



APPROVED
BY THE CITY COUNCIL

NOV 5 1998

OFFICE OF THE
CITY CLERK

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DEPARTMENT OF
PUBLIC WORKS

TECHNICAL SERVICES DIVISION
FUNDING & PRIORITIES

CITY OF SACRAMENTO
CALIFORNIA

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October 22, 1998

City Council
Sacramento, California

Honorable Members In Session:

**SUBJECT: SOUTHEAST AREA TRANSPORTATION (SEAT) STUDY (PN: TS06)
INFORMATIONAL REPORT ON STUDY FINDINGS AND REQUEST FOR
APPROVAL TO PREPARE AN ENVIRONMENTAL IMPACT REPORT FOR
THE FOLSOM BOULEVARD/POWER INN ROAD AREA IMPROVEMENTS**

LOCATION AND COUNCIL DISTRICT:

The study area is roughly bounded by Highway 50 on the north, Watt Avenue on the east, Elder Creek Road on the south, and 65th Street Expressway on the west. Council District 6.

RECOMMENDATION:

This report recommends that the City Council direct staff to prepare an environmental impact report for the Folsom Boulevard/Power Inn Road Area Improvements.

CONTACT PERSON: Nicholas Theocharides, Senior Engineer 264-5065

FOR COUNCIL MEETING OF: November 5, 1998

SUMMARY:

- The goals of the SEAT study are to: 1) Develop and analyze the feasibility of project alternatives which will relieve congestion at the intersection of Folsom Boulevard and Power Inn Road, 2) Identify needed transportation improvements within the larger study area which is bounded by Highway 50, Watt Avenue, Elder Creek Road, and 65th Street, and, 3) Prepare the necessary technical documents for Caltrans approval and for the submission of state and federal funding applications for the recommended projects.

- The major elements of the study have been completed. The outcome of the study is: 1) A package of improvements which will relieve congestion and improve alternative mode transportation facilities in and around the Folsom Boulevard/Power Inn Road intersection area, and 2) A series of projects within the larger study area which will accommodate the travel demand anticipated to result from projected growth over the next 20 years.
- The Project Study Report (PSR) for the Folsom Boulevard/Power Inn Road Area Improvements has been submitted to Caltrans for review. Approval of the PSR, which is expected to be obtained in December 1998, will allow the projects to be included in the 1998 State Transportation Improvement Program for State, and additional federal funding.
- The study has found that there is significant congestion at the intersection of Folsom Boulevard and Power Inn Road. The Folsom Boulevard/Power Inn Road Area Improvements package includes three short-term projects which will provide immediate congestion relief and improve pedestrian, bicycle, and transit access in the area.
- The construction cost for the Folsom Boulevard/Power Inn Road Area Improvements is estimated to be \$31,000,000. The City has obtained \$7,500,000 in Federal Demonstration funds for the project which, along with the \$1,400,000 unencumbered project balance, is sufficient to cover the cost of the three near-term projects. Staff is currently identifying funding options for the remainder projects and will present these to the City Council on December 1, 1998 in its report on STIP/TEA 21 funding and Arden Garden Connector savings.
- In order to advance the near-term projects to the implementation stage and make use of the available federal funds, staff recommends that a project Environmental Impact Report be prepared for the Folsom Boulevard/Power Inn Road Area Improvements.

COMMITTEE/COMMISSION ACTION:

None.

BACKGROUND INFORMATION:

In the early 1990's the City prepared a PSR to evaluate the feasibility of constructing an urban interchange, or grade separated intersection, at Folsom Boulevard and Power Inn Road. Caltrans reviewed the PSR and requested that the City consider other alternatives. In 1996 staff developed a plan to conduct a comprehensive study of the transportation needs in the southeast area (SEAT Study) which was approved by the Council for inclusion in the FY 96/97 CIP.

STUDY OBJECTIVES The objectives of the study were to:

- Develop a specific improvement plan to alleviate traffic congestion in and around the Folsom Boulevard/Power Inn Road intersection area.
- Prepare a transportation master plan for larger study area which is bounded by Hwy 50, Watt Avenue, Elder Creek Road, and 65th Street. The study area boundaries are shown in Attachment 1.
- Develop project alternatives which will enhance transit accessibility and bicycle and pedestrian improvements within the study area.
- Prepare the necessary technical documents for Caltrans approval and for the submission of State and federal funding applications for the Folsom Boulevard/Power Inn Road project.
- Prepare the environmental impact report for the Folsom Boulevard and Power Inn Road intersection project.
- Provide updated project information for use in the City's Transportation Programming Guide.

STUDY PROCESS AND PUBLIC INVOLVEMENT Staff and its consultant formed the following working groups to assist in the development of the study and to receive input from stakeholders:

- The Community Advisory Team (CAT), which was composed of local business owners, neighborhood associations interested citizens, and the Power Inn TMA. The CAT met monthly for approximately 1 year and gave input on the area's transportation deficiencies and needs, the study scope, the development of alternatives, and the desired functional features of the projects developed through the study.
- The Technical Advisory Team (TAT), which was composed of staff members representing Caltrans, Regional Transit, Sacramento Area Council of Governments, and the County Department of Public Works. The TAT provided planning, funding, and technical input to the study process, and met monthly for approximately one year.
- The Peer Review Team, which was composed of the principals of two leading transportation planning firms and a transportation studies professor at UC Berkeley. The peer review panel held a one-day work session and provided technical review of the project concepts, input on the alternatives analysis, and an evaluation of the effectiveness of the alternatives.

