FINAL REPORT

CITY OF PLACERVILLE
TRAFFIC IMPACT FEE STUDY

Prepared for:
City of Placerville

April 24, 1998

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Transportation Consultants

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I. INTRODUCTION

This report presents the results of the traffic impact fee study conducted for the City of Placerville. The study included a traffic analysis to identify the roadway improvements required to serve existing and future development within the City of Placerville. The results of this analysis were used to determine the amount of funding needed to design and construct the required improvements and to develop a traffic impact fee schedule for new development planned in the City.

The streets included in the impact fee study are shown on Figure 1. The study was conducted for City-maintained streets only and does not address deficiencies and improvements to U.S. Highway 50.

Section 2 of this report describes the existing and future roadway segment deficiencies. Section 3 describes the process used to develop the list of roadway improvements that will reduce or eliminate projected deficiencies. Section 4 details the calculation of the traffic impact fee for each land use type.

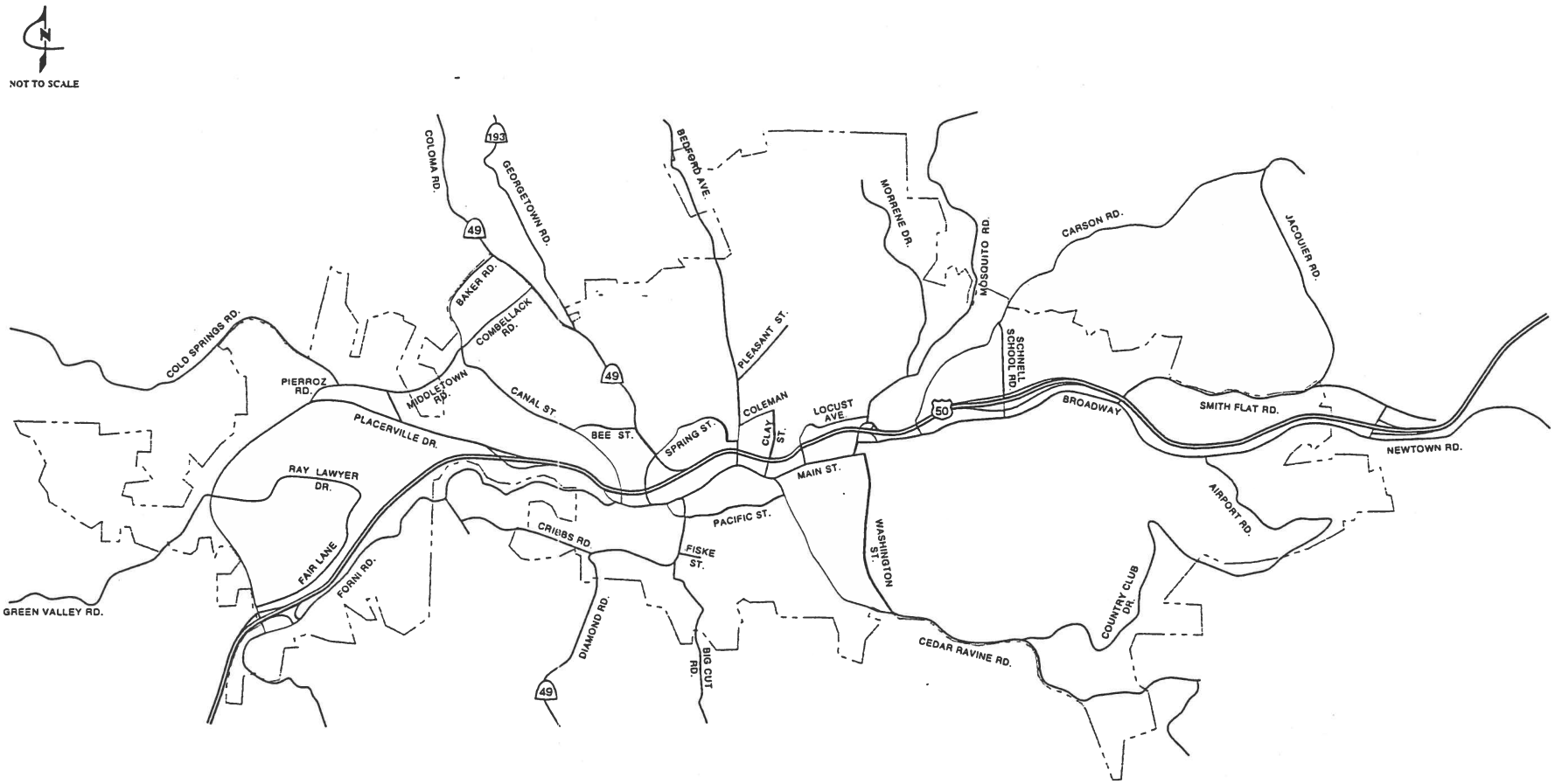


FIGURE 1	STUDY AREA	Fehr & Peers Associates, Inc. Transportation Consultants

II. EXISTING AND FUTURE ROADWAY DEFICIENCIES

This section presents the results of the roadway segment operations analysis for existing and future (i.e., 2015) conditions.

Analysis Methodology

Daily capacities for roadway segments were identified in the *Placerville General Plan Background Report* (January 1989). Roadway capacities were provided for two- and four-lane facilities in both flat and hilly terrain, where hilly represents grades in excess of four percent. Since several roadways in the City have slightly different configurations that those described above, capacities were developed for two additional roadway cross-sections listed below:

- Two-lane narrow and hilly streets (representing numerous collector and local streets); and
- Three-lane flat streets (representing portions of Broadway).

Table 1 lists the daily roadway capacities and volumes by Level of Service (LOS) used for the Placerville traffic impact fee study.

Table 1
Daily Roadway Capacities for Placerville Streets

Number of Lanes	*Terrain*	*Two-Way Daily Vehicle Volume*				
		LOS A	*LOS B*	*LOS C*	*LOS D*	*LOS E*
Two-Lane	Flat	7,500	8,750	10,000	11,250	12,500
