3.13 TRANSPORTATION

This section provides background information on the transportation system in the vicinity of the Project site, outlines potential impacts to transportation that may result from the Project, and proposes mitigation measures to reduce those impacts to a less-than-significant level. A discussion of federal, state, and local laws, policies, and regulations that influence transportation systems are also presented in this section. Much of the environmental setting and impact analysis information presented in this section was obtained from the Transportation Impact Analysis prepared for the Project (KDA, 2021; see Appendix H), which was peer reviewed by the County and found to be adequate for the purposes of incorporation into this environmental review.

3.13.1 ENVIRONMENTAL SETTING

Regionally, Yolo County Central Landfill (YCCL) is served by a variety of state highways, streets within incorporated cities, rural arterial roads, rural collector roads, and local rural roads. The following discussion provides information regarding the circulation system, alternative transportation modes, and collision history in this area of the County to provide a basis against which to evaluate the impacts of the Project.

Roadway Network

The roadway network within the unincorporated area of Yolo County is a grid-based system of rural two-lane roads that connect individual communities and provide access to agricultural fields. Urban development is mainly concentrated in the eastern, central, and southern portions of the County within the incorporated cities of Davis, West Sacramento, Winters, and Woodland. Interstate 80 (I-80), Interstate 5 (I-5), and Interstate 505 (I-505) are the primary transportation corridors extending through the County and serve all of the County's major population centers. Other state highways, such as State Route 113 (SR 113), County arterials, and a network of local public and private roads constitute the remainder of the roadway system. Of these roadways, I-80 and SR 113 provide regional access to YCCL (see Figure 2-1).

Interstate 80

I-80 is a principal east/west route in Yolo County, providing connections to the San Francisco Bay Area and Sacramento County. I-80 is a major commute route between residential areas in the greater Sacramento area and the San Francisco Bay Area employment centers and is a major truck route between the San Francisco Bay Area, Sacramento, and the Tahoe Basin and points east. From the Solano County line to the Sacramento County line, I-80 is a six-lane freeway that connects the City of Davis and the City of West Sacramento.

State Route 113

SR 113 serves as an important link for agricultural and commercial traffic to I-5 and I-80. The segment between Davis and Woodland is a four-lane freeway that terminates at I-5. SR 113 continues from I-5 in Woodland as a two-lane conventional highway north to the town of Knights Landing and continues into Sutter County.

County Routes

The County maintains an extensive roadway system that provides a high level of access compared to the relatively low levels of traffic on most roadways. Major County roads are also part of the regional roadway system and typically provide the connections to the highway and freeway system. County Road 102 (CR 102) is a key County roadway that is used by motorists traveling between Davis and Woodland. County Road 28H (CR 28H) extends east from CR 102 and provides direct access to the municipal solid waste facility. County Road 29 (CR 29) links SR 113 and CR 102. County Road 105 (CR 105) links CR 28H and County Road 32A (CR 32A) in the area near I-80 ramps. CR 28H to CR 105 to CR 32A is a route used to access I-80 from Woodland.

The County is aware of the existing pavement conditions of the roads that trucks utilize coming to and from the YCCL, specifically CR 28H and CR 105. The Transportation Impact Analysis prepared for the Project (KDA, 2021; see Appendix H) analyzed potential truck impacts to roadway structural sections and concluded that the Project's truck traffic could be expected to change (i.e., increase) the need for and nature of regular maintenance on CR 28H. Project traffic would not increase the TI index[1] on CR 105.

In June 2021 (EIR Appendix I), borings were drilled within the travel lanes of CR 28H and CR 105 to measure pavement thickness and assess existing conditions. County staff is continuing ongoing efforts to evaluate pavement data and the necessary maintenance/improvements and identify appropriate funding options for future maintenance. Implementation of the Project could increase wear and tear on the roadways and affect future maintenance of CR 28H and CR 105.