In addition to the regular CAT, and TAT meetings, staff held an open house on March 26, 1998, to receive public input on the preliminary study findings. The open house was attended by approximately 100 people who provided comments on the area's transportation issues and study alternatives to City staff and its consultant. Congestion, and a lack of pedestrian and bicycle facilities within the study area, were identified as the most significant transportation problems. Participants also indicated a preference for intersection area-wide improvements over the construction of an urban interchange at Folsom Boulevard and Power Inn Road. A summary of the feedback received is included in Attachment 2.

STUDY FINDINGS – FOLSOM BOULEVARD/POWER INN ROAD

Transportation System Deficiencies. The study identified the following transportation problems in and around the intersection area:

- There is significant congestion in and around the Power Inn/Folsom Boulevard intersection which is expected to increase in the future.
- There is poor pedestrian and bicycle access to the light rail stations at 65th Street and Power Inn Road, and to CSUS.
- The existing infrastructure has a limited capacity to accommodate expected increases in traffic volumes resulting from future growth.

Urban Interchange. The study also found that the previously proposed urban interchange at Folsom Boulevard and Power Inn Road, while providing relief at the intersection itself, would have limited benefit because of the limited capacity of the surrounding roadway network. Additionally, because of its high cost, which is estimated at \$25,000,000, opposition to the project by Caltrans, and significant right-of-way impacts, it was dismissed as a preferred alternative.

Area Improvements. As an alternative to the urban interchange, the study developed the Folsom Boulevard/Power Inn Road Area Improvements project, which will relieve congestion at the intersection, provide increased capacity in the surrounding roadway network, and enhance bicycle, pedestrian, and transit access in the area. The various components of the area improvement package are described in Attachment 3. A map showing the location of the improvements is shown in Attachment 4.

Project Study Report. Many components of the Folsom Boulevard/Power Inn Road Area Improvements project involve work within Caltrans right-of-way at SR 16 and Hwy 50 and require planning approval by Caltrans in the form of a Project Study Report (PSR). The PSR is also necessary for inclusion of the project in the State Transportation Improvement Plan for State and Federal funding.

The PSR was submitted to Caltrans for review and approval on October 14, 1998. The PSR evaluates and documents: the project purpose and need, alternatives analyses, application of design standards and exceptions required, project phasing, right-of-way impacts, environmental assessments, construction traffic management, value engineering, costs, funding and implementation time-frames. Staff anticipates Caltrans approval of the PSR in December 1998.

Implementation Time-frame, Cost, and Funding. Attachment 3 shows the various elements of the Folsom Boulevard Area Improvements project, the recommended implementation time-frame, and costs. The study identified the need to implement three projects in the near term (year 2000-2001) to provide immediate congestion relief at the intersection, and significantly enhance bicycle, pedestrian and transit access. The three near term projects are:

- Howe Avenue/Power Inn Road at U.S. 50 – Operational improvements from College Town Drive to Folsom Boulevard and the addition of two lanes to the existing four-lane facility. Hornet Drive operational improvements from Folsom Boulevard to College Town Drive.
- CSUS Access to Folsom Boulevard – New interim access connecting Jed Smith Drive to Folsom Boulevard.
- Power Inn Road Widening – Widening from four to six lanes and construction of expanded intersections along Power Inn Road between 14th Avenue and Folsom Boulevard.

The construction cost of the full improvement package is estimated to be \$31,000,000. The project cost for the near term improvements is \$8,400,000. In June 1998, the City applied for and obtained \$7,500,000 in Federal Demonstration funds for the project. The demonstration funds, along with the \$1,400,000 unencumbered balance in the SEAT Study project, are sufficient to cover the cost of the near term improvements.

Staff is currently identifying funding options for the remainder projects and will present these to the City Council on December 1, 1998 in its report on STIP/TEA 21 funding and Arden Garden Connector savings.

Environmental Studies.

In order to advance the near-term projects to the implementation stage and make use of the available federal funds, staff recommends that a project Environmental Impact Report be prepared for the Folsom Boulevard/Power Inn Road Area Improvements. The proposed program level document will analyze the environmental impacts associated with all of the feasible project alternatives considered in the SEAT study, including the urban interchange alternative, and will provide a focused analysis of the near term projects. Additionally, because of federal fund requirements, the focused analysis for the near term projects will also comply with NEPA requirements.

The study identified two options for the realignment of State Route 16 (SR 16) to Power Inn Road. The two options are shown on Attachment 4, with one connecting SR 16 to Power Inn Road at Cucamonga Avenue, and the other connecting SR16 to Power Inn Road at 14th Avenue. Because of the need for a detailed environmental analysis and comparison of the impacts associated with each of the two options, the study concluded that the selection between the two alternatives should be made through the environmental process.

STUDY FINDINGS – LARGER STUDY AREA

The study also evaluated the transportation needs of the larger study area which is bounded by Highway 50 on the north, Watt Avenue on the east, Elder Creek Road on the south, and 65th Street Expressway on the west. The transportation improvements identified to meet the areas projected 20-year travel demand include widening improvements to: 65th Street, Power Inn Road, Florin Perkins Road, South Watt Avenue, Fruitridge Road, and Elder Creek Road. The recommended time-frames and limits of widening are shown in Attachment 5. The location of the improvements is shown in Attachment 6.

The development of alternative mode improvement recommendations and cost estimates for the larger study area improvements is continuing. The study information being developed will be consistent with the ranking and prioritization criteria used in the Major Streets Section of the City's Transportation Programming Guide (TPG). Upon completion of the study, all SEAT projects will be included in and prioritized along with other City-wide projects in the TPG.