	Narrow or Hilly	5,600	6,550	7,500	8,450	9,400
	Narrow and Hilly	3,600	4,200	4,800	5,400	6,000
Four-Lane	Flat	15,000	17,500	20,000	22,500	25,000
	Narrow or Hilly	11,250	13,100	15,000	16,900	18,750
Three-Lane	Flat	9,750	11,375	13,000	14,625	16,250

Source: City of Placerville General Plan Background Report (January 1989) and Fehr & Peers Assoc., Inc.

The City's General Plan does not have a specific Level of Service policy. The City has typically strived to maintain LOS D on most streets. For purposes of the traffic impact fee study, the minimum acceptable level of service is considered to be LOS D.

Existing Traffic Operations

Existing daily traffic volumes for various roadways and intersections within the City were provided by City of Placerville Community Development Department staff. Count data was compared to the LOS criteria in Table 1 for each study roadway segment. The results of this analysis showed that 13 roadway segments currently operate at unacceptable levels of service (LOS E or F). Existing traffic volumes and the corresponding level of service for each roadway segment are included in the Appendix.

Future Traffic Operations

The traffic model maintained by El Dorado County was used to forecast future (i.e., 2015) daily traffic volumes for all of the key roadway segments analyzed under existing conditions. 2015 traffic volumes were developed by adjusting the future year forecast based on: 1) how well the model replicated existing volumes, and 2) comparing forecasts to a compounded growth factored volume (at 1.5 percent per year).

Future volumes were compared to the LOS criteria in Table 1 for each study roadway segment. The results of this analysis showed that 18 roadway segments are projected to operate at unacceptable levels (LOS E or F) in 2015. Of these locations, 11 are already operating unacceptably under existing conditions. The detailed LOS analysis is presented in the Appendix.

Figure 2 shows the location of both existing and future deficiencies. This graphic shows that most operational deficiencies on Placerville streets are focused along facilities parallel to or with direct access to U.S. Highway 50. Traffic operations within the City are hampered by limited east-west roadway capacity, few arterial roadways with standard cross-sections, and the local topography. Since the roadway network is limited, most of the existing deficiencies are projected to be exacerbated by traffic from future development within the City and additional through traffic from El Dorado County and other jurisdictions.