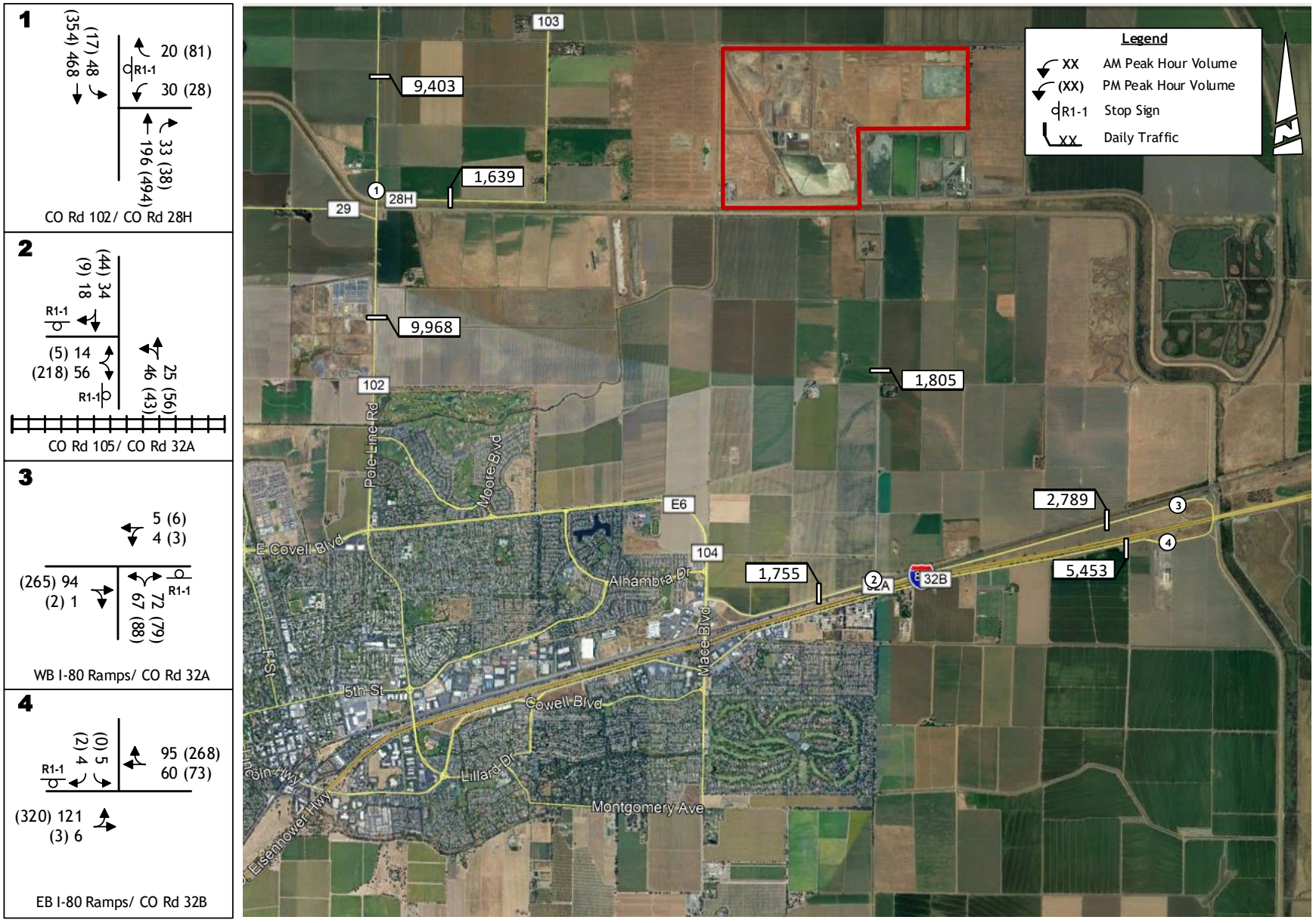
Existing Traffic Operating Conditions

Figure 3.13-1 identifies the study area roadways in the Project area addressed by the transportation analysis and provides the associated traffic volumes and lane configurations.

Traffic Volumes

Because of the effects of COVID-19-related shutdowns on local and regional travel, available data presented in other recent traffic studies were combined with new traffic counts to represent current traffic volumes levels without the effects of COVID-19. The sources of the data employed herein include the Davis Innovation Sustainability Campus Draft Environmental Impact Report (DEIR), Yolo County Cannabis Land Use Ordinance DEIR, and new data collected in February 2021. The 2021 traffic counts at the CR 102/CR 28H intersection were adjusted to pre-COVID levels based on the peak hour approach volume available from 24-hour counts on each roadway. Truck percentages on CR 105 were determined from the 2021 counts. For the details regarding the sources of data, refer to Appendix H.

[1] Traffic Index or "TI" is a measure related to pavement design, specifically related to traffic loading on the roadway for a design period (generally 20 years). The more traffic and heavy trucks, the higher the TI index.



Source: KD Anderson & Associates, Inc., 2021

Figure 3.13-1
Existing Traffic Volumes and Lane Configurations

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Table 3.13-1 identifies daily traffic volumes on study area roads based on peak hour volume following the methods employed in the Countywide General Plan Environmental Impact Report (EIR). The highest volumes occur on CR 102.

TABLE 3.13-1. EXISTING ROADWAY SEGMENT TRAFFIC VOLUMES

Roadway	Segment	Existing Conditions (2019)	
		Daily	PM Peak Hour
Chiles Rd/CR 32B	Mace Blvd to Webster Rd	5,458	580
CR 28H	CR 102 to CR 105	1,639	171
CR 32A	Mace Blvd to CR 105	1,755	300
	CR 105 to Webster Rd	2,789	448
CR 105	Co Rd 32B to Co Rd 28H	1,805	123
CR 102	Covell Blvd to CR 29	9,968	940
	CR 29 to CR 27	9,403	960

SOURCE: KD Anderson & Associates, Inc., 2021; see Appendix H

Peak Period Queues

Table 3.13-2 presents 95th percentile vehicle queues in feet estimated for key left turn lanes and I-80 off ramps based on volume per hour for the a.m. and p.m. peak hours. As indicated, current peak period queues do not exceed available turn lane storage or extend down off ramps to the point that they might interfere with mainline I-80 traffic.

TABLE 3.13-2. EXISTING PEAK HOUR INTERSECTION QUEUES

Intersection	Lane	Storage (Feet)	AM Peak Hour		PM Peak Hour	
			Volume (Vph)	95th % Queue (Feet)	Volume (Vph)	95th % Queue (Feet)
CR 102 / CR 28H	Southbound left	150	48	<25	17	<25
	Westbound left	80	30	<25	28	<25
CR 32A / WB I80	Off ramp	1,175[1]	139	<25	167	35
CR 32B / EB I-80	Off ramp	990[1]	9	<25	2	<25

NOTE:

[1] distance to mainline I-80 ramp gore.

SOURCE: KD Anderson & Associates, Inc., 2021; see Appendix H

Current YCCL Operations

Activity records at the YCCL gate over the last four years were reviewed and summarized to provide perspective regarding the number of entering vehicles and permitted tonnage received. **Table 3.13-3** summarizes data for year 2017 through 2020 in terms of the number of entering vehicles and the tonnage under permit that was received. Data are presented for the three highest days in terms of both entering vehicles and tonnage under permit received, while the annual average value for each parameter is also noted.