FINANCIAL CONSIDERATIONS:

There are no financial considerations associated with this action. If the request to approve the preparation of environmental studies is approved, the professional services agreement(s) to prepare the environmental documents recommended in this report will be brought to the City Council for consideration and approval in a separate report.

ENVIRONMENTAL CONSIDERATIONS:

The approval of the preparation of environmental studies is not considered a project as defined by Section 15378 of the California Environmental Quality Act guidelines. The activity involves no physical construction and has no potential to cause a significant impact on the environment.

POLICY CONSIDERATIONS:

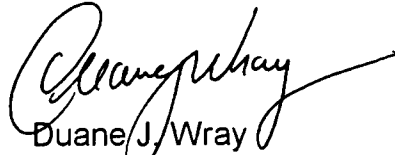
None.

City Council
Southeast Area Transportation Study (PN: TS06)
October 22, 1998

MBE/WBE EFFORTS:

No contracting or professional services are associated with this action.

Respectfully submitted,



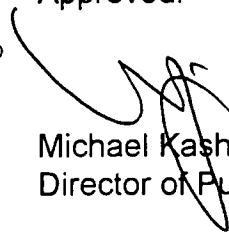
Duane J. Wray
Technical Services Manager

RECOMMENDATION APPROVED:



WILLIAM H. EDGAR
City Manager

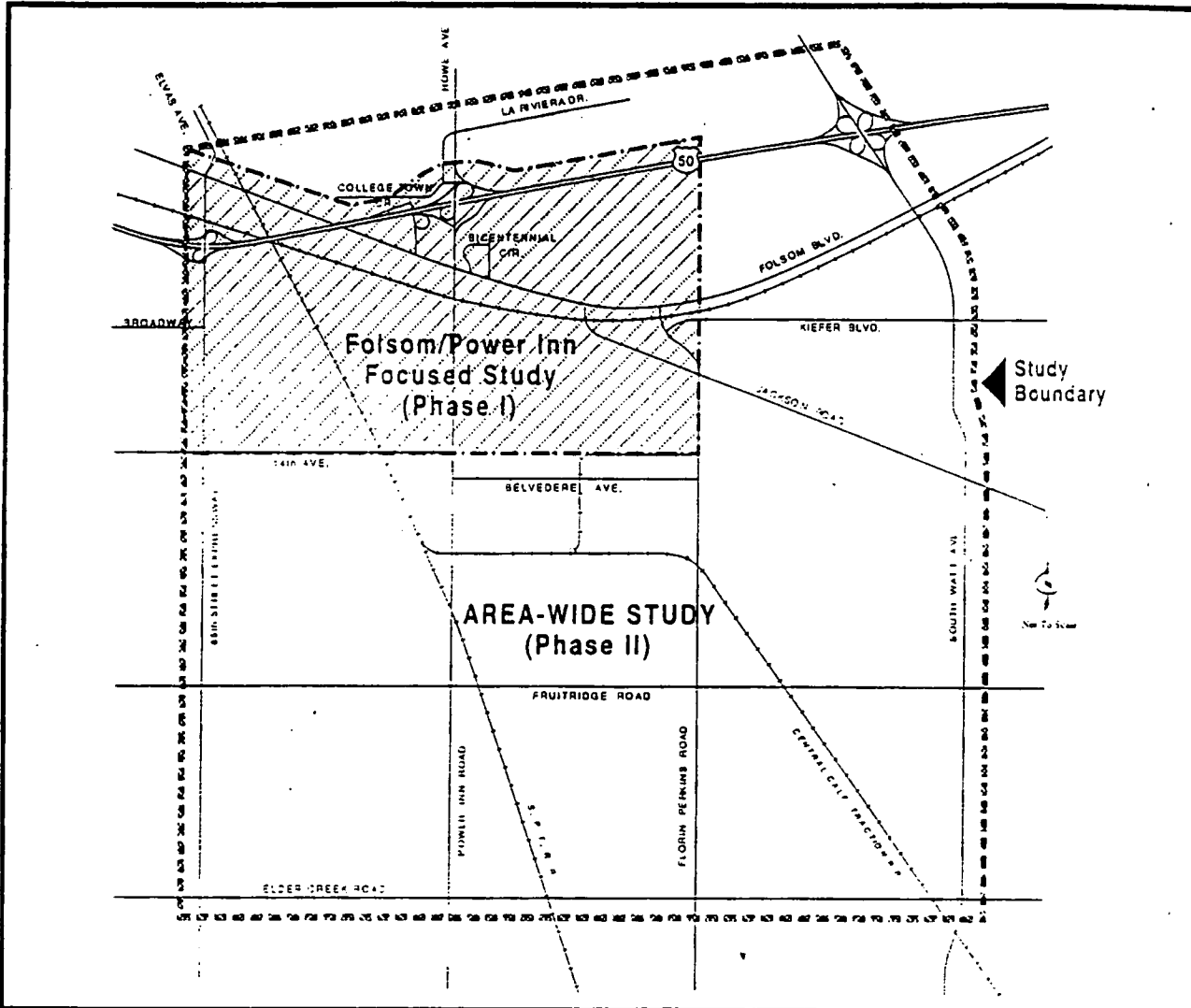
Approved:



