F (oversaturated conditions where traffic flows exceed design capacity, resulting in long queues and delays).

Peak hours are the periods when traffic is heaviest on a particular roadway or at a particular intersection. Typically, there is an a.m. peak associated with people travelling to work in the morning, and a p.m. peak associated with people returning home after work. Travel outside the peak hours is considered *off peak*.

13.2 AFFECTED ENVIRONMENT

13.2.1 Environmental Setting

ROADWAY SYSTEM

Existing Roadway System

Yolo County (County) has three Interstate routes, Interstate 5 (I-5), I-80, and I-505 (Exhibit 13-1). U.S. 50, which begins in West Sacramento, provides a freeway connection from I-80 to downtown Sacramento.

State highways in the County include State Route (SR) 16, SR 45, SR 84, SR 113 and SR 128, which are operated and maintained by the California Department of Transportation (Caltrans).

The County maintains an extensive roadway system (approximately 760 miles of roadways and 147 bridges) within the unincorporated area that provides a high level of access compared to the relatively low levels of traffic on most of these roadways. Major County roads typically provide connections to the highway and freeway system. County Roads 98 and 102 are key County roadways carrying more than 5:00 p.m. peak hour trips.

The incorporated cities of Davis, West Sacramento, Winters and Woodland maintain the city streets within their respective jurisdictional areas. The roadway networks within these cities are generally separated into the hierarchical classification system of arterials, collectors, and local streets. Arterial streets carry the highest volume of traffic, collector streets generally connect residential neighborhoods to arterials, and local streets carry low volumes of traffic and comprise the bulk of a cities road network.

Planned Transportation Improvements

The Circulation Element (or equivalent, e.g., Transportation Element, Transportation and Circulation Element) in the General Plans for each of the jurisdictions in the Plan Area (Yolo County, Davis, West Sacramento, Winters, Woodland) provide lists of roadway improvements anticipated to be needed in each jurisdiction. These elements identify a range of improvements including: intersection improvements; road widenings; “smart street” improvements that better balance roadway use between motorized vehicles, transit, bicycles, and pedestrians; added lanes; new roadways; and widening of highway segments under the jurisdiction of Caltrans. Some local roadway improvement plans also include rehabilitation, replacement, or improvement of existing bridges, and construction of new bridges.

The general intent of planned improvements typically includes one or more of the following:

- maintain or improve mobility;
- maintain or improve vehicle flow;
- maintain or improve transportation capacity;
- maintain or improvement transportation safety;
- provide or improve transportation access to a particular location;
- better accommodate multiple transportation modes (cars, transit, bicycles, pedestrians); or
- respond to anticipated future increases in trip volumes.

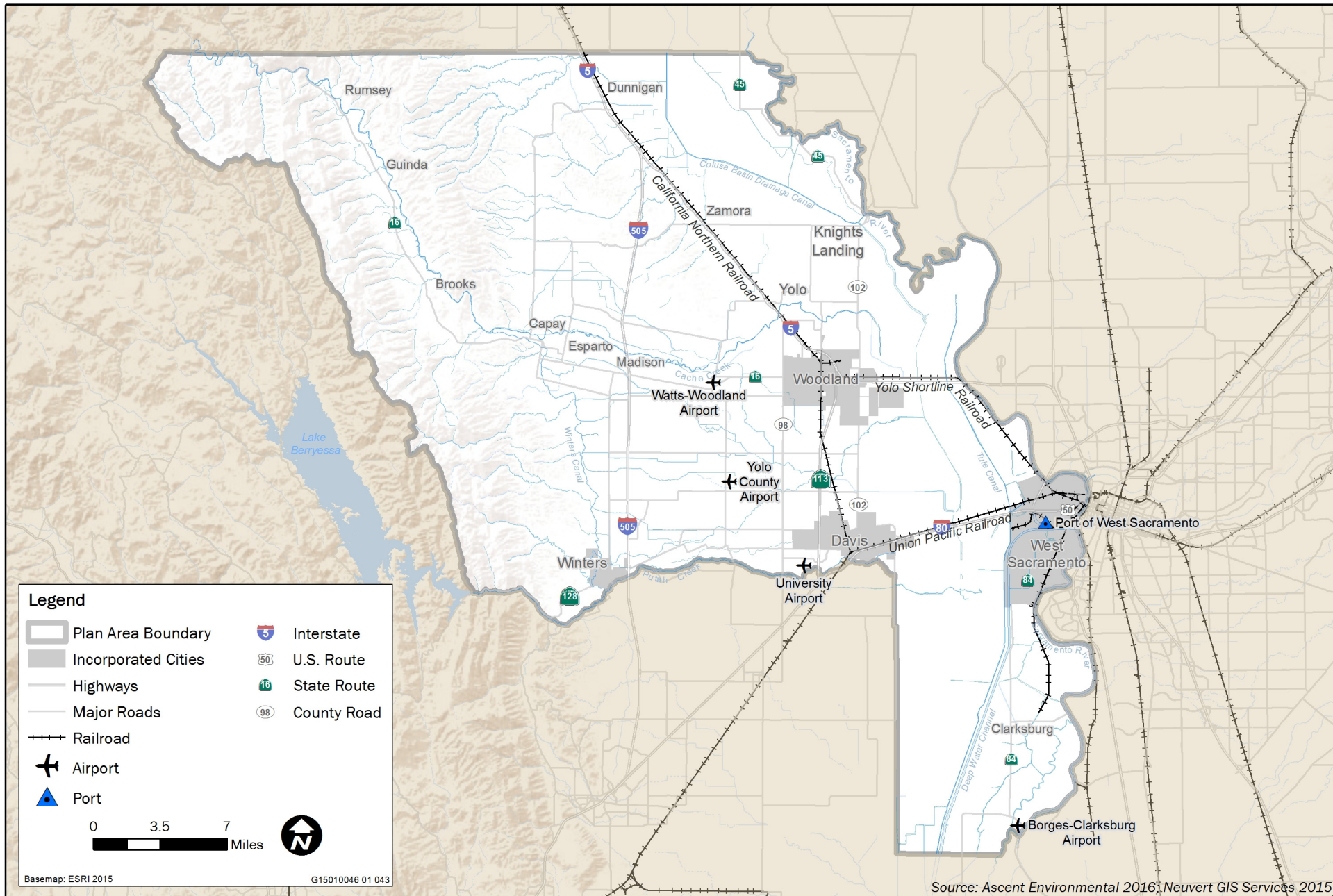


Exhibit 13-1

Transportation Infrastructure in the Plan Area

BICYCLE AND PEDESTRIAN FACILITIES

Bicycle and Pedestrian facilities have been the focus of considerable planning and development in the Plan Area in recent years. SACOG developed the *Regional Bicycle, Pedestrian, and Trails Master Plan* in 2015 (2015 Master Plan) which integrates County and City efforts to improve bicycle and pedestrian access throughout the Sacramento region. Yolo County's *Bicycle Transportation Plan* further refines plans to integrate existing and future local and regional bikeways and trails. Yolo County is a favorable area for bicycling because of its flat terrain, mild climate, and relatively short distance between cities. As a result, bicycles are widely used for commuting in the unincorporated areas and cities within Yolo County.