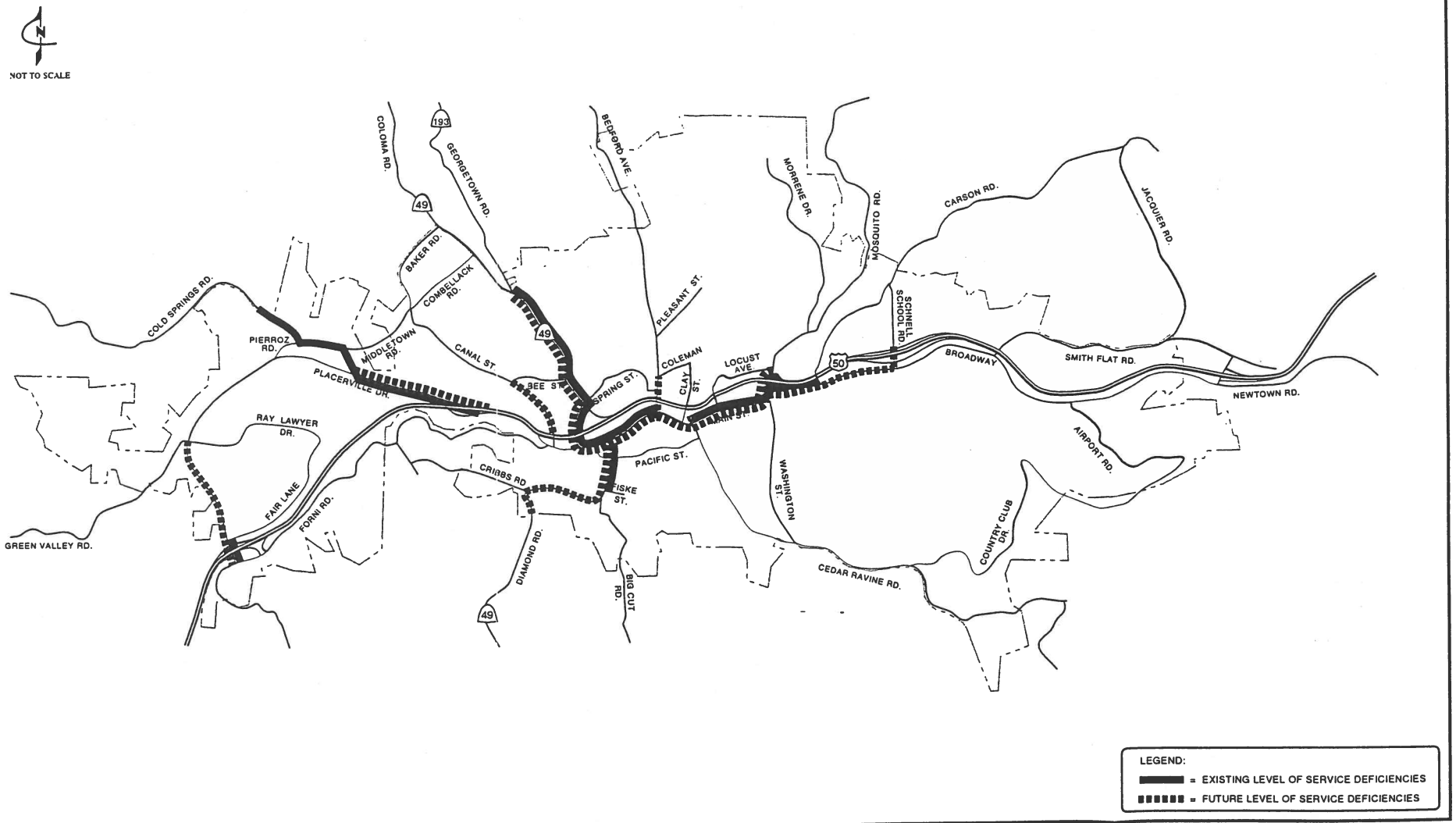


FIGURE 2

EXISTING AND FUTURE (2015) DEFICIENCIES

Fehr & Peers Associates, Inc.
Transportation Consultants

SECTION III - PROPOSED ROADWAY IMPROVEMENTS AND COSTS

This section describes the process used to identify the proposed improvements that are designed to reduce or eliminate the existing and projected roadway segment deficiencies. A summary of the cost estimates for proposed improvements is also included in this section.