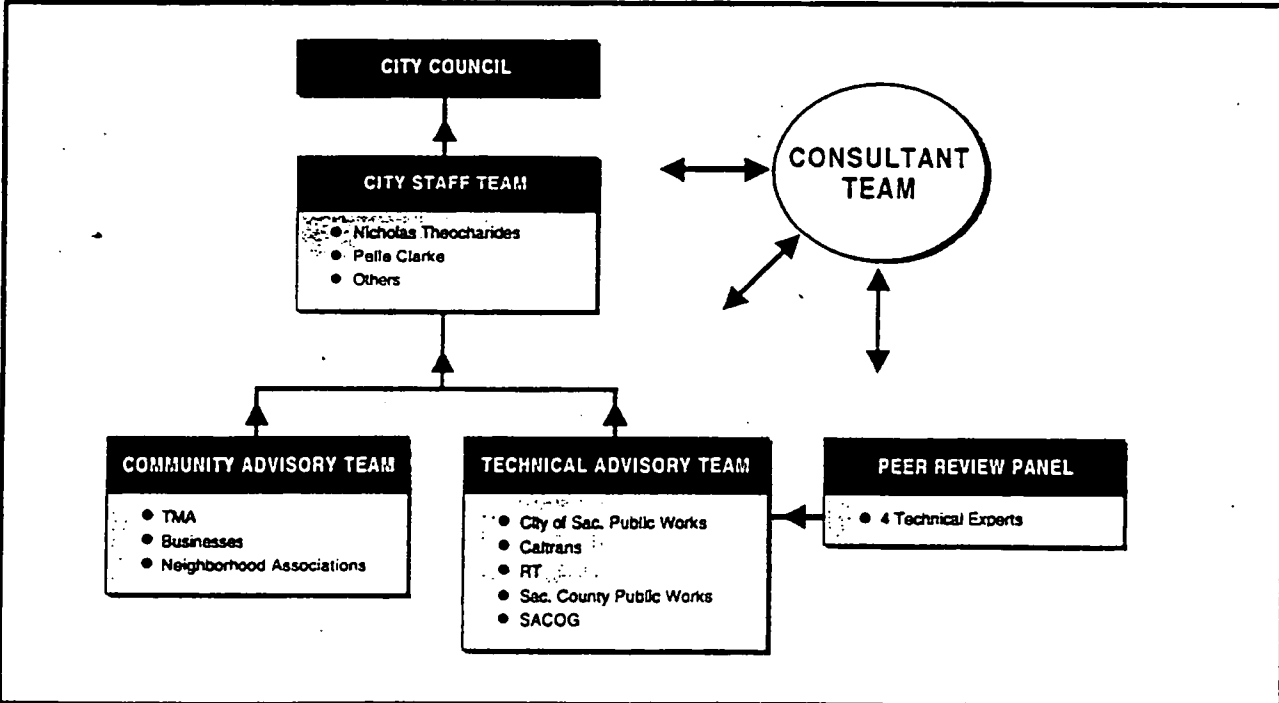
Michael Kashiwagi
Director of Public Works

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SOUTHEAST AREA TRANSPORTATION STUDY



BOUNDARIES



DECISION PROCESS

PUBLIC FEEDBACK

(SEAT Open House of 3/26/98)

1) How would you rate the existing problems within the study area (please circle)?:

	<u>no problem</u>			<u>severe problem</u>	
congestion:	1(1)	2(1)	3(4)	4(7)	5(17)
bike facilities:	1(1)	2(3)	3(2)	4(7)	5(15)
pedestrian facilities:	1(1)	2(3)	3(3)	4(6)	5(15)
access to transit:	1(2)	2(4)	3(9)	4(7)	5(5)
truck impacts:	1(1)	2(0)	3(4)	4(8)	5(13)

2) What do you believe are the most significant transportation problems in the area?
congestion (18), bike access to CSUS (5), trucks (5), pedestrian safety (4), lack of river crossings (3), LRT/Power Inn xing (3), high school traffic (2), transit access transfer stations (1)

3) How do you feel about the potential solutions (see drawings at station #3)?:

	<u>support</u>			<u>do not support</u>	
Howe Avenue improvements:	1(18)	2(5)	3(2)	4(0)	5(1)
area-wide improvements (Red)	1(22)	2(7)	3(3)	4(0)	5(0)
Area-wide improvements (Blue):	1(12)	2(5)	3(4)	4(2)	5(2)
urban interchange:	1(11)	2(2)	3(0)	4(2)	5(11)

4) What other solutions do you suggest?

CSUS bike connection, expand LRT, light rail grade separation with Power Inn, complete 14th Avenue, six lanes on Power Inn, six lanes on Florin-Perkins, more river crossings