TABLE 3.13-3. YCCL OPERATIONS SUMMARY (2017-2020)

Year	Condition	Day	Total Inbound Vehicles	Tons Subject to Limit
2017	Maximum three vehicle days	Friday	654	1,154
		Tuesday	646	1,224
		Monday	637	1,276
	Average Day		468	961
	Maximum three tonnage days	Monday	510	1,927[1]
		Wednesday	494	1,749
		Tuesday	530	1,716
2018	Maximum three vehicle days	Friday	738	1,285
		Tuesday	737	1,397
		Tuesday	721	1,320
	Average Day		481	829
	Maximum three tonnage days	Friday	479	1,516
		Thursday	501	1,505
		Tuesday	529	1,504
2019	Maximum three vehicle days	Saturday	769	433
		Saturday	748	493
		Saturday	742	660
	Average Day		526	923
	Maximum three tonnage days	Monday	606	1,679
		Tuesday	556	1,661
		Tuesday	526	1,653
2020	Maximum three vehicle days	Saturday	1,050	423
		Saturday	995	505
		Saturday	994	453
	Average Day		630	921
	Maximum three tonnage days	Tuesday	650	1,538
		Wednesday	710	1,531
		Tuesday	693	1,522

NOTE:
[1] This value represents a one-time occurrence.

SOURCE: KD Anderson & Associates, Inc., 2021; see Appendix H

As shown, the instances when YCCL received tonnage that exceed or approached the current permit limit of 1,800 tons was rare. Regarding inbound vehicles, YCCL did not approach the 1,047 entering vehicles per day limit (except for one day, a Saturday, when the YCCL was closed on the following Sunday), and recently Saturdays have had the greatest number of arriving vehicles because residential self-haul is concentrated on that day with the landfill temporarily closed on Sundays from March 29, 2020 to November 22, 2020 due to COVID-19.

Alternative Transportation Modes

Public Transportation

Public transportation in Yolo County consists of the following services and facilities:

- public bus service,
- commercial bus service,
- taxi service,
- vanpools and carpools, and
- park-and-ride facilities.

Yolo County Transportation District

The Yolo County Transportation District (YCTD) operates YOLOBUS, which serves the residents of Yolo County and provides regional, intercity, and local fixed-route services throughout the County. For the fixed-route service, 10 routes are local (within Yolo County), and other routes provide commuter route service to Sacramento County and Solano County. The YOLOBUS System Overview map is included in Appendix H.

The YCTD also provides paratransit through YOLOBUS Special, which provides local city, intercity, and rural County service. These services provide on-demand, door-to-door transportation primarily for elderly and disabled passengers. The paratransit service is in addition to the approximate 0.75-mile route deviations that can be requested on some of the local fixed-routes.

Commercial bus service is provided by Greyhound, which provides over 3,600 service locations within North America. Greyhound provides limited-service bus stops with stops in Davis and Woodland. Service at these bus stops may vary by schedule, day, week, carrier, or season, and no Greyhound ticketing or baggage facilities are available at these locations. These limited-service bus stops provide connections to full-service stations located in the San Francisco Bay Area and the greater Sacramento area.

Taxi services are provided by several local companies located in Davis, Woodland, West Sacramento, and Knights Landing and are available on demand or by reservation. Park-and-ride lots provide a place for commuters in single-occupant vehicles to transfer to public transit or carpools. Yolo County has four park-and-ride facilities with three along I-80 and one near I-505 in the City of Winters.

Bicycle and Pedestrian Circulation

The bicycle and pedestrian transportation systems in Yolo County are composed of 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. In addition, the City of Davis and University of California, Davis have an extensive network of bicycle facilities with good connections to the County's bicycle network.

Bikeways are classified into the following three types:

- Class I – off-street bike paths;
- Class II – on-street bike lanes marked by pavement striping; and
- Class III – on-street bike routes that share the road with motorized vehicles.

The County of Yolo Bicycle Transportation Plan (BTP) was updated and adopted by the Board of Supervisors in March 2013. According to the Yolo County BTP, five major bikeways exist within the unincorporated area of the County (YCTAC, 2013):

- Class I path along I-80 and Russell Boulevard, and Class II bike lanes along CR 32A.
- Class II bike lanes along CR 102 from Knights Landing to eastern Woodland and on to nearby Davis.
- Class II bike lane along County Road 99 (CR 99) from the southern city limit of Woodland south to CR 29, then east one mile to County Road 99D (CR 99D), then south on CR 99D to the City of Davis.
- Class II bike lane along County Road 31 (CR 31), County Road 93A (CR 93A) and Russell Boulevard between Davis and Winters.
- Class I bike path along County Road 32 (CR 32) west from Davis to County Road 95A (CR95A).

The County has developed a Parks and Open Space Master Plan (September 2006) that includes descriptions and resources of hiking trails within the unincorporated parts of the County.

Collision History

Collision records maintained by Yolo County were obtained for the study area circulation system and reviewed to identify any locations where collision frequency was noteworthy. Information was assembled for the five years prior to the COVID-19 pandemic as shown in **Table 3.13-4**. As indicated, only five collisions were identified from County records. Three occurred at intersections, and two were at midblock locations. The equivalent collision frequency rate was determined for each facility type (i.e., collisions per million entering vehicles at intersections, and collisions per million vehicle miles on segments). The results were compared to current statewide averages for similar facilities, and as indicated in the table, the recent collision frequencies are less than the statewide averages, indicating that none of the locations would be considered a “high accident frequency” location.

TABLE 3.13-4. YEAR 2015-2019 COLLISION HISTORY

Location	Total Collisions	Predominate Collision Type	Frequency rate	State Average
Intersection of CR 105 / CR 28H	1	Hit object	0.16 / MV	0.25 / MV[1]
Intersection of CR 102 / CR 29	2	Hit object; broadside	0.09 / MV	0.25 / MV
CR 102 from CR 29 to CR 28H	1	Rear end (DUI)	0.33 / MVM	0.70 / MVM[2]
CR 28H east of CR 102 to CR 105	1	Hit object	0.11 / MVM	0.70 / MVM
CR 105 from CR 28H to CR 29	0	none	none	0.70 / MVM

NOTE:

MV is million entering vehicles. MVM is million vehicle miles. DUI refers to driving under the influence collision type.
No collisions were reported for the Intersection of CR 102 and CR 28H.