The City of Davis has long been a proponent of bicycle travel and has an extensive network of bikeways and trails, recently adopting a Bicycle Action Plan (2014) to further expand their system and integrate it with regional trails. The City of Winters has developed a *Bikeway System Master Plan* (2013) that highlights that City's efforts to improve bikeways and integrate trails with the County. The City of West Sacramento has similarly developed a *Bicycle, Pedestrian, and Trails Master Plan* (2013) that will assist that city to meet increased demands for bike commuters into Sacramento as well as recreational trail users. The City of Woodland has developed a *Bicycle Transportation Plan* (2002) to improve bicycle transportation and safety and encourage the use of bicycles as an alternative mode of transportation.

PUBLIC TRANSPORTATION

The Yolo County Transportation District (YCTD) operates YOLOBUS, which offers local fixed routes within Woodland and West Sacramento and intercity routes serving Davis, West Sacramento, Winters, Woodland, downtown Sacramento, Sacramento International Airport, Capay, Dunnigan, Esparto, Madison, Yolo, Knights Landing, Vacaville, and Cache Creek Casino.

YCTD also operates the following curb-to-curb Dial-a-Ride services:

- ▲ local service for persons with disabilities in Woodland;
- ▲ local service and to medical appointments in Sacramento for West Sacramento seniors and persons with disabilities;
- ▲ intercity service between the communities of Winters, Woodland, Davis, West Sacramento, Sacramento International Airport and downtown Sacramento.

Davis Community Transit operates origin-to-destination Dial-a-Ride service for persons with disabilities within the City of Davis.

Commercial bus service is provided by Greyhound through limited service bus stops in Davis and Woodland. These limited service bus stops provide connections to full-service stations located in the San Francisco Bay Area and the greater Sacramento area. Amtrak also provides commercial bus service at the downtown Davis train station.

Yolo Commute provides ridesharing information and programs that operate within Yolo County and to/from surrounding areas.

Yolo County has four park-and-ride facilities: three along I-80 and one near I-505 in the City of Winters.

PASSENGER AND FREIGHT RAIL

Passenger Rail

Amtrak offers daily round-trip train service from the downtown Davis train station to the San Francisco Bay Area and to downtown Sacramento. Trains that stop in Davis include the Coast Starlight (one daily round trip), California Zephyr (one daily round trip), and the Capitol Corridor (15 weekday round trips and 11 weekend round trips). The Capitol Corridor Joint Powers Authority is an intercity passenger train system that provides service between San Jose, Oakland/San Francisco, and Sacramento/Placer County along a 170-mile rail corridor, including stops in Davis.

Freight Rail

Yolo County is served by three freight railways including Union Pacific Railroad, Sierra Northern Railroad, and California Northern. The Union Pacific operates a railroad line connecting Davis to West Sacramento and provides services within the Port of Sacramento. The Sierra Northern Railroad operates a railroad line that runs from West Sacramento to Woodland (approximately 16 miles long) known as the Sacramento River Train. California Northern operates a 110-mile-long railroad line that runs from the City of Davis in Yolo County to the town of Tehama near Red Bluff.

AIR TRANSPORTATION

Yolo County has four general aviation airports:

- ▲ Yolo County Airport: owned and operated by the County, it is located southwest of the City of Woodland. It is the largest airport in the County in terms of runway size at 6,000 feet.
- ▲ Watts-Woodland Airport: privately owned, located west of the City of Woodland.
- ▲ Borges- Clarksburg Airport: privately owned, located north of the town of Clarksburg.
- ▲ University Airport: owned and operated by the University of California at Davis (UC Davis), it is located west of the City of Davis.

General aviation airports can support a variety of aviation operations (e.g., private, corporate, and charter planes; helicopters; flight training; sky diving; agricultural aviation), but do not provide scheduled air services. Regularly scheduled commercial flights are provided at Sacramento International Airport, in Sacramento County, approximately 6 miles east of the City of Woodland.

PORT OF WEST SACRAMENTO

The Port of West Sacramento is located in West Sacramento in the southeast part of Yolo County. Facilities and terminals located at the port include five docking bays, a rail yard that services the port, and commodity handling facilities, including bulk rice and bulk grain elevators, bulk commodities bagging facility, and dry bulk cargo warehousing.

San Francisco Bay is located approximately 79 nautical miles southwest of the Port of West Sacramento. Ship access to the port is provided from San Francisco Bay up the Sacramento River and through the Sacramento Deep Water Ship Channel, a 30-foot-deep human-made canal. This route provides a direct and unrestricted passage to the port.

13.2.2 Regulatory Setting

FEDERAL LAWS AND REGULATIONS

Transportation Improvement Program

Under 49 U.S.C. 5303(j), each metropolitan planning organization (MPO) (in the Plan Area this is SACOG, which is described further below in the discussion of Local Laws and Regulations) is required to develop a Transportation Improvement Program (TIP)—a list of upcoming transportation projects—covering a period of at least four years. The TIP must be developed in cooperation with the State and public transit providers. The TIP should include capital and non-capital surface transportation projects, bicycle and pedestrian facilities and other transportation enhancements, Federal Lands Highway projects, and safety projects included in the State's Strategic Highway Safety Plan. The TIP should include all regionally significant projects receiving Federal Highway Administration (FHWA) or Federal Transit Authority (FTA) funds, or for which FHWA or FTA approval is required, in addition to non-federally funded projects that are consistent with a Metropolitan Transportation Plan (MTP).

Congestion Management Process

The Safe Accountable Flexible Efficient Transportation Equity Act - A Legacy for the Users (SAFETEA-LU) stipulated the requirement for the use of the Congestion Management Process (CMP) in Transportation Management Areas (TMA). A CMP is required in metropolitan areas with population exceeding 200,000, known as TMAs. Federal requirements also state that in all TMAs, the CMP shall be developed and implemented as an integrated part of the metropolitan transportation planning process.

STATE LAWS AND REGULATIONS

Caltrans Route Concept Reports

Caltrans has completed transportation or route concept reports for I-5, I-80, I-505, SR 16, SR 45, SR 84, SR 113, and SR 128. These reports identify long-range improvements and establish the "concept," or desired, LOS for specific corridor segments. These reports identify long-range improvements needed to bring an existing facility up to expected standards needed to adequately serve 20-year traffic forecasts. Additionally, the reports identify the ultimate design concept for conditions beyond the immediate 20-year design period. An overview of each route concept report is provided in pages 231-232 of the Yolo County GP EIR (Yolo County 2009b) incorporated by reference.

LOCAL LAWS AND REGULATIONS

Metropolitan Transportation Plan

SACOG is an association that includes the Counties of El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba, as well as 22 cities, including the Cities of Davis, West Sacramento, Winters, and Woodland. As a metropolitan transportation organization, SACOG is required to prepare a long-range transportation plan for all modes of transportation—including public transit, automobile, bicycles, and pedestrians—every 4 years for the six-county area. In response to this requirement, SACOG has completed the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) 2035. The purpose of the MTP/SCS 2035 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 February 18, 2015, the SACOG Board of Directors adopted the 2016 update to the MTP/SCS.