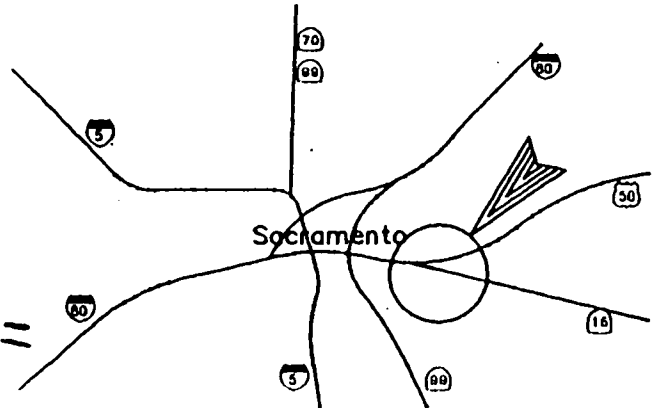
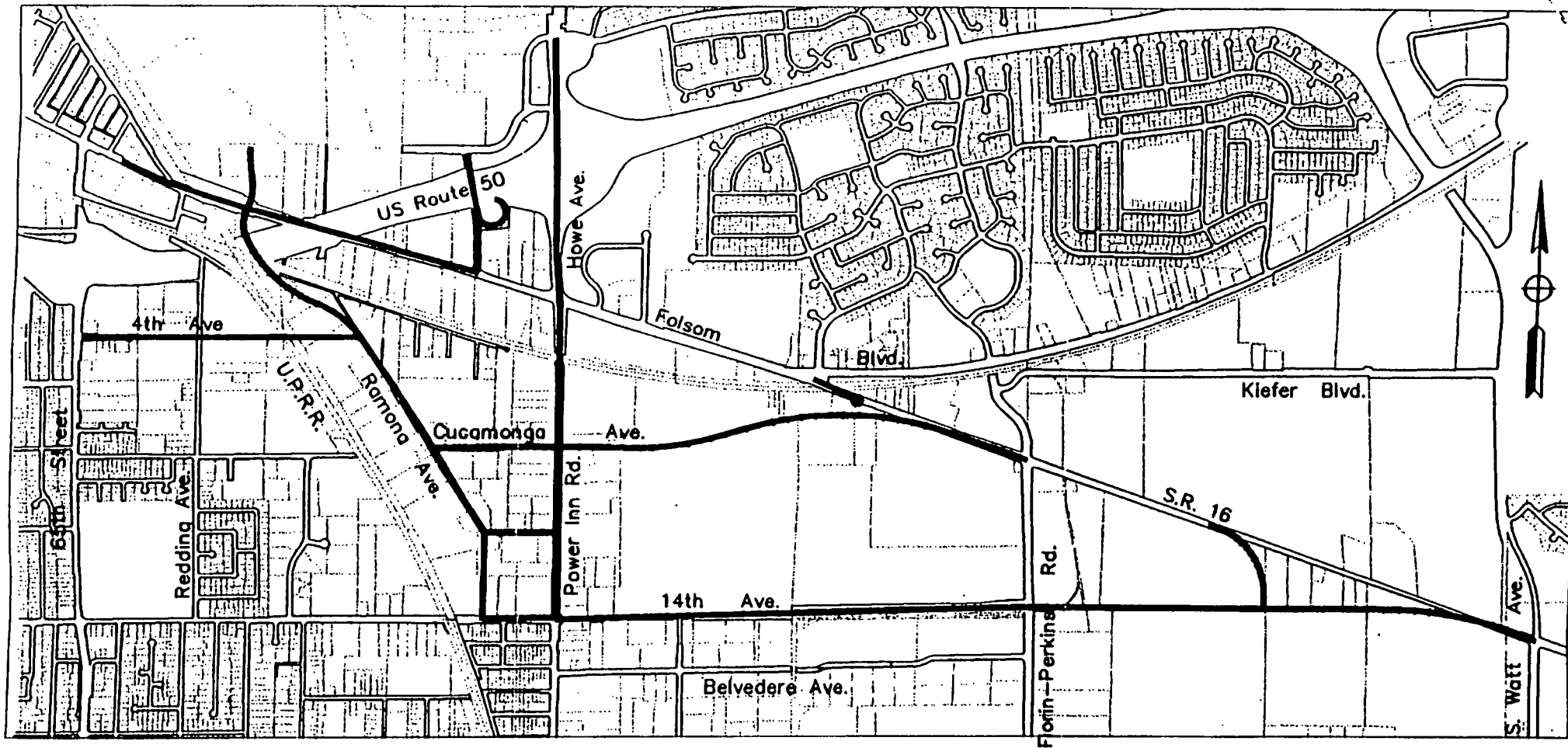
5) How did you feel about this open house?

	<u>agree</u>			<u>disagree</u>	
I learned something by attending	1(32)	2(2)	3(0)	4(0)	5(0)
Staff was helpful/knowledgeable	1(33)	2(1)	3(0)	4(0)	5(0)
Format was appropriate	1(24)	2(7)	3(2)	4(0)	5(0)
Time was convenient	1(26)	2(5)	3(2)	4(0)	5(1)
Location was convenient	1(30)	2(3)	3(1)	4(0)	5(0)

Suggestions/comments: good graphics, need to label streets on aerials, prefer open house to large group discussion, staff was helpful, great work

**IMPLEMENTATION TIME FRAME AND COSTS OF
FOLSOM BOULEVARD/POWER INN ROAD AREA IMPROVEMENTS**

PROJECT ELEMENT	YEAR	COST
Howe Ave./ Power Inn Rd. at U.S. 50 – Operational improvements from College Town Drive to Folsom Boulevard and addition of 2 lanes to existing 4-lane facility. Hornet Drive operational improvements from Folsom Blvd. to College Town Drive.	2000	\$2,650,000
CSUS Access to Folsom Boulevard – New interim access connecting Jed Smith Drive to Folsom Boulevard.	2000	\$300,000
Power Inn Road Widening – Widen from 4 to 6 lanes and construct expanded intersections along Power Inn Road between 14 th Avenue and Folsom Boulevard.	2001	\$4,000,000
Folsom Boulevard Widening – addition of 2 lanes from west of Power Inn Road to 65 th Street, replacement of existing UPRR grade separation and realignment of Jed Smith Connection.	2010	\$7,300,000
Extension of Ramona Avenue – New 2 lane roadway connections to 65 th Street at 4 th Avenue and to Folsom Boulevard, and operational improvements at 65 th Street between 4 th Avenue and Hwy. 50	2015	\$9,300,000
State Route 16 Realignment - Four lane roadway connecting SR 16 to Power Inn Road south of Folsom Boulevard.	2020	\$7,700,000