Based on the projected operational deficiencies, Fehr & Peers prepared a set of preliminary improvement options. These improvements comprised projects included in the City's current Capital Improvement Program, planned improvements that will be constructed in the next several years, and new facilities that will be required to maintain acceptable traffic operations.

City Public Works and Planning staff reviewed the list of proposed improvements to assess their overall feasibility. Staff determined that several improvements were infeasible due to severe topographical constraints and/or exorbitant construction costs. A revised list of improvements was developed and used as the basis for the impact fee program. These improvements included new roadway construction, street re-alignments, street widening, interchange improvements, and traffic signal installations.

A cost estimate was prepared for each of the proposed roadway improvements. The estimates included the cost of design and construction, as well as estimated costs for right-of-way acquisition. The total cost of improvements is $27,900,000 as described in *Traffic Impact Fee Study Cost Estimates* (John E. Medina, P.E., October 1997). Information from this report is incorporated in the Section IV: Calculation of Traffic Impact Fees.

The final list of proposed improvements is presented in Table 2 and includes a brief description of each improvement, and the proposed design/construction costs. These estimates do not include cost for any environmental study that may be required.

Table 2
Description of Proposed Roadway Improvements

No.	*Project*	*Location*	*Description*[1]	*Cost*[2]
1	Clay Street Extension	Pleasant Street to Coleman Street	Construct a new 1,200-foot, two-lane roadway with sidewalk.	$960,000
2	Clay Street Realignment	U.S. Highway 50 to Main Street	Relocate Clay Street south of U.S. Highway 50 to the east to intersect Main Street directly opposite Cedar Ravine Road. New 250-foot, two-lane street to include sidewalk. Old street section to be repaved for parking.	$715,000
3	Coleman Street Extension	Bedford Avenue to Spring Street	Construct a 400-foot, two-lane roadway with sidewalk.	$539,000
4	Emigrant Ravine Road Extension	Carson Road to Pleasant Street	Construct a new 4,200-foot, two-lane roadway with sidewalk from the Carson Road to the proposed Clay Street extension (See Improvement 1).	$3,200,000
5	Ray Lawyer Drive Interchange	U.S. Highway 50 at Ray Lawyer Drive	Construct directional ramps at existing overcrossing.	$8,900,000
6	Ray Lawyer Drive Extension	U.S. Highway 50 to State Route 49	Construct a new, 6,200-foot, two-lane roadway with sidewalk between Forni Road and SR 49. The roadway would be essentially parallel to the existing Southern Pacific Railroad.	$4,720,000
7	Main Street Realignment	Washington Street to Broadway	Construct a new 500-foot, two-lane roadway with sidewalk between Broadway and Main Street directly opposite the Washington Street approach. Includes installation of a traffic signal at Main Street/Turner Street intersection (Later renumbered 7C).	$2,020,000
8	Traffic Signals on Broadway	At Mosquito Road and at U.S. Highway 50 ramps	Install traffic signals at these intersections (Later numbered 7A and 7B).	Included in Improvement 7.

Table 2
Continued on next page

Table 2 (continued)
Description of Proposed Roadway Improvements

No.	*Project*	*Location*	*Description*[1]	*Cost*[2]
9	Placerville Drive Interchange Upgrade	U.S. Highway 50 at Placerville Drive	Construct 230-foot bridge and tie to existing overcrossing to accommodate two northbound lanes, one southbound lane, bike lanes, and a sidewalk.	$1,400,000
10	Placerville Drive Widening	Fair Lane to Ray Lawyer Drive/Green Valley Road	Widen the existing segment for approximately 2,600 feet to include four travel lanes, a two-way center left-turn lane, bicycle lanes, and sidewalks.	$2,050,000
11	Placerville Drive Widening	Cold Springs Road east to U.S. Highway 50	Widen the existing segment for approximately 1,800 feet to include four travel lanes, a two-way center left-turn lane, sidewalks and bike lanes.	$2,050,000
12	Pleasant Street Extension	Current Eastern Terminus to Proposed Clay Street Extension	Construct a new 400-foot, two-lane roadway with sidewalk between the existing eastern terminus of Pleasant Street and the proposed extension of Clay Street. This new roadway would form the north leg of the Clay Street/Emigrant Ravine Road Extension intersection.	$295,000
13	Schnell School Road Traffic Signals	At Broadway	Install traffic signal and construct associated lane improvements at this intersection. Note: Partial funding ($100,000) already committed from Weatherstone Village.	$166,000
14	Washington Street/turner Street Widening	Main Street to Cedar Ravine Road	Widen Washington Street (Cedar Ravine Road to Sherman Street); Sherman Street (Washington Street to Turner Street); and Turner Street (Sherman Street and Main Street). Total length is 3,800 feet and would include a sidewalk on at least one side.	$885,000
			Total Cost	$27,900,000