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 nominated by local agencies are analyzed against community priorities identified through public outreach as well as technical performance and financial constraints. The output of the MTP and CMP is a list of projects with identified lead agencies and completion years, contained in Appendix A-1 of the MTP/SCS. The adopted list and schedule of projects for the MTP/SCS then informs the development of the Metropolitan Transportation Improvement Program (MTIP), described in more detail in Chapter 4 of the MTP/SCS.

Metropolitan Transportation Improvement Program

As the federally designated MPO, SACOG also prepares and adopts the MTIP approximately every two. This federally required program years (see discussion of the TIP above in the section on Federal Laws and Regulations) 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 2015/18 MTIP in September 2014 (SACOG 2014). The 2015/18 MTIP covers four years of programming – federal fiscal years 2014-15 through 2017-18. The project listing (Appendix 3) provides a detailed description for each individual project in the 2015/18 MTIP, including those for Yolo County. Programmed 2015/18 MTIP improvement projects in Yolo County include the following:

- ▲ **County Road 31/County Road 95:** Install left-turn lanes
- ▲ **County Road (CR) 27 Complete Streets Road Reconstruction:** CR 27, from CR 98 to CR 99, reconstruct and rehabilitate pavement, and add wider paved shoulders for bicycles, consistent with the rural character of the road.
- ▲ **Yolo Bridge Decks:** In Yolo and Colusa counties, on Routes 5, 80 and 505, at various locations - Rehabilitate bridge decks
- ▲ **Maintenance Overlay near Woodland:** Maintenance and preservation of pavement In Yolo County, from SR 505 in Madison to Pedrick Road.

Regional Bicycle, Pedestrian and Trails Master Plan

SACOG approved the *Regional Bicycle, Pedestrian, and Trails Master Plan* in April 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 funding-constrained, so it contains at least 20 years' worth of projects.

Yolo County Congestion Management Program

Formerly a local responsibility, and until recently a Yolo County Program, the federal government now requires that TMAs – urbanized areas with a population over 200,000, in this case the Sacramento region – develop and implement a CMP. The federal requirements state that in all TMAs, the CMP shall be developed and implemented as part of the metropolitan planning process.

Yolo County 2030 Countywide General Plan

The Circulation Element of the Yolo County General Plan contains various policies related to transportation potentially relevant to the Plan. A summary of these policies is provided here. The full text of the policies can be found on pages 233-238 of the General Plan.

- ▲ **Policy CI-3.1** pertains to the level of service and sets LOS C as the standard in the unincorporated County. The intent of this policy is to consider level of service as a limit on the capacity of the County's

roadways. In no case shall land use be approved that would either result in worse than LOS C conditions, or require additional improvements to maintain the required level of service, except for a number of exceptions that are listed as part of this policy. Exceptions include sections of I-5, I-80, SR 16, SR 113, SR 128, Old River Road, South River Road, and County Roads 6, 32A, 99W and 102. Additional exceptions to this policy may be allowed by the Board of Supervisors on a case-by-case basis, where reducing the level of service would result in a clear public benefit.

- ▲ **Policy CI-3.2** identifies specific level of service policies within Specific Plans and Community Area Plans based on the specific conditions such as: development shall occur consistent with applicable Land Use and Community Character Element policies; development shall provide transit, bike and pedestrian facilities and amenities consistent with the applicable Circulation Element policies; new development shall utilize a grid pattern for local roadways.
- ▲ **Policy CI-3.4** defines level of service consistent with the latest edition of the Highway Capacity Manual and calculates level of service using the methodologies contained in that manual. At a minimum, weekday AM and PM peak hour traffic volumes will be used in determining compliance with the level of service standard. For recreational and other non-typical peak hour uses, weekday afternoon, weekday late evening, or weekends shall be considered.
- ▲ **Policy CI-3.6** incorporates the concept of “complete” streets which requires more complete consideration of all users of the street. In general it is intended that roadway cross-sections in the County be as narrow as possible (particularly in community areas) while still meeting recommended safety standards, the requirements of the General Plan, and the needs of users (vehicles, bicycles and pedestrians).
- ▲ **Policy CI-3.9** specifies that to the greatest feasible extent, the County will require new development to construct safety improvements consistent with current design standards on existing roadways that are anticipated to accommodate additional traffic from planned development.
- ▲ **Policy CI-3.11** requires new development to finance and construct all off-site circulation improvements necessary to mitigate a project’s transportation impacts (including public transit, pedestrian and bicycle mobility, safety and level of service-related impacts).
- ▲ **Policy CI-3.12** specifies that the County can collect the fair share cost of all feasible transportation improvements necessary to reduce the severity of cumulative transportation impacts (including public transit, pedestrian and bicycle mobility, safety and level of service-related impacts).
- ▲ **Policy CI-3.13** ensures that transportation and circulation improvements (including improvements to comply with County design standards) are constructed and operational prior to or concurrent with the need, to the extent feasible.
- ▲ **Policy CI-5.2** involves the creation of a complete bikeway and sidewalk system within each community, including the completion of existing systems. It also creates walkways and bikeways that connect existing paths where feasible, and that connect to grocery stores, parks, and other community features.
- ▲ **Policy CI-5.6** establishes a network of off-street multi-purpose trails countywide and encourages their use for commute, recreational and other trips.

Yolo County Bicycle Transportation Plan

The purpose of the *Yolo County Bicycle Transportation Plan* approved in March 2013 is to formulate a long-range, comprehensive, and consistent policy guide for achieving a countywide bikeway network, and list current priorities for bicycle facility development. The plan sets forth goals and policies for bicycle facilities in the unincorporated county in response to identified needs. The plan provides a viable system of bike routes that when constructed will encourage and promote more bicycle riding. Because of the uncertainty of funding, this plan does not contain funding or construction schedules. Specific policies and suggested

actions are described and routes are prioritized as guides for future action. This plan has been reviewed for consistency with bicycle planning documents prepared by the Cities of Davis, West Sacramento, Winters, and Woodland; Solano County; and Sacramento City/County. Specific policies and suggested actions are described and routes are prioritized as guides for future action.

City of Davis General Plan

The City of Davis General Plan contains the following policies related to transportation that are potentially relevant to the Plan:

- ▲ **Policy TRANS 1.1:** Guide the relationship between land use and transportation in Davis by using the Sacramento Area Council of Governments (SACOG) Blueprint Principles.
- ▲ **Policy TRANS 1.2:** Transportation access, accommodations, and circulation should contribute to creating a supportive environment for economic development in the downtown for both residents and visitors.
- ▲ **Policy TRANS 1.3:** Encourage higher intensity residential, commercial, and mixed-use development near existing activity centers and along corridors well served by non-motorized transportation infrastructure and public transportation.
- ▲ **Policy TRANS 2.1:** Provide Complete Streets to meet the needs of drivers, public transportation vehicles and riders, bicyclists, and pedestrians of all ages and abilities in all transportation planning, programming, design, construction, reconstruction, retrofit, operations, and maintenance activities and products. The City shall view all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in Davis, and recognizes bicycle, pedestrian, fixed-route transit, and demand-response para transit modes as integral elements of the transportation system along with motor vehicles.
- ▲ **Policy TRANS 2.2:** Implement state-of-the-art street design solutions to improve bicycle/pedestrian access, comfort, and safety.
- ▲ **Policy TRANS 2.3:** Apply best practices in sustainability to new streets and redesigns of existing streets/corridors.
- ▲ **Policy TRANS 3.1:** Facilitate the provision of convenient, reliable, safe, and attractive fixed route, commuter, and demand responsive public transportation that meets the needs of the Davis community, including exploring innovative methods to meet specialized transportation needs.
- ▲ **Policy TRANS 3.3:** Require new development to be designed to maximize transit potential.
- ▲ **Policy TRANS 4.2:** Develop a continuous trails and bikeway network for both recreation and transportation that serves the Core¹, neighborhoods, neighborhood shopping centers, employment centers, schools and other institutions; minimize conflicts between pedestrians, bicyclists, equestrians, and automobiles; and minimize impacts on wildlife. Greenbelts and separated bike paths on arterials should serve as the backbone of much of this network.
- ▲ **Policy TRANS 4.3:** Continue to build transportation improvements specifically targeted at bicycles. Refer to Bicycle Plan and Transportation Implementation Plan for list of bicycle-related projects.
- ▲ **Policy TRANS 4.6:** Provide safe and convenient pedestrian access to all areas of the city.