South East Area
 Project Study Report
 Potential Roadway Work

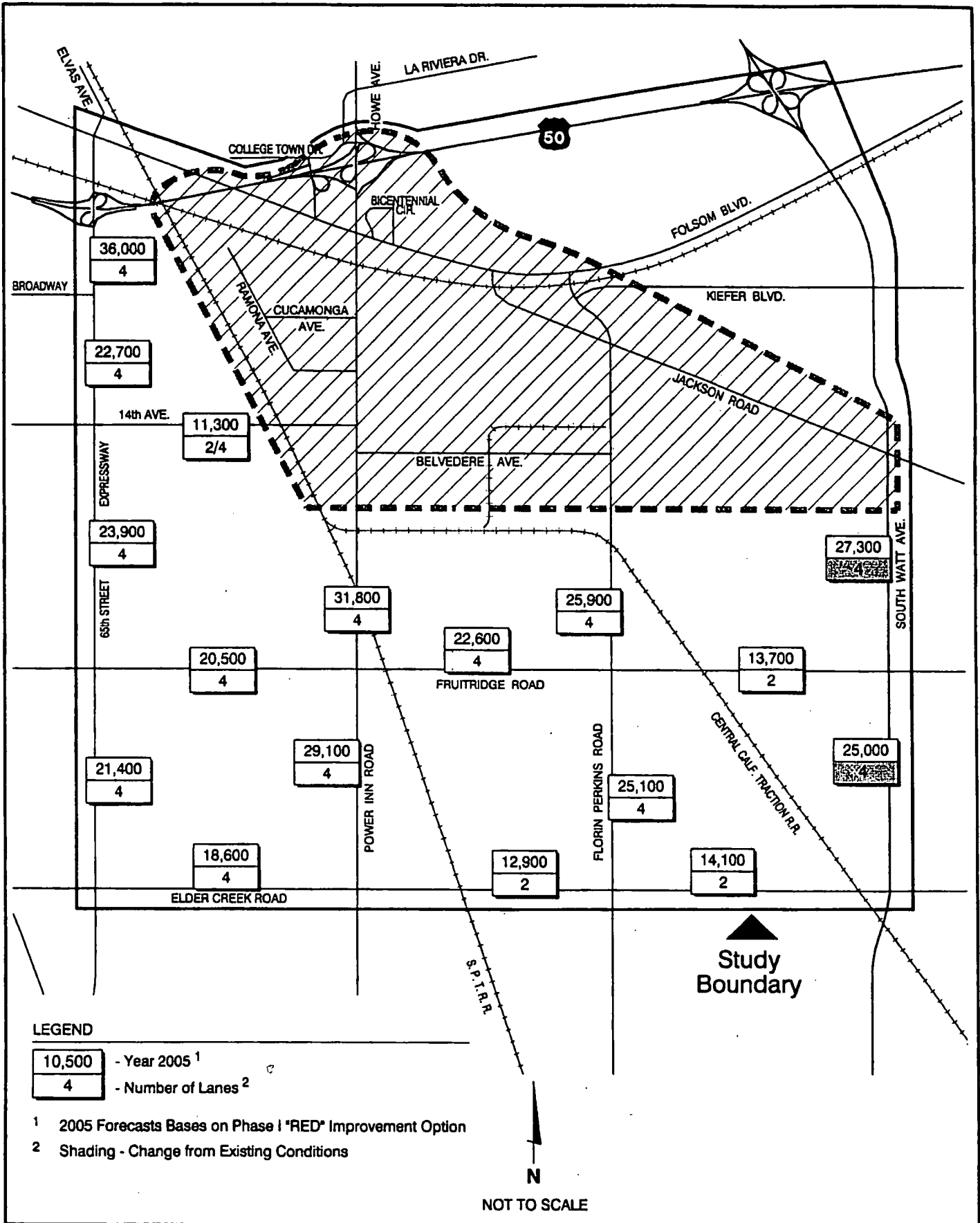
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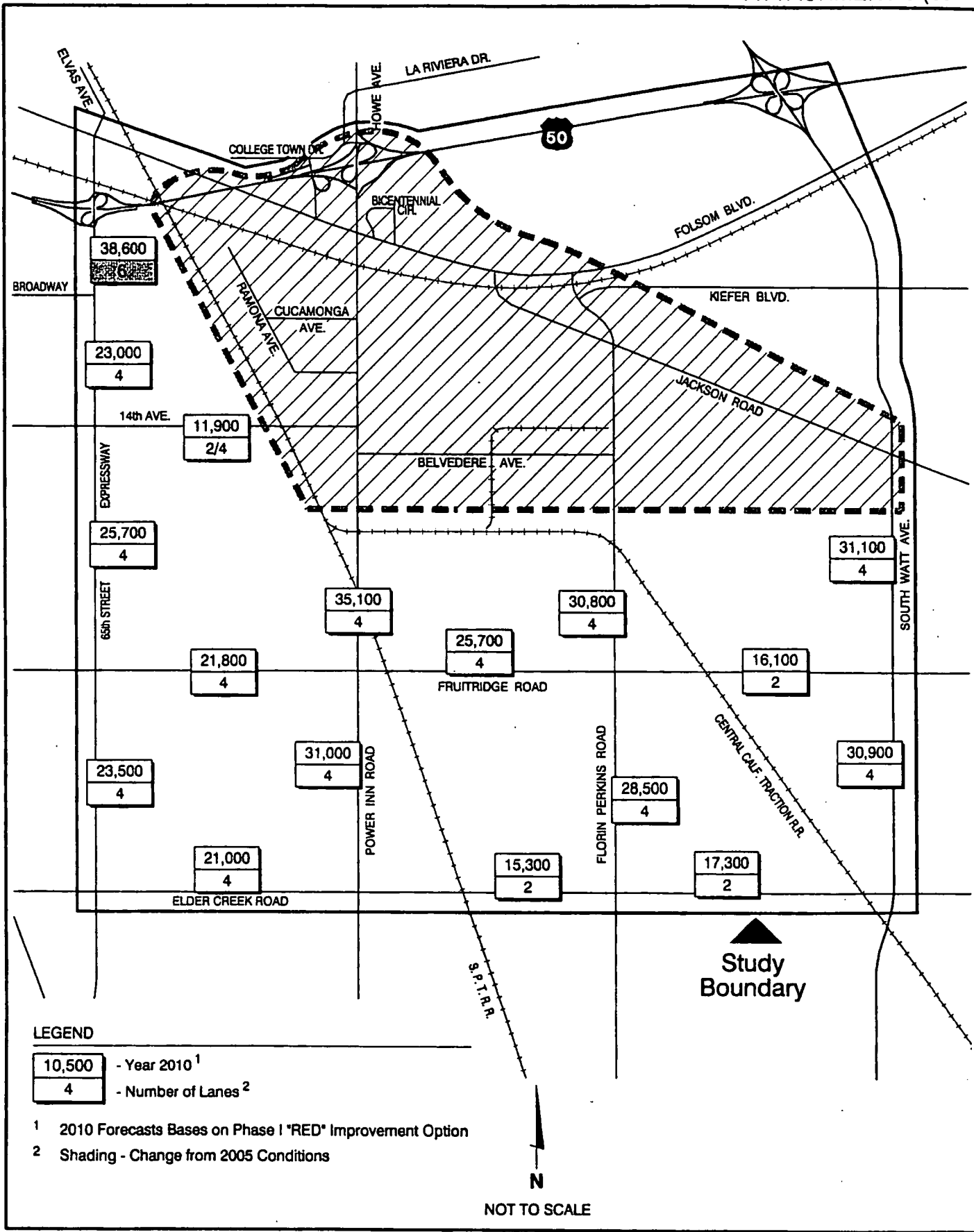
MARK THOMAS & CO. INC.