Notes: [1] All improvements will be designed to City standards including requirements for lane, shoulder, and sidewalk widths.
[2] Traffic cost estimates obtained from Traffic Impact Fee Study Project Estimates (John Medina, October 1997).
Source: City of Placerville Community Development Department and Fehr & Peers Associates, Inc.

IV. CALCULATION OF TRAFFIC IMPACT FEES

This section describes the process used to calculate the traffic impact fee for each land use type.

Determine the Cost Share for Existing and New Development

Traffic impact fees on new development to fund roadway improvements can only be charged to the extent that the development causes the need for improvements. Funding to eliminate existing roadway deficiencies must come from other sources. The cost share for each roadway improvement attributable to new development was determined by calculating the proportional share of daily traffic by which each phase of development (i.e., existing versus new development) exceeds the acceptable (i.e, LOS D) volume threshold. The two scenarios described below illustrate this process:

- The total cost of a given roadway improvement would be assigned to new development if the subject street segment operates at LOS D or better under existing conditions, but new development will cause the segment to operate at LOS E or F. Under this scenario, the entire cost for the improvement would be included in the traffic impact fee for new development (see Step 6).

- The second scenario involves a street that is currently operating at an unacceptable level. For example, a street has an LOS D volume threshold of 10,000 vehicles per day (vpd) but currently serves a daily volume of 15,000 vpd (or 5,000 vpd more than LOS D capacity). If new development is projected to increase the volume to 22,500 vpd (or 12,500 vpd more than LOS D capacity), the proportional share would be 60 percent from new development ((12,500-5,000)/12,500) and 40 percent from other sources.

Table 3 summarizes the percent and cost share for each improvement. New development is responsible for 67 percent or $18,772,250 of the $27,900,000 total cost for roadway improvements. The remaining costs ($9,127,750) would have to come from other sources such as the City for local roadway projects, or from Caltrans for State Highway system improvements (i.e., ramp construction and other interchange improvements).

Determine the Cost per Dwelling Unit Equivalent (DUE)

The impact fee for each land use is based on the trip generation of a single-family home or a dwelling unit equivalent (DUE). The fees for other uses are related to the DUE by their relative trip generation rates. The land uses in the County traffic model include: single-family residential, multi-family residential, mobile homes, minor commercial (neighborhood centers),

major commercial (regional retail centers), hotels/motels, gas stations, and industrial uses. Using this approach, the cost per DUE was established using the improvement costs shown in Table 3 and trip information from the Countywide traffic model.

The total number of new trips estimated for each use within the City of Placerville was obtained from the Countywide traffic model. Between 1990 and 2015, a total of 112,059 new daily trips are estimated to be generated by new land uses. This total includes a 50 percent reduction for pass-by and diverted trips associated with major and minor commercial uses, as well as gas stations. Pass-by and diverted trips represent vehicles that are already traveling on nearby streets and enter commercial developments during a trip between home and work or while running several errands.

The cost of improvements attributable to new development ($18,772,250) is divided by the total number of new daily trips (112,059) generated by that development. The resulting cost of $167.52 per daily trip is multiplied by the daily trip rate for a single-family home (10.1), resulting in a cost of $1,692 per DUE. The process to calculate the cost per DUE is summarized in Table 4.