¹ The area covered by the City of Davis Core Area Specific Plan which is bounded on the south by First Street, on the north by Fifth Street, on the west by A Street and on the east by the Southern Pacific Railroad tracks east of G Street except between Third and Fifth Streets where it is bounded by the alley west of I Street and between G and H Streets where it is bounded to the north by Eighth Street.

- ▲ **Policy TRANS 4.7:** Develop a system of trails around the edge of the city and within the city for recreational use and to allow pedestrians and bicyclists to reach open space and natural areas.
- ▲ **Policy TRANS 4.9:** Improve intercity bicycle connectivity with Class I and Class II bicycle facilities between Davis and neighboring communities in Yolo County and Solano County.

2014 City of Davis Bicycle Action Plan

The *City of Davis Beyond Platinum Bicycle Action Plan* is designed to provide a detailed road map for implementing bike programs that will help Davis achieve its long-term emissions reductions and mode share goals. By implementing these strategies, the City will dramatically increase the safety and ease of use of active transportation options throughout Davis. The *Beyond Platinum Bicycle Action Plan* is an active transportation plan that focuses on bicycling as the primary mode, and also integrates walking and transit.

City of West Sacramento General Plan

The Mobility Element of the West Sacramento General Plan contains various policies related to transportation potentially relevant to the HCP/NCCP. The full text of the policies can be found on pages 2-52 through 2-62 of the General Plan.

2013 West Sacramento Bicycle, Pedestrian, and Trails Master Plan

The purpose of the *West Sacramento Bicycle, Pedestrian, and Trails Master Plan* (BPTMP) is to encourage the role of bicycling and walking as viable modes of transportation, and to provide well maintained facilities that promote public use. This document lays out an updated vision of connected bikeways, walkways, and trails that link together neighborhoods, places of employment, shopping centers, parks, and schools. The BPTMP establishes goals, policies, implementation actions, and priorities for the development of bicycling and walking facilities in West Sacramento, as envisioned by the General Plan. Key elements of the BPTMP include maps of existing and proposed bicycle facilities and their proximity to major activity centers. The implementation plan identifies project priorities, locations, improvement descriptions, facility types, and cost estimates and guides development of the proposed improvements.

City of Winters General Plan

The following policies from the *City of Winters General Plan* related to transportation are potentially relevant to the Plan.

- ▲ **Policy III.A.1:** The City shall endeavor to maintain a Level of Service “C” or better.
- ▲ **Policy IIIA.8:** The City shall comply with and implement the programs and policies of the Yolo County Congestion Management Plan (CMP).
- ▲ **Policy IIIA.10:** Street designs should promote pedestrian and bicycle travel and should emphasize safety over travel speed and capacity.
- ▲ **Policy IIIA.15:** The City shall ensure through a combination of traffic impact fees and other funding mechanisms that new development pays its share of the costs of circulation improvements.
- ▲ **Policy III.B.2:** The City shall consider assessing development impact fees for capital expenses for increased transit service.
- ▲ **Policy IIIE.1:** The City shall continue to participate in state, regional, and local transportation planning effort to ensure coordination of its transportation improvements with the region’s transportation system.
- ▲ **Policy IIIG. I:** The City shall create and maintain a safe and convenient system of pedestrian and bicycle routes that encourages walking or bicycling as an alternative to driving. The pedestrian bicycle system shall connect all residential areas, schools, and shopping and employment areas in the city. The bicycle

system shall favor on-street bike lanes over separated bike paths. New development shall be required to pay its share of the costs for development and maintenance of this system.

- ▲ **Policy III.G.2:** The City shall require installation of sidewalks along all streets in all newly developing area.
- ▲ **Policy III.O.3:** The City shall cooperate with surrounding jurisdictions in designing and implementing an area -wide bikeway system.
- ▲ **Policy III.G.6:** The City shall require inclusion of bicycle parking facilities at all new major public and quasi - public facilities and commercial and employment sites. Major employers shall be encouraged to provide showers and lockers in their facilities to encourage biking.

City of Winters Bikeway System Master Plan

The purpose of the *City of Winters Bikeway System Master Plan* is to formulate a long-range, comprehensive, and consistent policy guidance for creating a citywide connected bikeway network that tends to the needs of its various users in a convenient, safe and inviting way. This Master Plan provides a list of potential projects that create a network of bicycle routes that will encourage and promote bicycling. The overall goal is to identify conceptual projects that will increase bicycle ridership by enhancing the safety of routes, comfort of users, and convenience of bicycle facilities.

City of Woodland General Plan

The *City of Woodland General Plan* contains the following goals and policies related to transportation that are potentially relevant to the Plan.

- ▲ **Policy 3.A.2:** The City shall develop and manage its roadway system to maintain LOS “C” or better on all roadways, except within one-half mile of state or federal highways and freeways and within the Downtown Specific Plan area. In these areas, the City shall strive to maintain LOS “D” or better. Exceptions to these level of service standards may be allowed in infill areas where the City finds that the improvements or other measures required to achieve the LOS standards are unacceptable because of the right-of-way needs, the physical impacts on surrounding properties, and/or the visual aesthetics of the required improvement and its impact on community character.
- ▲ **Policy 3.A.3:** The City shall strive to meet the level of service standards through a balanced transportation system that provides alternatives to the automobile and by promoting pedestrian, bicycle, and transit connections between industrial areas and major residential and commercial areas.
- ▲ **Policy 3.A.4:** The City shall require an analysis of the effects of traffic from proposed major development projects. Each such project shall construct or fund improvements necessary to mitigate the effects of traffic from the project. Such improvements may include a fair share of improvements that provide benefits to others.
- ▲ **Policy 3.A.6:** The City shall assess fees on new development sufficient to cover the fair share portion of that development’s impacts on the local and regional transportation system. Exceptions may be made when new development generates significant public benefits (e.g., low-income housing, primary-wage-earner employment) and alternative sources of funding for the improvements can be obtained to offset foregone revenues.
- ▲ **Policy 3.A.8:** The City shall continue to participate in the countywide Congestion Management Plan.
- ▲ **Policy 3.A.10:** The City shall continue its cooperative participation in the activities and plans of the Sacramento Area Council of Governments and Yolo County Transit Authority.
- ▲ **Policy 3.D.1:** The City shall work with YoloBus to plan and implement additional transit services that are timely, cost-effective, and responsive to growth patterns and existing and future transit demand.