LARGER STUDY AREA RECOMMENDED IMPROVEMENTS

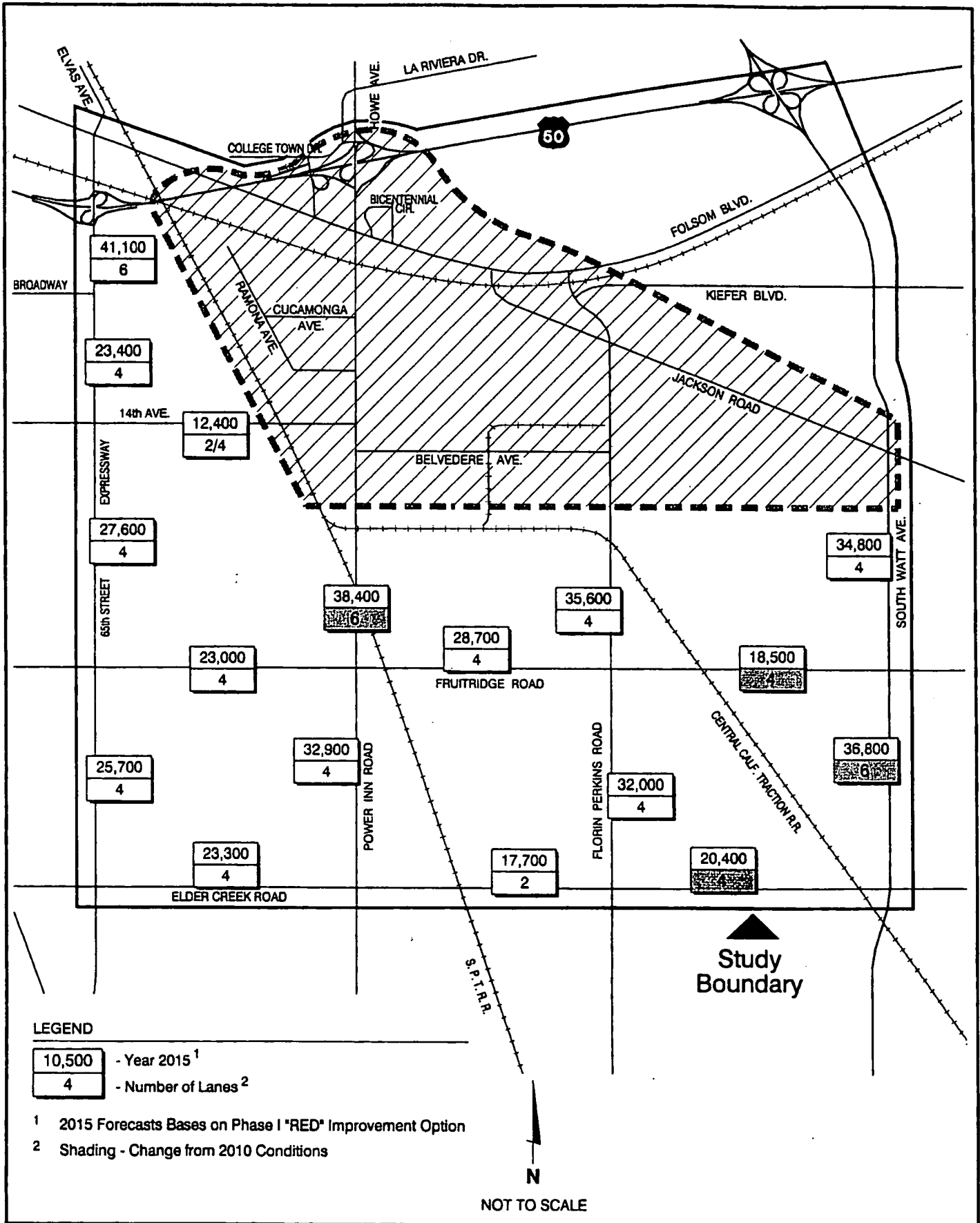
Proposed Improvement	Time-frame
South Watt Avenue - Kiefer Boulevard to Elder Creek Road, widening from 2 lane to 4 lanes	2005
65th Street - Hwy. 50 Interchange to Broadway, widening from 4 to 6 lanes	2010
Power Inn Road - 14th Avenue to Fruitridge Road, widening from 4 lanes to 6 lanes	2015
Fruitridge Road - South Watt Avenue to Florin Perkins Road, widening from 2 to 4 lanes	2015
Elder Creek Road - South Watt Avenue to Florin Perkins Road, widening from 2 to 4 lanes	2015
South Watt Avenue - Kiefer Boulevard to Elder Creek Road, widening from 4 lane to 6 lanes	2020
Florin Perkins Road – Folsom Boulevard to Elder Creek Road, widening from 4 to 6 lanes	2020
Elder Creek Road - Florin Perkins to Power Inn Road, widening from 2 to 4 lanes	2020