Calculate the Impact Fee for Each Land Use

The DUE for each land use is based on the ratio of its daily trip rate to the single-family home rate of 10.1 trips per day. For example, the daily trip rate for industrial uses is 5.5 trips per day. Thus, the DUE for industrial uses is 0.54 (or 5.5 trips per day divided by 10.1). The DUE for each land use is multiplied by the cost per DUE of $1,692 to establish the traffic impact fee for each land use. This process is shown in Table 5.

Table 3

Proportional Cost Share of Roadway Improvements (Existing vs. New Development)

Improvement	Estimated Cost[(1)]	Percent Share Existing	Percent Share New Dev.	Cost Share Existing	Cost Share New Dev.
1. Clay St. Ext.	$960,000	0%	100%	$0	$960,000
2. Clay St. Realignment	$715,000	0%	100%	$0	$715,000
3. Coleman St. Ext.	$539,000	0%	100%	$0	$539,000
4. Emigrant Rd. Rav. Ext.	$3,200,000	0%	100%	$0	$3,200,000
5. Ray Lawyer Dr. Interchange	$8,900,000	40%	60%	$3,560,000	$5,340,000
6. Ray Lawyer Dr. Ext.	$4,720,000	40%	60%	$1,888,000	$2,832,000
7. Main St. Realignment	$2,020,000	60%	40%	$1,212,000	$808,000
8. Mosquito Rd./Broadway Signals (Included in #7)				$0	$0
9. Placerville Dr. Interchange Upgrade	$1,400,000	40%	60%	$560,000	$840,000
10. Placerville Dr. Widening	$2,050,000	50%	50%	$1,025,000	$1,025,000
11. Placerville Dr. Widening	$2,050,000	15%	85%	$307,500	$1,742,500
12. Pleasant St. Ext.	$295,000	0%	100%	$0	$295,000
13. Schnell Sch. Rd./Broadway Sigs.	$166,000	0%	100%	$0	$166,000
14. Washington St./Turner St. Widening	$885,000	65%	35%	$575,250	$309,750
	$27,900,000	33%	67%	$9,127,750	$18,772,250

Note: (1) Source of costs is *Traffic Impact Fee Study Project Estimates* (John Medina, October 1997)

Table 4

Cost per Dwelling Unit Equivalent (DUE)

Total cost of improvements to be borne by new development = $18,772,250

Use	Increase in Daily Trips
SFR	30,480
MFR	15,195
Mobile Home	-
Minor Comm	11,268
Major Comm	49,193
Motel	768
Gas Station	2,992
Industrial	2,163
Total	112,059

Cost per daily trip = $18,772,250 / 112,059 =======> $167.52 per trip

Single-family home generates 10.1 daily trips, resulting in a cost of $1,692 per DUE

Note: Major/minor commercial trips and gas station trips were reduced by 50 percent to account for pass-by and diverted trips.
Source: Trip increases from El Dorado County traffic model.

Table 5

Impact Fee Calculation by Land Use

Cost per dwelling unit equivalent (DUE) = $1,692

Land Use	Trip Rate from model	Trip Rate Unit	Dwelling Unit Equivalent	Traffic Impact Fee	Impact Fee Unit
SFR	10.1	DU	1.00	$1,692	DU
MFR	7.5	DU	0.74	$1,256	DU
Mobile Home	6.81	DU	0.67	$1,141	DU
Minor Comm	22.95	1000 sq. ft.	2.27	$3.84	sq. ft.
Major Comm	16.75	1000 sq. ft.	1.66	$2.81	sq. ft.
Motel	10.6	room	1.05	$1,776	room
Gas Station	37.4	fuel position	3.70	$6,265	fuel position
Industrial	5.5	1000 sq. ft.	0.54	$0.92	sq. ft.

Note: Major/minor commercial trip rates and gas station trip rate were reduced by 50 percent to account for pass-by and diverted trips.
Source: Trip rates from El Dorado County traffic model.

