

ATTACHMENT 5

FILE NUMBER DR00-0011:

MEASURE Y REVISIONS to 2004 EL DORADO COUNTY GENERAL PLAN July 19, 2004

Note: All amendments are incorporated into the 2004 General Plan under Goal TC X as follows. Policies TC-Xe, TC-Xg and TC-Xi are not proposed for changes but are included for context.

LEVELS OF SERVICE AND CONCURRENCY

In 2008, El Dorado County voters adopted a measure known as Measure Y, the “Control Traffic Congestion Initiative.” The measure provides that the policies included in Measure Y will remain in effect for ten years. The policies in this section reflect the voters’ intent in adopting Measure Y.

GOAL TC-X: To coordinate planning and implementation of roadway improvements with new development to maintain adequate levels of service on County roads.

Policy TC-Xa The following policies shall remain in effect until December 31, 2018:

1. Traffic from single family residential subdivision development projects of five or more parcels of land shall not result in, or worsen, Level of Service F (gridlock, stop-and-go) traffic congestion during weekday, peak-hour periods on any highway, road, interchange or intersection in the unincorporated areas of the county.
2. The County shall not add any additional segments of U.S. Highway 50, or any other roads, to the County’s list of roads that are allowed to operate at Level of Service F without first getting the voters’ approval or by a 4/5ths vote of the Board of Supervisors.
3. Developer-paid traffic impact fees combined with any other available funds shall fully pay for building all necessary road capacity improvements to fully offset and mitigate all direct and cumulative traffic impacts from new development upon any highways, arterial roads and their intersections during weekday, peak-hour periods in unincorporated areas of the county.

| TABLE TC-2 EL DORADO COUNTY ROADS ALLOWED TO OPERATE AT LEVEL OF SERVICE F¹ (Through December 31, 2018) | | |
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| Road Segment(s) | | Max. V/C² |
| Cambridge Road | Country Club Drive to Oxford Road | 1.07 |
| Cameron Park Drive | Robin Lane to Coach Lane | 1.11 |
| Missouri Flat Road | U.S. Highway 50 to Mother Lode Drive | 1.12 |
| | Mother Lode Drive to China Garden Road | 1.20 |
| Pleasant Valley Road | El Dorado Road to State Route 49 | 1.28 |
| U.S. Highway 50 | Canal Street to junction of State Route 49 (Spring Street) | 1.25 |
| | Junction of State Route 49 (Spring Street) to Coloma Street | 1.59 |
| | Coloma Street to Bedford Avenue | 1.61 |
| | Bedford Avenue to beginning of freeway | 1.73 |
| | Beginning of freeway to Washington overhead | 1.16 |
| | Ice House Road to Echo Lake | 1.16 |
| State Route 49 | Pacific/Sacramento Street to new four-lane section | 1.31 |
| | U.S. Highway 50 to State Route 193 | 1.32 |
| | State Route 193 to county line | 1.51 |
| Notes: ¹ Roads improved to their maximum width given right-of-way and physical limitations. ² Volume to Capacity ratio. | | |

Policy TC-Xb To ensure that potential development in the County does not exceed available roadway capacity, the County shall:

- A. Every year prepare a Capital Improvement Program (CIP) specifying expenditures for roadway improvements within the next 10 years. At least every five years prepare a CIP specifying expenditures for roadway improvements within the next 20 years. Each plan shall contain identification of funding sources sufficient to develop the improvements identified.
- B. At least every five years, prepare a Traffic Impact Mitigation (TIM) Fee Program specifying roadway improvements to be completed within the

next 20 years to ensure compliance with all applicable level of service and other standards in this plan; and

- C. Annually monitor traffic volumes on the county's major roadway system depicted in the Circulation Diagram.

Policy TC-Xc intentionally left blank

Policy TC-Xd Level of Service (LOS) for County-maintained roads and state highways within the unincorporated areas of the county shall not be worse than LOS E in the Community Regions or LOS D in the Rural Centers and Rural Regions except as specified in Table TC-2. The volume to capacity ratio of the roadway segments listed in Table TC-2 and shall not exceed the ratio specified in that table. Level of Service will be as defined in the latest edition of the Highway Capacity Manual (Transportation Research Board, National Research Council) and calculated using the methodologies contained in that manual. Analysis periods shall be based on the professional judgment of the Department of Transportation which shall consider periods including, but not limited to, Weekday Average Daily Traffic (ADT), AM Peak hour, and PM Peak hour traffic volumes.