[1] average for rural intersection with stop control
[2] average for conventional 2 lane highway in flat terrain

SOURCE: KD Anderson & Associates, Inc., 2021; see Appendix H

3.13.2 REGULATORY SETTING

Transportation policies, laws, and regulations that would apply to the General Plan Circulation Element are summarized below. This information provides a context for the impact discussion related to the plan's consistency with applicable regulatory conditions.

State

Senate Bill 743

Senate Bill 743 (SB 743; Steinberg, 2013) governs the application of new State CEQA *Guidelines* for addressing transportation impacts based on Vehicle Miles Traveled (VMT). It was codified in Public Resources Code §21099, required changes to the guidelines implementing CEQA (State CEQA *Guidelines*) (Cal. Code Regs., Title 14, Div. 6, Ch. 3, § 15000 et seq.) regarding the analysis of transportation impacts. The Governor's Office of Planning and Research (OPR) has proposed, and the California Natural Resources Agency (Agency) has certified and adopted, changes to the State CEQA *Guidelines* that identify VMT as the most appropriate metric to evaluate a project's transportation impacts. With the Agency's certification and adoption of the changes to the State CEQA *Guidelines*, automobile delay, as measured by "level of service" and other similar metrics, generally no longer constitutes a significant environmental effect under CEQA. (Pub. Resources Code, § 21099, subd. (b)(3).)"

The OPR document Technical Advisory on Evaluating Transportation Impacts in CEQA (OPR, 2018) provides general direction regarding the methods to be employed and significance criteria to evaluate VMT impacts, absent polices adopted by local agencies.

Caltrans LOS Criteria

With the implementation of SB 743, the California Department of Transportation (Caltrans) has indicated that for CEQA purposes LOS on State highways is no longer a significance criterion. Instead, Caltrans recommends that a project's impact on safety be evaluated. Caltrans recommends

that peak period queue lengths in comparison to available storage be the primary evaluation criterion.

Regional

The Sacramento Area Council of Governments (SACOG) is responsible for regional transportation planning in Yolo County. The 2020 Metropolitan Transportation Plan / Sustainable Communities Strategy (MTP/SCS) (SACOG, 2019) is a federally mandated long-range fiscally constrained transportation plan for the six-County area that includes El Dorado, Placer, Sacramento, Sutter, Yolo and Yuba counties.

Most of this area is designated a federal non-attainment area for ozone, indicating that the transportation system is required to meet stringent air quality emissions budgets to reduce pollutant levels that contribute to ozone formation. To receive federal funding, transportation projects nominated by cities, counties, and agencies must be consistent with the MTP/SCS. A project is considered consistent if it is contained in the MTP/SCS and is included in the computer modeling of transportation and air quality impacts by SACOG. In addition, any regionally significant transportation project planned for a City or County must be included in the MTP/SCS because of its potential effect on travel demand and air pollution.

The 2021/2024 Metropolitan Transportation Improvement Program (MTIP) (SACOG, 2021) is a list of transportation projects and programs to be funded and implemented over the three-year period. SACOG submits this document to Caltrans and amends the program on a quarterly cycle. The MTIP and its amendments are subject to air quality conformity analysis under federal regulations, which limits the use of federal funds for regionally significant, capacity-increasing roadway projects.

Local

Yolo County Transportation Impact Study Guidelines

The Yolo County Transportation Impact Study Guidelines (Yolo County, 2010) have been developed to provide a clear and consistent technical approach to transportation impact analysis for projects within Yolo County's jurisdiction. This document establishes protocol for transportation impact studies and reports based on the current state-of-the-practice in transportation planning and engineering. The County expects these guidelines to result in studies that provide comprehensive and accurate analysis of potential transportation impacts to County facilities and services. This information is essential for decision makers and the public when evaluating individual projects.

The County of Yolo Bicycle Transportation Plan

The County of Yolo Bicycle Transportation Plan (Yolo County, 2013) contains a system of existing and planned bikeway facilities to provide for transportation and recreational bicycle travel. Specific policies and implementation strategies were developed to accomplish the following overall goal:

It is the goal of Yolo County to provide for and encourage the development of an integrated system of bikeway facilities. These facilities would provide for safe and convenient travel for bicyclists throughout the County. The County recognizes the benefits of improved air quality, improved energy efficiency, reduced traffic congestion, and improved personal fitness that can be realized by encouraging bicycle travel for transportation and recreation.

Yolo County VMT Policy

At the time this analysis commenced, Yolo County had not adopted guidelines for analyzing VMT or determining the significance of a project's impact on VMT.

3.13.3 IMPACTS AND MITIGATION MEASURES

Significance Criteria

Based on Appendix G of the State CEQA *Guidelines*, implementation of the Project would have significant impacts and environmental consequences on transportation if it would:

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities;

b) Conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b);

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);

d) Result in inadequate emergency access.

Impact Analysis

This analysis addresses the transportation effects that would be associated with implementation of the Project based on the potential truck and employee trips associated with individual Project elements that have been identified for implementation over the life of the proposed revision to the Solid Waste Facility Permit (SWFP). YCCL currently operates under the following two distinct transportation limitations included in the existing SWFP:

- No more than 1,047 vehicles per day; and
- No more than 1,800 tons of incoming waste per day.

Under the SWFP modification that would be associated with the Project, there would be no more than 3,000 tons of incoming waste per day and no more than 1,305 vehicles per day. In addition, Yolo County Department of Community Services, Division of Integrated Waste Management (DIWM) has identified specific development/operations that may occur at YCCL over the life of the Project. Some aspects of the travel associated with the operations would be governed by the modified permit. The truck loads associated with each of the proposed uses that may occur at the Project site, as well as other additional truck traffic that would be permitted are discussed below. The number of employees associated with each of the proposed uses is also identified.