TECHNICAL APPENDIX

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Placerville Traffic Impact Fee Study						Type	LOS A	LOS B	LOS	LOS D	LOS E					
Traffic Forecasts						1	7500	8750	10000	11250	12500	2-Lane Flat Street				
						2	5600	6550	7500	8450	9400	2-Lane Narrow or Hilly Street				
						3	3600	4200	4800	5400	6000	2-Lane Narrow and Hilly Street				
		Growth Rate =	1.50%			4	15000	17500	20000	22500	25000	4-Lane Flat Street				
						5	11250	13100	15000	16900	18750	4-Lane Hilly Street				
						6	9750	11375	13000	14625	16250	3-Lane Flat Street				
	Seg					1990		2015								
Facility	#	From	To	Type	Count	Mod	LOS	Mod	C/M	Diff	Ratio	Avg	AdjVol	GrFac	Final	LOS
Airport Rd	1	City Limits	Broadway	3	900	750	A	1890	1.20	2040	2268	2154	2200	1306	2200	A
Bedford Ave	1	Main St	US Hwy 50	1		8579	B/C	9747	0.0	1168	0	584	1200	0	9800	C/D
	2	US Hwy 50	Pleasant St	3		3323	A	6709	0.0	3386	0	1693	1200	0	6700	F
Bee St	1	Canal St	SR 49	2	2100	120	A	140	17.50	2120	2450	2285	2100	3047	3100	A
Broadway	1	Mosquito Rd	Carson Rd	6	17100	3820	E/F	5250	4.48	18530	23501	21016	18500	24811	18500	F
	2	Carson Rd	Schnell School Rd	6	8100	710	A	1247	11.41	8637	14226	11432	8600	11753	8600	A
	3	Schnell School Rd	Airport Rd	1/2	8200	850	B/D	2230	9.65	9580	21513	15546	9600	11898	9600	C/F
	4	Airport Rd	City Limits	2		390	A	1120	0.00	730	0	365		0	1200	A
Canal St	1	Middletown Rd	Bee St	2/3	2600	130	A	160	20.00	2630	3200	2915	2600	3772	3800	A/B
	2	Bee St	US Hwy 50	3	5300	330	D	330	16.06	5300	5300	5300	5300	7690	7700	F
	3	US Hwy 50	Main St	2		5400	A/B	6700	0.00	1300	0	650		0	6700	C
Carson Rd	1	Broadway	Schnell School Rd	1/2	2200	2800	A	3900	0.79	3300	3064	3182	3200	3192	3200	A
	2	Schnell School Rd	City Limits	3	2350	2380	A	3320	0.99	3290	3278	3284	3300	3410	3300	A
Cedar Ravine St	1	Main St	Washington St	3	2900	5540	A/B	7600	0.52	4960	3978	4469	4000	4208	4000	B
	2	Washington St	City Limits	3	240	3700	A/B	3770	0.06	310	245	277		348	3800	B
Cold Springs Rd	1	City Limits	Pierroz Rd	2	8200	8600	D/E	4700	0.95	4300	4481	4391	4400	11898	4400	A
	2	Pierroz Rd	Placerville Dr	1/2	11800	9900	E/F	6500	1.19	8400	7747	8074	8100	17121	8100	B/D
Coloma Rd	1	Spring St	Georgetown Rd (SR 193)	2/3	6000	8220	C/E	10962	0.73	8742	8001	8372	8400	8706	8400	D/F
	2	Georgetown Rd	City Limits	2	3800	2091	A	2599	1.82	4308	4723	4516	4500	5514	4500	A
Combellack Rd	1	Canal St	SR 49	1/2	2300	940	A	950	2.45	2310	2324	2317	2300	3337	2800	A
Country Club Dr	1	Cedar Ravine St	City Limits	3	1500	240	A	400	6.25	1660	2500	2080	1700	2176	1700	A
Cribbs Rd	1	City Limits	SR 49	3		1425	A	2630	0.00	1205	0	602.5		0	2600	A
Fair Lane	1	Placerville Dr	Ray Lawyer Dr	1/2	3000	2442	A	3260	1.23	3818	4005	3911	3900	4353	3900	A