Policy TC-Xe For the purposes of this Transportation and Circulation Element, "worsen" is defined as any of the following number of project trips using a road facility at the time of issuance of a use and occupancy permit for the development project:

- A. A 2 percent increase in traffic during the a.m. peak hour, p.m. peak hour, or daily, or
- B. The addition of 100 or more daily trips, or
- C. The addition of 10 or more trips during the a.m. peak hour or the p.m. peak hour.

Policy TC-Xf At the time of approval of a Tentative Map for a single family residential subdivision of five or more parcels that worsens (defined as a project that triggers Policy TC-Xe [A] or [B] or [C]) traffic on the County road system, the County shall do one of the following: (1) condition the project to construct all road improvements necessary to maintain or attain Level of Service standards detailed in this Transportation and Circulation Element based on existing traffic plus traffic generated from the development plus forecasted traffic growth at 10-years from project submittal; or (2) ensure the commencement of construction of the necessary road improvements are included in the County's 10-year CIP.

For all other discretionary projects that worsen (defined as a project that triggers Policy TC-Xe [A] or [B] or [C]) traffic on the County road system, the County shall do one of the following: (1) condition the project to construct all road improvements necessary to maintain or attain Level of Service standards detailed in this Transportation and Circulation Element; or

(2) ensure the construction of the necessary road improvements are included in the County's 20-year CIP.

- Policy TC-Xg Each development project shall dedicate right-of-way and construct or fund improvements necessary to mitigate the effects of traffic from the project. The County shall require an analysis of impacts of traffic from the development project, including impacts from truck traffic, and require dedication of needed right-of-way and construction of road facilities as a condition of the development. For road improvements that provide significant benefit to other development, the County may allow a project to fund its fair share of improvement costs through traffic impact fees or receive reimbursement from impact fees for construction of improvements beyond the project's fair share. The amount and timing of reimbursements shall be determined by the County.
- Policy TC-Xh All subdivisions shall be conditioned to pay the traffic impact fees in effect at the time a building permit is issued for any parcel created by the subdivision.
- Policy TC-Xi The planning for the widening of U.S. Highway 50, consistent with the policies of this General Plan, shall be a priority of the County. The County shall coordinate with other affected agencies, such as the City of Folsom, the County of Sacramento, and Sacramento Area Council of Governments (SACOG) to ensure that U.S. Highway 50 capacity enhancing projects are coordinated with these agencies with the goal of delivering these projects on a schedule to meet the requirements of the policies of this General Plan.

IMPLEMENTATION PROGRAM

MEASURE TC-A

Prepare and adopt a priority list of road and highway improvements for the Capital Improvement Program (CIP) based on a horizon of ten years. The Board of Supervisors shall update the CIP every year, or more frequently as recommended by the responsible departments. The CIP shall prioritize capital maintenance and rehabilitation, reconstruction, capacity, and operational and safety improvements. Non-capital maintenance activities need not be included in the CIP. The CIP shall be coordinated with the five-year major review of the General Plan and shall be included in the annual General Plan review. [Policies TC-1k, TC-1m, and TC-1n]

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| Responsibility: | Department of Transportation, Planning Department, and Board of Supervisors |
| Time Frame: | Within six months of General Plan amendment; every one year thereafter. |

MEASURE TC-B

Revise and adopt traffic impact fee program(s) for unincorporated areas of the county and adopt additional funding mechanisms necessary to ensure that improvements contained in the fee programs are fully funded and capable of being implemented concurrently with new development as defined by Policy TC-Xf. The traffic fees should be designed to achieve the adopted level of service standards and preserve the integrity of the circulation system. The fee program(s) shall be updated annually for changes in project costs, and at least every five years with revised growth forecasts, revised improvement project analysis and list, and revised construction cost estimates to ensure the programs continue to meet the requirements contained in the policies of this General Plan. [Policies TC-Xa, TC-Xb, and TC-Xg]

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| Responsibility: | Department of Transportation and Planning Department |
| Time Frame: | First full fiscal year following General Plan adoption. |