- ▲ **Policy 3.D.2:** The City shall consider the need for future transit right-of-way in reviewing and approving plans for development. Rights-of-way may either be exclusive or shared with other vehicles.
- ▲ **Policy 3.D.5:** The City shall require new development to provide sheltered public transit stops, with turnouts, where sufficient population or employment concentrations warrant an existing or future bus route.
- ▲ **Policy 3.D.6:** The City shall work with YoloBus to ensure that bus routes serve areas with a large number of persons and that bus shelters are provided to protect individuals from adverse weather conditions.
- ▲ **Policy 3.E.1:** The City shall promote the development of a comprehensive and safe system of recreational and commuter bicycle routes that provide connections between the city's major employment and housing areas, between its existing and planned bikeways, and between schools, parks, retail shopping, and residential neighborhoods.
- ▲ **Policy 3.E.4:** The City shall require developers to finance and install pedestrian pathways, bikeways, and multi-purpose paths in new development, as appropriate.
- ▲ **Policy 3.E.7:** The City shall require residential, commercial and industrial developments to include bicycle facilities in accordance with the Bikeway Master Plan.
- ▲ **Policy 3.E.11:** The City shall consider the needs of bicyclists when new roadways are constructed and existing roadways are upgraded.
- ▲ **Policy 3.E.16:** The City shall require new development to provide sufficient right-of-way widths to accommodate bikeways on new collector and arterial streets, as called for in the Bikeway Master Plan, and to install these bikeways.

City of Woodland Bicycle Transportation Plan

The purpose of the *Woodland Bicycle Transportation Plan* is to improve bicycle transportation and safety within the City of Woodland. The plan addresses the use of the bicycle as an alternative mode of transportation and is designed to provide an effective and efficient bicycle transportation network to serve future development planned for within the City's general plan. It is the goal of the *Woodland Bicycle Transportation Plan* to provide a network of bikeways between major activity centers in a safe and convenient fashion. Additionally, it proposes a set of specific policies to help reduce noise and air pollution, traffic and parking congestion, and energy consumption,

13.3 ENVIRONMENTAL CONSEQUENCES

13.3.1 Methodology and Significance Criteria

METHODS AND ASSUMPTIONS

The evaluation of potential impacts related to transportation is based on a review of existing transportation facilities and conditions, anticipated future facilities, and transportation-related plans and policies pertaining to the Plan Area described above in Section 13.2.1, *Environmental Setting*, and 13.2.2, *Regulatory Setting*. The analysis does not evaluate specific intersections or roadway segments, but addresses general expectations of traffic generation and associated environmental effects consistent with the Yolo HCP/NCCP county-wide regional planning effort.

The assessment of potential effects on transportation in the Plan Area is based on the anticipated changes in land cover and land uses over 50 years, corresponding to the permit term under the Proposed Action Alternative.

As described in Section 3.3, the issuance of ITPs by the Wildlife Agencies for take of 12 covered species associated with five categories of covered activities—together with subsequent adoption and implementation of the Plan by the Applicants consistent with the Permits—is the Proposed Action considered in this EIS/EIR. Issuance of permits by the Wildlife Agencies only provides compliance with the FESA and NCCPA.

All covered activities are subject to the approval authority of one or more of the Applicants with jurisdiction over such projects, and HCP/NCCP approval and permit issuance for take of covered species does not confer or imply approval from any entity other than the U.S. Fish and Wildlife Service (USFWS) or California Department of Fish and Wildlife (CDFW) to implement the covered activities. Rather, as part of the standard approval process, individual projects will be considered for further environmental analysis and generally will receive separate, project-level environmental analysis review under CEQA and, in some cases, NEPA for those projects involving federal Agencies.

Anticipated changes in land cover/land use for each alternative are described in Chapter 2, *Proposed Action and Alternatives*. See Chapter 3, *Approach to the Analysis*, for a description of the methodology used across all resource chapters for the analysis of cumulative effects.

SIGNIFICANCE CRITERIA

Effects would be significant if an alternative would result in the following:

- ▲ conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;
- ▲ conflict with an applicable congestion management program, including, but not limited to, LOS standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways;
- ▲ result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks;
- ▲ substantially increase hazards because of a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- ▲ result in inadequate emergency access; or
- ▲ conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

ISSUES NOT EVALUATED FURTHER

None of the alternatives would result in changes in location of an airport or include proposed changes in air traffic patterns. Although some development related activities under each alternative could increase demand for air travel (e.g., increased population associated with more homes, increased businesses), this demand would primarily be accommodated by regularly scheduled commercial flights at Sacramento International Airport, a large commercial airport regulated by the Federal Aviation Administration (FAA). Any increase in demand for general aviation services (e.g., additional privately owned planes, use of charter services) would be minimal and would not result in a change in traffic patterns at any of the four Yolo County general aviation

airports that would result in a substantial safety risk. The potential for establishment and management of a habitat reserve system to increase the risk of bird/aircraft strike hazards is addressed in Chapter 19, *Hazards and Hazardous Materials*. Since none of the alternatives considered would result in a change in air traffic patterns that would result in a substantial safety risk, this issue not evaluated further in this chapter.

None of the alternatives includes actions that would limit or adversely affect rail traffic or infrastructure or activities or infrastructure at the Port of West Sacramento. These classes of transportation facilities are not evaluated further.

Agencies with the responsibility for roadway design and operation, including Yolo County; the cities of Davis, West Sacramento, Winters, and Woodland; and Caltrans, all have adopted and enforce roadway design standards (e.g., Yolo County Improvement Standards available at <http://www.engineering.sacounty.net/Pages/ImprovementStandards.aspx>; City of West Sacramento Standard Specification and Details available at <http://www.cityofwestsacramento.org/city/depts/comdev/engineering/specs/default.asp>). These standards address a variety of roadway elements, including safety and hazards. The use and enforcement of these design standards prevents the development of transportation infrastructure that would substantially increase hazards because of a design feature. Therefore, this issue is not evaluated further in this chapter.

13.3.2 Effects of Proposed Action and Alternatives

ALTERNATIVE A—NO ACTION ALTERNATIVE (NO PERMIT/NO PLAN IMPLEMENTATION)

Environmental Consequences/Environmental Effects

As described previously in Chapter 2, *Proposed Action and Alternatives*, under the No Action Alternative (Alternative A), take associated with development would occur over the 50-year study period consistent with the local general plans and other applicable planning documents (e.g., community plans, specific plans, recreation plans). As also described in Chapter 2, for purposes of this analysis, development and related activities (e.g., operations and maintenance) under the No Action Alternative are considered using the same organizational categories identified in the Yolo HCP/NCCP; urban projects and activities; rural projects and activities, which includes rural public services, infrastructure, and utilities, agricultural economic development, and open space; and public and private operations and maintenance. Under the No Action Alternative, the Plan would not be approved and implemented and no Endangered Species Act authorizations would be issued by USFWS or CDFW related to the Plan. Endangered species permitting and mitigation would continue on an individual project-by-project basis.