Forni Rd	1	City Limits	Gold Nugget Wy	2		1100	A	2000	0.00	900	0	450		0	2000	A
	2	City Limits	Main St	3		5	A	1300	0.00	1295	0	647.5		0	1300	A
Green Valley Road	1	City Limits	Placerville Dr	2	3200	3300	A	6100	0.97	6000	5915	5958	6000	4643	6000	B
Locust Ave	1	Mosquito Rd	Main St	3	500	700	A	940	0.71	740	671	706	700	725	700	A
Main St	1	US Hwy 50	Canal St	1/2		825	A	2100	0.00	1275	0	637.5		0	2100	A
	2	Canal St	Spring St (SR 49)	1/2		1320	A	1280	0.00	-40	0	-20		0	1500	A
	3	Spring St (SR 49)	Sacramento St	1/2	12000	21200	E/F	21200	0.57	12000	12000	12000	12000	17411	17400	F
	4	Sacramento St	Bedford St	2/3		6700	C/F	6050	0.00	-650	0	-325		0	8200	D/F
	5	Bedford St	Cedar Ravine St	2	9570	10350	C	10450	0.92	9670	9662	9666		13886	11800	F
	6	Cedar Ravine St	Mosquito Rd	2	15500	8900	F	9550	1.74	16150	16632	16391		22490	16400	F
Middletown Rd	1	Cold Springs Rd	Canal St	2/3	3900	2000	A/B	2800	1.95	4700	5460	5080	5100	5659	5100	A/D
Mosquito Rd	1	City Limits	Locust Ave	1/2	5100	3240	A	5220	1.57	7080	8217	7648	7700	7400	7700	B/D
	2	Locust Ave	Main St	2/3	7700	16400	D/F	18680	0.47	9980	8770	9375	8800	11172	8800	E/F
Pacific St	1	Main St	Sacramento St	1/2												
	2	Sacramento St	Cedar Ravine St	2/3	5600	1040	A/E	1350	5.38	5910	7269	6590		8125	5900	B/E
Pierroz Rd	1	Cold Springs Rd	Placerville Dr	2												
Placerville Dr	1	Forni Rd	US Hwy 50	1/2		7530	A/D	8900	0.00	1370	0	685		0	8900	B/E
	2	US Hwy 50	Fair Lane	1		18700	F	16300	0.00	-2400	0	-1200		0	16300	F
	3	Fair Lane	RayLawyer Dr	6/4	12000	12400	A/C	10950	0.97	10550	10597	10573	10600	17411	14700	E/A
	4	RayLawyer Dr	Pierroz Rd	4/1		9400	A/C	6850	0.00	-2550	0	-1275		0	6900	A
	5	Pierroz Rd	Cold Springs Rd	1	9200	9000	C	6500	1.02	6700	6644	6672	6700	13349	6700	A
	6	Cold Springs Rd	US Hwy 50	1	11500	6300	E	7500	1.83	12700	13690	13195	13200	16686	13200	F
Ray Lawyer Dr	1	Placerville Dr	Fair Lane	2	5600	1765	A/B	210	3.17	4045	666	2356	4100	8125	4100	A
	2	Fair Lane	Forni Rd	1	N/A	N/A	N/A	1977	#####	#####	#####	#####		#####	2000	A
Sacramento St (SR 49)	1	City Limits (South)	Fiske St	3	5200	4773	D	6182	1.09	6609	6735	6672	6700	7545	6700	F
	2	Fiske St	Main St	2	11300	18505	F	17111	0.61	9906	10449	10177	9900	16396	13800	F
Schnell School Rd	1	Carson Rd	US Hwy 50	1	4100	1	A	1	4100	4100	4100	4100	4100	5949	6000	A
	2	US Hwy 50	Broadway	1	9900	1025	C/D	2250	9.66	11125	21732	16428	11100	14364	11100	D/E
Smith Flat Rd	1	Broadway	City Limits	3	1100	10	A	60	110.0	1150	6600	3875	1200	1596	1200	A
Spring St/SR 49	1	Main St	US Hwy 50	1	11600	19901	E	19920	0.58	11619	11611	11615	11600	16831	14200	F
	2	US Hwy 50	Coloma Rd	2/3	7000	8527	C/F	10623	0.82	9096	8721	8908	8900	10157	8900	E/F
	3	Coloma Rd	Bedford Ave	3	3100	775	A	860	4.00	3185	3440	3313	3200	4498	3200	A