Daily Trip Generation

Table 3.13-5 presents the estimated daily truck and automobile trip generation that would be associated with implementation of the modified permit under the Project. As indicated, the Project would be expected to generate 516 daily one-way truck trips and 70 daily one-way automobile trips in addition to the existing trips to and from the YCCL.

Because large trucks take up more space than automobiles and have different performance characteristics in terms of acceleration and deceleration, it is common practice to convert truck trips into a Passenger Car Equivalents (PCEs) for operational analysis. Trucks are assumed to represent 2.0 to 4.0 PCEs depending on the size of the truck. For this analysis, 12-ton trucks are assumed to be 3.0 PCEs and 20-ton tractor-trailer combinations are 4.0 PCEs. As indicated in **Table 3.13-5**, the Project trucks are assumed to generate 1,656 daily PCEs.

TABLE 3.13-5. DAILY TRIP GENERATION ESTIMATES

	Forecasts					
Proposed Uses	**Total Truck Loads**	**Total Truck Trips[1]**	**PCE / Truck**	**Total PCE's**	**Employees**	**Employee Trips[1]**
Increased Daily Permitted Tonnage	104	208	3[2]	624	5	10
Wood Pellet Facility	8	16	4[3]	64	5	10
Large Scale Floating Solar Photovoltaic System and Solar Photovoltaic System on Closed Landfill Units	0	0	0	0	0	0
Waste Gasification Facility	15	30	4	120	15	30
Expanded Biogas Utilization Options	0	0	0	0	0	0
Peaking Power Plant	0	0	0	0	0	0
New Class 2 Surface Impoundment	0	0	0	0	0	0
Organic Waste Fertilizer Facility	4	8	4	32	5	10
Stormwater Treatment System and Discharge	0	0	0	0	0	0
Additional Groundwater Pumping (Possible Treatment and Discharge)	0	0	0	0	0	0
Transfer Station	25	50	4	200	0	0
Non-Specific Future Borrow Site	100	200	3	600	0	0
Thermal Pressure Hydrolysis System	0	0	0	0	3	6
Biogas to Methanol Pilot Facility	2	4	4	16	2	4
Total	258	516		1,656	35	70

NOTE:
1 Total trips are two times the vehicles (counted as 1 inbound trip and 1 outbound trip)
2 12 tons per vehicle
3 20 ton Tractor / Trailer
4 PCE = Passenger Car Equivalents

SOURCE: KD Anderson & Associates, Inc., 2021; see Appendix H

Peak Hour Characteristics

The trips generated by Project trucks would be spread throughout the day, but based on the typical hours of operation, employee travel would likely fall into normal commute periods. YCCL currently receives materials from 6:30 a.m. to 4:00 p.m. (i.e., 9.5 hours), and no change to that schedule is proposed, however the YCCL is permitted to receive materials from 6:00 a.m. to 5:00 p.m. For this analysis it was assumed that the expansion of current permitted waste tonnage would follow the existing schedule, with no materials arriving during the p.m. peak hour. The truck trips associated with the other uses would similarly have relatively little truck traffic after 4:00 p.m.

The peak hour share of the daily employee traffic accompanying new proposed uses under the Project would be similar to the share identified for other employment related businesses. For example, Institute of Transportation Engineers (ITE) data indicates that a.m. or p.m. peak hour traffic associated with light industrial and manufacturing uses represents 12 percent to 17 percent of the daily trip generation. For this analysis it has been very conservatively assumed that employee commute traffic would represent 25 percent of the daily employee trip generation. Similarly, the directional distribution of peak hour trips would likely mimic the patterns of these uses. For industrial and manufacturing uses, 77 percent to 88 percent of the a.m. peak hour trips are inbound, and 69 percent to 87 percent of the p.m. peak hour trips are outbound. For this analysis it has been conservatively assumed that 90 percent of the a.m. employee trips would be inbound and 90 percent of the employee trips would be outbound in the p.m.

Estimated peak hour trip generation rates and forecasts are shown in **Table 3.13-6**. As shown in the table, the Project is estimated to generate 82 trips in the a.m. peak hour and 22 trips in the p.m. peak hour.

TABLE 3.13-6. PEAK HOUR TRIP GENERATION FORECASTS

		Trips/PCE's						
			AM Peak			PM Peak		
Trip Type	Quantify	Daily	Inbound	Outbound	Total	Inbound	Outbound	Total
Vehicle Trips								
Automobiles	1	2	90%	10%	0.501	10%	90%	0.501
	35	70	16	2	18	2	16	18
Truck Loads	1	2	50%	50%	0.25	50%	50%	0.01
	258	516	32	32	64	2	2	4
Total Vehicle Trips		586	48	34	82	4	18	22
PCE Trips								
Automobiles	35	70	16	2	18	2	16	18
Truck Loads	258	1,656	73	73	146	6	6	12
Total PCE Trips		1,726	89	75	164	8	22	30

NOTE:
[1] assumes 0.25 percent of employees arrive/depart during the peak hour.

SOURCE: KD Anderson & Associates, Inc., 2021; see Appendix H

Trip Distribution Assumptions

After estimating the number of vehicle trips that are expected to be generated by the Project, it is necessary to identify the directional distribution of Project-generated traffic in order to distribute these trips to the study area circulation system. For this analysis, the travel characteristics of trips associated with new employment were determined based on the general distribution of residents in Yolo County. The distribution of truck trips was estimated as a weighted average of the probable destination of the various potential development projects and current travel patterns. As noted in **Table 3.13-7**, the regional distribution of trips indicates that most truck traffic would use CR 29 to SR 113.