Urban and rural projects and activities under the No Action Alternative would introduce new vehicles onto the regional and local roadway systems, and increase demand for alternative forms of transportation. Large-scale residential or commercial projects would result in the greatest impact to transportation. Urban projects and activities would be concentrated within the Cities of Davis, West Sacramento, Winters, and Woodland. Rural projects and activities would primarily occur within and around the existing communities in the unincorporated county (primarily Elkhorn, Madison, Clarksburg, Dunnigan, Esparto, and Knights Landing). Depending on the type, volume, and location of new development, and the volume of vehicle trips generated, as well as any changes or improvements to the transportation system in response to increased demands on the system, urban and rural projects and activities could result in degradation of the performance of the circulation system that conflicts with applicable plans, policies, and ordinances; conflicts with applicable congestion management programs or standards; result in inadequate emergency access; or conflicts with adopted policies, plans, or programs regarding public transit, bicycle or pedestrian facilities.

However, regional and local impacts to the transportation network associated with urban and rural development projects, have been anticipated and planned for as part of regional transportation planning efforts (SACOG 2012). These regional transportation planning efforts account for the population growth associated with planned development in the applicable general plans. The impacts of individual urban and rural development projects on the local roadway system would be addressed on the project level through

local studies. Mitigation of traffic impacts would occur as a result of projects implemented by SACOG and its participating municipalities, on the regional level. Additionally, under the No Action Alternative, plans and policies (described above in “Local Laws and Regulations”) to address traffic impacts would continue to be implemented. Development would be subject to approval by the presiding local jurisdiction and would be consistent with the transportation goals and policies of the applicable general plan. The traffic impacts to local roads because of the development and activities detailed above would be addressed by local studies (e.g., CEQA review). As necessary, under No Action Alternative, project applicants would be required to implement mitigation measures to reduce potentially significant and significant transportation impacts.

A wide range of activities are included under the rural public services, infrastructure, and utilities category (see Chapter 2, *Proposed Action and Alternatives*). The traffic impacts associated with many of the activities, such as road and bridge improvements, water and wastewater facilities, energy facilities, and flood control facilities, would be primarily confined to short-term construction impacts as they would not generate large numbers of operations related vehicular trips, thus resulting in minimal long-term transportation effects. Many of the activities, such as road and bridge improvements, bikeways, and multi-use trails would improve the capacity and/or performance of the transportation system. Other planned activities, such as expansion of or improvement to the existing landfills and the Yolo County Airport could potentially generate a greater number of vehicular trips and adversely affect the performance of the circulation system, as well as potentially increase exposure to hazards by introducing a higher percentage of heavy trucks associated with shipping to the local roadway network. However, these projects would be subject to the same plans, policies, regulations, and mitigation requirements identified above for urban and rural projects and activities.

Activities under the agricultural economic development category include relatively large scale crop storage and processing operations. The construction of such facilities could result in short-term construction related transportation impacts, and operation of these facilities would add trucks and employee vehicle trips to the local roadway system. However, these facilities would be located in rural agricultural areas, with low existing traffic volumes on the local roadways. The resulting vehicle and truck trips would be appropriately accommodated by planned improvements on the regional roadway system as already addressed in local general plans and general plan EIRs.

Under the No Action Alternative, development in rural and urban areas within the Plan Area would occur as planned by the plan participants, and would result in the need for expanded and additional public services and utilities infrastructure. New parks would contain facilities to support open space-related activities (e.g., camp sites, picnic areas). Such areas would require supporting infrastructure (e.g., roads, support buildings) and could result in an increase in vehicular trips attributable to operations and maintenance of these areas as well as new trips of users of the open space, park, and recreation land uses. However, these types of facilities typically do not generate large numbers of trips (relative to many urban land uses), and often the highest visitation is during the weekends and other off peak hours. In addition, these projects would be subject to the same plans, policies, regulations, and mitigation requirements identified above for urban and rural projects and activities.

Public and private operations and maintenance activities would occur both in the incorporated cities and the unincorporated county. These activities would typically be of a relatively small scale and would generate minimal amounts of vehicle traffic, such as a single truck or a combination of several trucks and other vehicles. These activities are also temporary and would only generate vehicle trips on a particular location for a limited period of time. Therefore, these activities generally would not result in adverse effects on the performance of the circulation system.

Under the No Action Alternative, it is assumed that there would primarily be a continuation of existing conditions in the expanded Plan Area along the south side of Putah Creek in Solano County. The land is primarily used for agriculture and this land use would continue, thus not altering transportation/traffic conditions in or around the expanded Plan Area.

As the development and other activities described above are implemented as part of the No Action Alternative, impacts to threatened and endangered species and other biological resources would occur,

requiring mitigation. Where mitigation consists of the preservation of lands, this activity would have no impact on transportation given that the land use would remain the same and no new traffic would be generated as a result. Where mitigation also includes the enhancement, restoration, or creation of habitat, these activities have the potential to result in limited transportation impacts. Depending on the specifics of the habitat enhancement/restoration/creation activity, several pieces of heavy equipment and the associated crews may use local roadways. These activities could result in localized, temporary increases in vehicle trips on the local roadway system. However, because of the low number of maintenance vehicles needed for habitat enhancement/restoration/creation activities, and because these activities would be short term, temporary, dispersed throughout various portions of the Plan Area, there would not be substantial adverse effects to the performance of the circulation system.

Protected mitigation lands management could include a variety of activities that generate vehicle trips, such as regular maintenance and monitoring visits. However, these vehicle trips would be infrequent and intermittent, would occur throughout the day, and would not be focused on peak traffic periods.

Cumulative Effects

Past and present development in the region has shaped the existing transportation network of freeways, highways, local arterials roadways, and other local streets. Typically, as development that increases vehicle trips is constructed, projects that increase the capacity of the transportation system are implemented in response. Although significant effort and resources are dedicated to trying to maintain a balance between trip generation and transportation system capacity, there are areas in the County with significant congestion during peak hours, such as portions of I-80, I-5, and some roadways in the incorporated cities. Projects and activities included within the categories of urban and rural development and rural public services, infrastructure, and utilities would continue this trend of some projects generating additional vehicle trips and other projects improving roadway system capacity and performance.

Additional foreseeable future development in the county beyond those activities included under the No Action Alternative would include activities such as solar and wind energy development, Caltrans infrastructure projects, and additional flood control activities. These additional development activities would have similar impacts to transportation as projects under the No Action Alternative, with some activities primarily generating construction trips (e.g., flood control), other also generating some level of operational trips (e.g., solar and wind energy), and others increasing the capacity of the transportation system (e.g., Caltrans infrastructure projects).

To manage transportation and circulation effects attributed to the overall cumulative land development in the region, numerous agencies actively participate in the planning and implementation of improvements to the transportation system. Within the Plan Area, the Cities of Davis, West Sacramento, Winters, and Woodland preside over their respective local roadways, Yolo County manages the transportation network for the unincorporated areas, SACOG heads the regional transportation planning efforts, and Caltrans presides over the state transportation facilities. These agencies have formulated and continue to implement plans for transportation improvements in the Plan Area, and will continue to do so into the future.