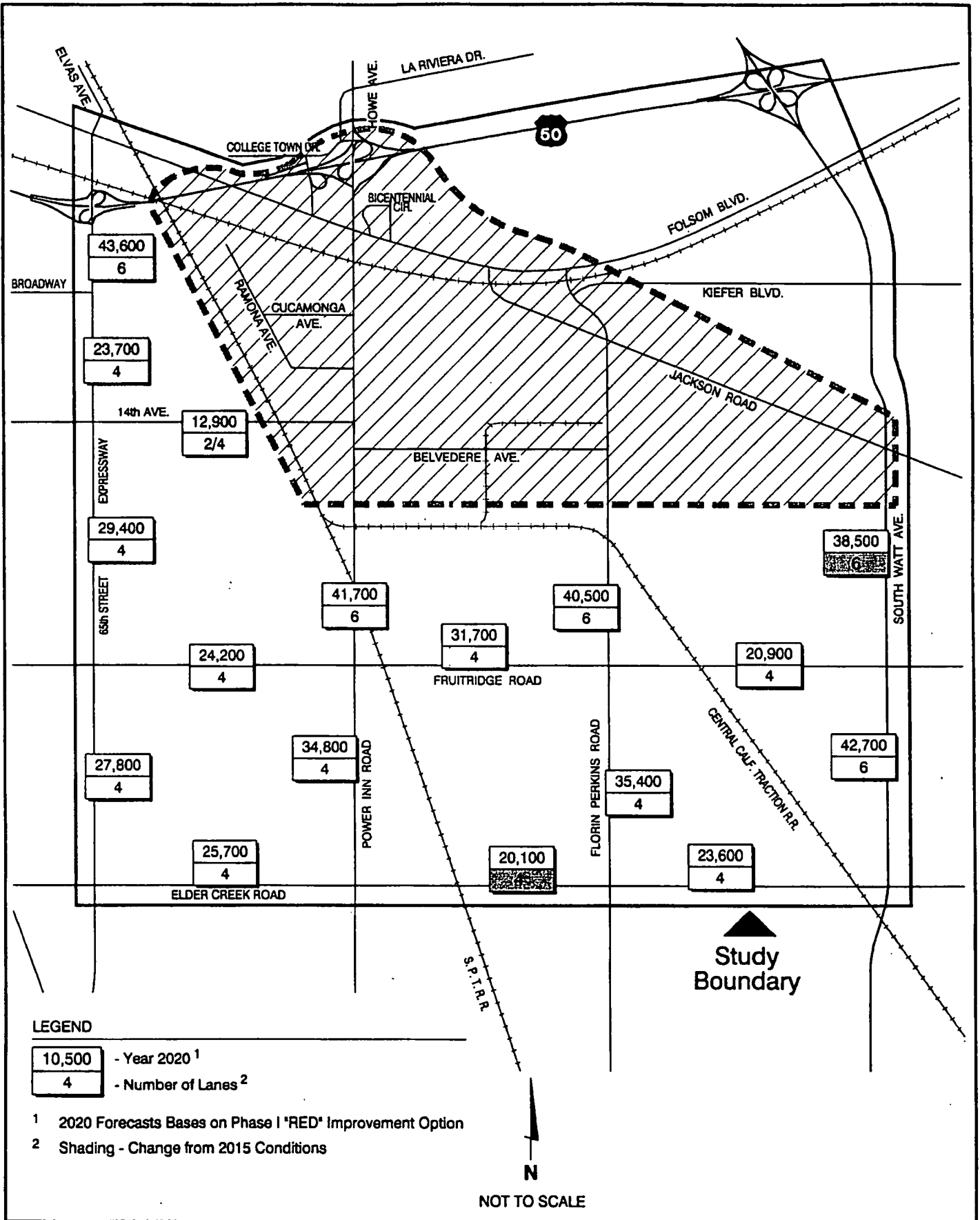


SEAT Study	2005 CONDITIONS PHASED IMPROVEMENTS	Fehr & Peers Associates, Inc. Transportation Consultants
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SEAT Study	2010 CONDITIONS PHASED IMPROVEMENTS	 Fehr & Peers Associates, Inc. Transportation Consultants
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SEAT Study	2020 CONDITIONS PHASED IMPROVEMENTS	 Fehr & Peers Associates, Inc. Transportation Consultants
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