TABLE 3.13-7. PROJECT TRIP DISTRIBUTION ASSUMPTIONS

Direction	Route	Percent of Total	
		Trucks	Employees
North	CR 102	14%	3%
East	Sacramento via I-80 (CR 105 to I_80)	18%	32%
West	CR 29 to SR 113	60%	25%
South	Davis via Mace Blvd	6%	39%
	Davis Via CR 102	2%	1%
	Total	100%	100%

SOURCE: KD Anderson & Associates, Inc., 2021; see Appendix H

Project Trip Assignment

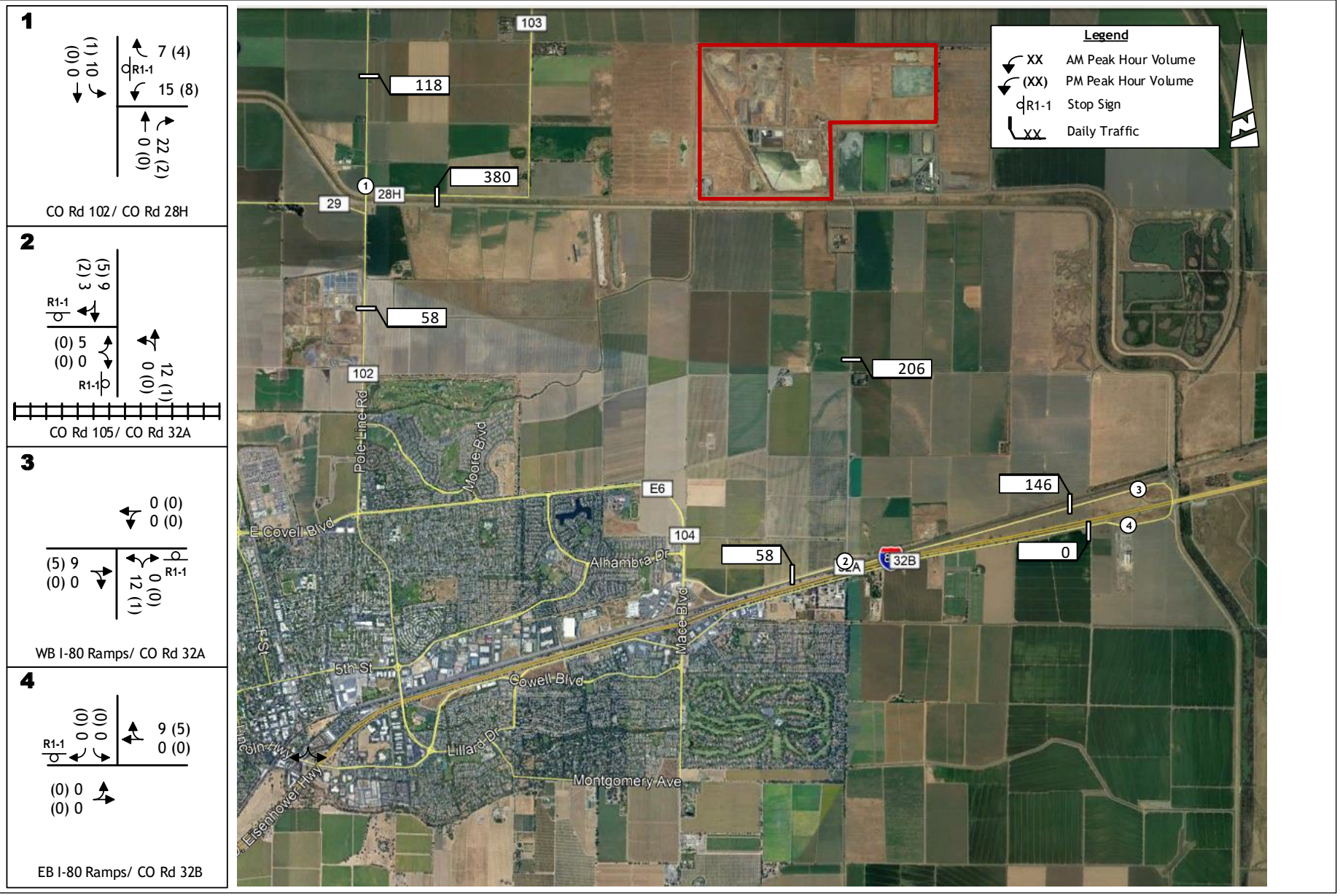
The assignment of daily and peak hour trip assumptions for the Project are presented in **Figure 3.13-2**. **Figure 3.13-3** presents the alignment of the Project's Passenger Car Equivalents (PCEs), as noted in the Impact 3.13.3 discussion for trucks.

Impact 3.13.1: The Project could conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. (Less than Significant)

Transit Service and Facilities

For transit services and facilities, the Project's impact would be significant if:

- it creates demand for public transit services above the crush load capacity that is provided or planned; and/or
- it disrupts existing or planned transit facilities and services or conflicts with adopted County non-auto plans, guidelines, policies, or standards.