This analysis assumes that future development will comply with the policies set forth in city and County General Plans. Additionally, in the 2016 MTP/SCS, SACOG identifies a list of transportation improvement projects to meet the needs of the region's transportation system as a whole. These projects include road and highway capital improvement, transit investments, bike and pedestrian improvements, and system management and operations improvements. Additionally, Caltrans has identified and would implement future projects to improve safety, increase capacity and improve the overall cumulative traffic conditions on state facilities. The continued implementation of the regional transportation planning process currently in place, along with the future Caltrans projects to be implemented, is an effective strategy in reducing cumulative transportation impacts under the No Action Alternative. However, even with these actions, the cumulative outcome would continue to be an overall increase in intensity of congestion and in the number of intersections and roadway segments experiencing congestion.

ALTERNATIVE B—PROPOSED ACTION ALTERNATIVE (PERMIT ISSUANCE/PLAN IMPLEMENTATION)

Environmental Consequences/Environmental Effects

The Proposed Action Alternative (Alternative B) incorporates the same development-related activities identified for the No Action Alternative (urban projects and activities, rural projects and activities, and public and private operations and maintenance), with the HCP/NCCP providing a mechanism for the Wildlife Agencies to provide incidental take authorization for these lawfully undertaken covered activities. Transportation impacts as a result of these activities would be the same as described under the No Action Alternative.

Where the Proposed Action Alternative differs from the No Action Alternative is in the implementation of the Yolo HCP/NCCP, including its conservation strategy and neighboring landowner protection program. The following impact discussions focus on these elements of the HCP/NCCP that differ from the No Action Alternative. Components of the conservation strategy include but are not limited to habitat assessment surveys and population surveys; habitat management; restoration, enhancement, and creation of habitats; conversion of agricultural lands to create habitat; construction of facilities necessary for management and maintenance; and monitoring; and control of invasive nonnative species. However, the primary result of the neighboring landowner protection program, from a transportation perspective, would be the general preservation of existing conditions on lands adjacent to reserve system lands. The voluntary neighboring landowner protection program is described in more detail in Chapter 2, *Proposed Action and Alternatives*. Since the program would not change conditions related to transportation (e.g., trips generated, safety, bicycle and pedestrian access), it would not have an effect relative to this issue area and is not evaluated further in the impact discussions below.

Effect TRAN-1: Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system.

Implementation of the Yolo HCP/NCCP and associated conservation strategy would involve natural resources conservation through the preservation of natural and seminatural landscapes and maintenance of ecological integrity of large habitat blocks. Where these activities consist of the continuation of existing agricultural operations and the preservation of existing open space, they would have no impact on transportation given that the land use would remain the same and no new traffic would be generated as a result. The enhancement, restoration, or creation of habitat included as part of the Plan's conservation strategy has the potential to result in limited transportation impacts. Depending on the specifics of the habitat enhancement/restoration/creation, several pieces of heavy equipment and the associated crews may use local roadways. These activities could result in localized, temporary increases in vehicle trips on the local roadway system. However, because of the low number of maintenance vehicles needed for these activities, and because these activities would be short term, temporary, and dispersed throughout various portions of the Plan Area, there would not be substantial adverse effects to the performance of the circulation system.

Reserve management could include a variety of activities that generate vehicle trips, such as regular maintenance and monitoring visits. However, these vehicle trips would be infrequent and intermittent, would occur throughout the day, and would not be focused on peak traffic periods. Trips associated with reserve management could be less under the Proposed Action Alternative compared to the No Action Alternative because under the No Action Alternative it is assumed that multiple entities would be establishing and managing reserve system lands as mitigation for individual projects is implemented on a project by project basis. Under the Proposed Action Alternative, a single entity would be overseeing management of the overall preserve system, potentially allowing for consolidation of trips to various reserve system lands and an overall reduction in vehicle miles travelled.

Overall, implementation of the conservation strategy included in the Proposed Action Alternative would generate a very limited number of vehicle trips that would be dispersed over various locations and various times. This minor increase in trips would not be sufficient to result in a conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system. This same conclusion applies to the implementation of habitat mitigation under the No Action Alternative.

NEPA Level of Significance: As compared to the No Action Alternative, this impact is **less than significant**.

Potential effects from establishment and management of a reserve system under the Proposed Action Alternative would not result in an increase in trips that would conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system.

CEQA Level of Significance: As compared to Existing Conditions, this impact is **less than significant**.

No mitigation is required.

Effect TRAN-2: Conflict with an applicable congestion management program.

For the same reasons described above for Effect TRAN-1, implementation of the Yolo HCP/NCCP and associated conservation strategy would not add sufficient vehicle trips to the roadway system to result in a conflict with an applicable congestion management program. This same conclusion applies to the implementation of habitat mitigation under the No Action Alternative.

NEPA Level of Significance: As compared to the No Action Alternative, this impact is **less than significant**.

Potential effects from establishment and management of a reserve system under the Proposed Action would not result in significant adverse effects that would conflict with an applicable congestion management program.

CEQA Level of Significance: As compared to Existing Conditions, this impact is **less than significant**.

No mitigation is required.

Effect TRAN-3: Result in a substantial increase in hazards because of incompatible uses.

Where implementation of the Yolo HCP/NCCP conservation strategy consists of the continuation of existing agricultural operations and the preservation of existing open space, these activities would have no impact on transportation given that the land use would remain the same and no new traffic, or traffic hazards, would be generated as a result. Habitat enhancement/restoration/creation within the reserve system could generate a limited number of heavy truck and other maintenance related trips. The limited number of truck trips would not result in a substantial change in traffic patterns or in the types of vehicles found on local roadways because the activities generating the additional truck trips would be geographically and temporally dispersed and would be of relatively short duration. It is common for roadways to be used on a temporary and infrequent basis for the transport of reserve maintenance materials and equipment and this is not an unusual occurrence generating a particular traffic hazard. In addition, habitat enhancement/restoration/creation activities are likely to be implemented in rural or lightly developed areas where conditions are suitable for the long-term ecological success of reserve system lands. Existing traffic volumes in these areas would be limited, further reducing the potential for the transport materials and equipment to result in conflicts with existing traffic and potential hazards. This same conclusion applies to the implementation of habitat mitigation under the No Action Alternative.

NEPA Level of Significance: As compared to the No Action Alternative, this impact is **less than significant**.

Potential effects from establishment and management of a reserve system under the Proposed Action would not result in a substantial in a substantial increase in hazards because of incompatible uses.

CEQA Level of Significance: As compared to Existing Conditions, this impact is **less than significant**.

No mitigation is required.

Effect TRAN-4: Result in inadequate emergency access.

For the reasons described above in Effects TRAN-1 and TRAN-3, implementation of the Yolo HCP/NCCP and associated conservation strategy would not add sufficient vehicle trips, or otherwise obstruct roadways in a

manner that would result in inadequate emergency access. There would also be no temporary road closures or other activities in roadways that could obstruct emergency vehicles. Similar to the No Action Alternative, transportation infrastructure improvements are considered covered activities within the Proposed Action Alternative and to be developed according to adopted plans. Therefore, the Proposed Action Alternative would not adversely affect emergency access. This same conclusion applies to the implementation of habitat mitigation under the No Action Alternative.

NEPA Level of Significance: As compared to the No Action Alternative, this impact is **less than significant**.