Source: KD Anderson & Associates, Inc., 2021

Figure 3.13-2
Project Only Traffic Volumes and Lane Configurations

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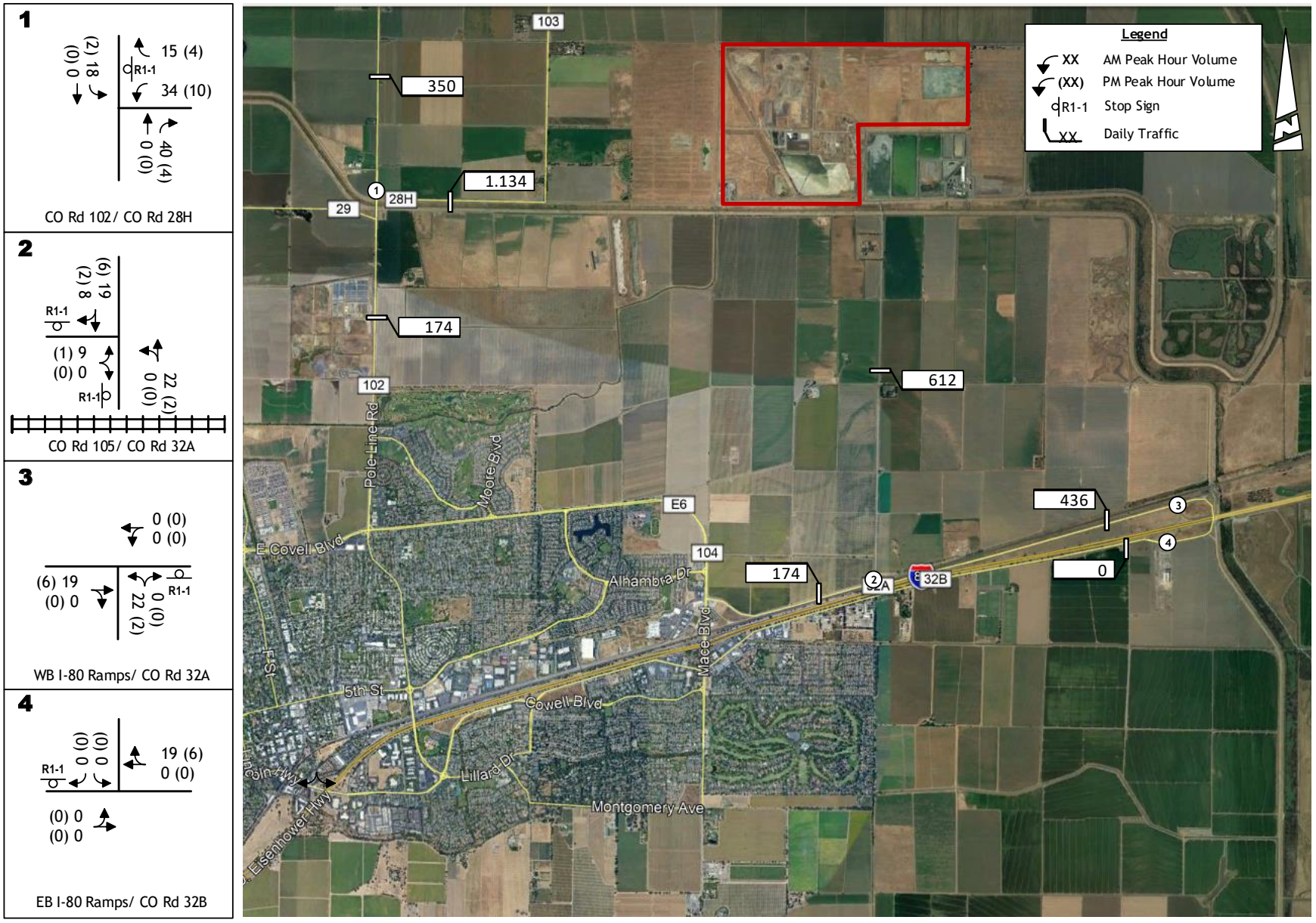

Source: KD Anderson & Associates, Inc., 2021

Figure 3.13-3

Project Only (PCE) Traffic Volumes and Lane Configurations

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As YOLOBUS does not operate on CR 102, CR 28H, or CR 105, nor is any route planned for those roadways in the future, the Project would not physically disrupt an existing transit service or facility, nor would it interfere with implementation of a planned transit service or facility. The Project's traffic contribution to roads that are used by YOLOBUS (e.g., I-80, SR 113) would be too small to result in increased travel time for busses that would adversely affect on-time performance. The Project would not result in increased transit ridership demands that would result in passenger loads that exceed vehicle loading standards. As YCCL's access location is not adjacent to any transit facility, the Project would not result in increased potential for safety conflicts involving transit vehicles and other modes of travel. The Project's impact to transit service and facilities would be less than significant.

Bicycle Facilities

For bicycle facilities, the Project's impact would be significant if:

- it disrupts existing or planned bicycle facilities or conflicts with adopted County non-auto plans, guidelines, policies, or standards; and/or
- it adds trips to an existing transportation facility or service (e.g., bike path) that does not meet current design standards.

The Project would not interfere with use of the Class I bike trail along CR 32A nor the Class II bike lanes on CR 102. The Project would not physically disrupt an existing bicycle facility or interfere with implementation of a planned bicycle facility. Some Project employees could elect to ride bicycles to the Project site. The Regional Bicycle, Pedestrian, and Trails Master Plan indicates that 10.1 percent of Yolo County commuters reported using bicycles. If 10 percent of the Project's employee trips were made by bicycle, then eight additional bicycle trips could be added to the area circulation system per day. With the presence of bike lanes on CR 102, this use would not result in a significant increase in bicyclists on a facility that does not have adequate bicycle facilities, such that conflicts between bicyclists and other travel modes would be likely to increase. The Project's impact to bicycle facilities would be less than significant.

Pedestrian Facilities

For pedestrian facilities and Americans with Disabilities Act (ADA) compliance, the Project's impact would be significant if:

- it fails to provide accessible and safe pedestrian connections between buildings and to adjacent streets and transit facilities;
- it disrupts existing or planned pedestrian facilities or conflicts with adopted County nonauto plans, guidelines, policies, or standards; and/or
- it adds trips to an existing transportation facility or service (e.g., sidewalk) that does not meet current design standards.

The Project would not physically disrupt an existing pedestrian facility, nor would it interfere with implementation of a planned pedestrian facility. There are no existing pedestrian facilities on

roadways leading to the YCCL. Though unlikely, some employees may walk to the site. The Regional Bicycle, Pedestrian and Trails Master Plan, indicates that 2.7 percent of Yolo County commuters reported walking. If three percent of the Project's trips were made on foot, then two additional pedestrians might be added to the area circulation system. The Project would not result in an increased presence of vehicles and/or pedestrians on a facility that would cause conflicts between pedestrians and other travel modes to likely increase. The Project's impact to pedestrian facilities would be less than significant.

Impact Conclusion

The Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. The impact would be less than significant.

Mitigation Measures

None required.

Impact 3.13.2: The Project could generate vehicle miles travelled (VMT) that could conflict or be inconsistent with State CEQA *Guidelines* §15064.3, subdivision (b). (Less than Significant)

VMT refers to the amount and distance of vehicle travel attributable to a project. VMT generally represents the number of vehicle trips generated by a project multiplied by the average trip length for those trips. For CEQA transportation impact assessment, VMT is calculated using the origin-destination VMT method, which accounts for the full distance of vehicle trips with one end from YCCL.

The California Governor's OPR document Technical Advisory on Evaluating Transportation Impacts in CEQA provides general direction regarding the methods to be employed and significance criteria to evaluate VMT impacts, absent polices adopted by local agencies. The directive addresses several aspects of VMT impact analysis, and is organized as follows:

- **Screening Criteria:** Screening criteria are intended to quickly identify when a project should be expected to cause a less-than-significant VMT impact without conducting a detailed study.
- **Significance Thresholds:** Significance thresholds define what constitutes an acceptable level of VMT and what could be considered a significant level of VMT requiring mitigation.
- **Analysis Methodology:** These are the potential procedures and tools for producing VMT forecasts to use in the VMT impact assessment.
- **Mitigation:** Projects that are found to have a significant VMT impact based on the County's significance thresholds are required to implement mitigation measures to reduce impacts to a less-than-significant level (or to the extent feasible).

Screening Criteria

Screening criteria can be used to quickly identify whether sufficient evidence exists to presume a project would have a less-than-significant VMT impact without conducting a detailed study. However, each project should be evaluated against the evidence supporting that screening criteria to determine if it applies. Projects meeting at least one of the criteria below can be presumed to have a less than significant VMT impact, absent substantial evidence that the project will lead to a significant impact.

The extent to which the Project qualifies under each criterion is noted below.

- **Regional Truck Traffic:** The OPR directive specially focuses on the need to evaluate residential and employment-based travel, either from the standpoint of home-based trips or through evaluation of commute trips associated with employment centers. Consistent with Section 1564.3 of the State CEQA *Guidelines*, impacts from regional truck traffic are not included in the VMT estimates, but are considered from an operational standpoint as they relate to safety.

- **Small Projects:** Defined as a project that generates 110 or fewer average daily vehicle trips.

- **Affordable Housing:** Defined as a project consisting of deed-restricted affordable. housing.

- **Local-Serving Non-Residential Development:** The directive notes that local serving retail uses can reduce travel by offering customers more choices in closer proximity. Local serving retail uses of 50,000 square feet or less can be presumed to have a less-than-significant impact.

- **Projects in Low VMT-Generating Area:** Defined as a residential or office project that is in a VMT efficient area based on an available VMT Estimation Tool. The project must be consistent in size and land use type (i.e., density, mix of uses, transit accessibility) as the surrounding built environment.

- **Proximity to High Quality Transit**: The directive notes that employment and residential development located within a half mile of a high-quality transit corridor can be presumed to have a less-than-significant impact.

Impact Conclusion

The extent to which the Project's VMT impacts can he presumed to be less than significant has been determined based on review of the OPR directive's screening criteria and general guidance. The OPR Small Project criteria is applicable to the Project. The Project is projected to generate 586 daily vehicle trips. Of that total, 70 trips would be made by employees commuting to and from the site via automobile, and 516 trips would be made by trucks hauling materials to and from the site. Because truck traffic is not applicable to VMT analysis, the employee trip generation estimate of 70 trips is compared to the OPR threshold of 110 daily trips. As the 110 ADT threshold for automobiles would not be exceeded, the Project's VMT impacts can be presumed to be less than significant.

Mitigation Measures

None required.

Impact 3.13.3: The Project could substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). (Less than Significant)

For trucks or other heavy vehicles, the Project's impact would be significant if:

- It fails to provide safe accommodation of forecast truck traffic or temporary construction-related truck traffic; and/or
- it adds 100 daily passenger vehicle trips (or equivalent truck trips) to an existing roadway that does not meet current County design standards (e.g., structural section, horizontal and vertical curves, lane and shoulder width).

Roadway Design and Users

The Project would not substantially increase hazards to vehicle safety due to increased traffic at locations with geometric design features (e.g., sharp curves or dangerous intersections). Regular site traffic and vehicles visiting the site during construction would be comprised of automobiles and trucks permitted under the California Vehicle Code (CVC) and no farm equipment would be expected. The Project would not introduce incompatible users (e.g., farm equipment) to a roadway or transportation facility not intended for those users. The Project's impact with regards to roadway design and users would be less than significant.

State Highways

The Project would add trips to I-80 and its ramps on CR 32A and CR 32B. However, the Project-related trips would not appreciably increase current peak period queuing on I-80 off-ramps (see Table 3.13-2), and as result the Project would not contribute to a safety problem on state facilities. The Project's impact with regards to state facilities would be less than significant.

Impact Conclusion

The Project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). The associated impact would be less than significant.

Mitigation Measures

None required.

Impact 3.13.4: The Project could result in inadequate emergency access. (Less than Significant)

The Project would not result in inadequate emergency access. As described in the Impact 3.13.3 discussion, the Project would not substantially increase hazards to vehicle safety due to increased traffic, which could result in inadequate emergency access. The impact would be less than significant.

Mitigation Measures

None required.

3.13.4 REFERENCES

California Governor's Office of Planning and Research (OPR). 2018. Technical Advisory on Evaluating Transportation Impacts in CEQA, April 2018.

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Sacramento Area Council of Governments (SACOG). 2019. Metropolitan Transportation Plan/Sustainable Communities Strategy, Adopted November 18, 2019.

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Yolo County Transportation Advisory Committee (YCTAC). 2013. County of Yolo Bicycle Transportation Plan, Bicycle Routes and Priorities, March 2013.

Yolo County, 2010. Transportation Impact Study Guidelines, February 2010.