Potential effects from establishment and management of a reserve system under the Proposed Action would not result in inadequate emergency access.

CEQA Level of Significance: As compared to Existing Conditions, this impact is **less than significant**.

No mitigation is required.

Effect TRAN-5: Conflict with adopted policies, plans, or programs supporting public transit, bicycle or pedestrian facilities.

For the reasons described above in Effects TRAN-1 and TRAN-3, implementation of the Yolo HCP/NCCP and associated conservation strategy would not add sufficient vehicle trips, or otherwise obstruct or disrupt transportation rights of way in a manner that would conflict with public transit, bicycle, or pedestrian facilities that might be present in the vicinity of reserve system lands. The establishment of reserves would not conflict with any existing public transit, bicycle, or pedestrian facilities as it would be cost prohibitive to establish reserves that required the relocation or replacement of these facilities. There are no plans to place reserves in locations where public transit, bicycle, or pedestrian facilities are currently planned by local jurisdictions. Therefore, the Proposed Action Alternative would not conflict with adopted policies, plans, or programs supporting public transit, bicycle or pedestrian facilities. This same conclusion applies to the implementation of habitat mitigation under the No Action Alternative.

NEPA Level of Significance: As compared to the No Action Alternative, this impact is **less than significant**.

Potential effects from establishment and management of a reserve system under the Proposed Action would not result in significant adverse effects that would conflict with adopted policies, plans, or programs supporting public transit, bicycle or pedestrian facilities.

CEQA Level of Significance: As compared to Existing Conditions, this impact is **less than significant**.

No mitigation is required.

Cumulative Effects

The existing cumulative condition in the Plan Area resulting from past and present projects is described above for the No Action Alternative and remains the same for the Proposed Action Alternative.

As described above for individual impacts, the contribution of the Proposed Action Alternative to the cumulative traffic condition would be minimal and implementation of the alternative would not result in conflicts with transportation related plans, ordinance, or policies. Therefore, implementation of the Proposed Action Alternative would not result in a considerable adverse contribution to the combined effects of past, current, and probable future projects on transportation. The Proposed Action Alternative would make roughly an equivalent contribution to a significant cumulative impact compared to the No Action Alternative.

NEPA Level of Significance: As compared to the No Action Alternative, this impact is **less than significant**.

CEQA Level of Significance: As compared to Existing Conditions, this impact is **less than significant**.

ALTERNATIVE C—REDUCED TAKE ALTERNATIVE

Environmental Consequences/Environmental Effects

The Reduced Take Alternative (Alternative C) would include the same categories of development related activities as the Proposed Action Alternative (Alternative B); however, under the Reduced Take Alternative, there are eight areas designated for development under the Proposed Action Alternative where activities that would result in take of covered species would not be permitted. See Chapter 2, Section 2.3.3, *Alternative C-Reduced Take Alternative* for more information on this alternative.

If the prohibition on take of covered species in the eight designated areas resulted in less overall vehicle trip generating development in the Plan Area, transportation impacts from the take associated with development related activities could be slightly less under the Reduced Take Alternative. However, the prohibition on take in the eight areas could result in the development planned for these locations being diverted to another part of the Plan Area. If any of the new location were farther from development centers, this could result in more frequent and longer vehicle trips and an increase in transportation impacts from the take associated with development related activities.

The Reduced Take Alternative includes implementation of the Yolo HCP/NCCP and associated conservation strategy and AMMs; however, with reduced take, there would also be reduced mitigation requirements compared to the Proposed Action Alternative. Therefore, there would be incrementally less overall preservation and habitat enhancement and establishment/re-establishment activities in the Plan Area. This would reduce the transportation impacts associated with habitat establishment/re-establishment activities necessitating the use of maintenance equipment and adding additional reserve maintenance related trips to the local roadway network. Additionally, the incremental reduction in overall preservation would slightly reduce the number of trips associated with reserve system management and operations, as well as the trips generated by recreational and education uses within the reserve system. However, the trip generation and associated transportation impacts from implementation of the conservation strategy are minimal; therefore, a further reduction would not make a change to the level of effect.

Overall, under the Reduced Take Alternative, Effects TRAN-1 through TRAN-5 would not be appreciably different from what is described for the Proposed Action Alternative or No Action Alternative.

NEPA Level of Significance: As compared to the No Action Alternative, this impact is similar and is **less than significant**.

CEQA Level of Significance: As compared to the Proposed Action Alternative, this impact is similar and is **less than significant**.

No mitigation is required.

Cumulative Effects

The existing cumulative condition in the Plan Area resulting from past and present projects is described above for the No Action Alternative and remains the same for the Reduced Take Alternative. The individual effects on transportation under the Reduced Take Alternative are not appreciably different from those described for the Proposed Action Alternative. Therefore, implementation of the Reduced Take Alternative, like the Proposed Action Alternative, would not result in a considerable adverse contribution to a significant cumulative impact on transportation.

NEPA Level of Significance: As compared to the No Action Alternative, this impact is similar and is **less than significant**.

CEQA Level of Significance: As compared to the Proposed Action Alternative, this impact is similar and is **less than significant**.

ALTERNATIVE D—REDUCED DEVELOPMENT ALTERNATIVE

Environmental Consequences/Environmental Effects

The Reduced Development Alternative (Alternative D) would include the same categories of development related activities as the Proposed Action Alternative (Alternative B), but under the Reduced Development Alternative, development within a portion of the west side of the Dunnigan Specific Plan Area, and the Elkhorn Specific Plan Area, would not be covered activities under the HCP/NCCP and therefore could not be provided incidental take authorization through the Plan. Any development that resulted in take of listed species in these locations would be required to obtain FESA and CESA authorization on a project by project basis (See Chapter 2, Section 2.3.4, *Alternative D-Reduced Development Alternative* for more information on this alternative).

Impacts related to transportation as a result of implementation of the Reduced Development Alternative would be similar to those discussed above for the No Action and the Proposed Action Alternatives. Because the two areas that would not be covered by the HCP/NCCP could still be developed, the overall development scenario may ultimately not differ from the No Action Alternative and Proposed Action Alternative. Although any development in the two identified areas would not be covered activities under the HCP/NCCP, mitigation for effects on covered species would still be required, which would likely result in some level of habitat reserve establishment.

Overall, under the Reduced Development Alternative, Effects TRAN-1 through TRAN-5 would not be appreciably different from what is described for the Proposed Action Alternative or No Action Alternative.

NEPA Level of Significance: As compared to the No Action Alternative, this impact is similar and is **less than significant**.

CEQA Level of Significance: As compared to the Proposed Action Alternative, this impact is similar and is **less than significant**.

No mitigation is required.

Cumulative Effects

The existing cumulative condition in the Plan Area resulting from past and present projects is described above for the No Action Alternative and remains the same for the Reduced Development Alternative. The individual effects on transportation under the Reduced Development Alternative are not appreciably different from those described for the Proposed Action Alternative. Therefore, implementation of the Reduced Development Alternative, like the Proposed Action Alternative, would not result in a considerable adverse contribution to a significant cumulative impact on transportation.

NEPA Level of Significance: As compared to the No Action Alternative, this impact is similar and is **less than significant**.

CEQA Level of Significance: As compared to the Proposed Action Alternative, this impact is similar and is **less than significant**.

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