

**Increased traffic and heavy equipment traffic; increased emergency response time.**

## **1. North Delta CARES**

Public safety

- Longer emergency vehicle response times due to blocked and re-routed roads during, which could end up in increased mortality if can't transport patients within the "golden hour" or respond to fire or flood emergencies.

## **2. County of Sacramento**

2014 Comments on BDCP

*Complete document here:*

<http://northdeltacares.org/wp-content/uploads/2016/06/Sacramento-County-BDCP-Comments-June-2014.compressed.pdf>

pp 93-94

### **Chapter 19: Transportation General Comments**

The Sacramento County Department of Transportation (DOT) anticipates that the BDCP will significantly change the nature of travel in the Delta. Heavy construction traffic will be introduced for many years into a setting that is accustomed to a rural way of life. Not only will people be affected by traveling with a heavy increase in construction traffic, but pavement conditions in the Delta will deteriorate to a point of disrepair. Much of the Delta's early roadway network was built over old trails that ran along the tops of levees. Roadways were built with the structural standards of that time, and they no longer meet the present structural standards. Construction impacts to roadways will be significant, and roadways may need to be reconstructed to current structural standards. Close coordination with Sacramento County on the nature and extent of mitigation will be required.

Sacramento County roads Hood Franklin, Lambert, Twin Cities, Sutter Slough, River, Walnut Grove, Isleton, and Race Track will all experience significant hourly volume increases during construction, even though level of service (LOS) calculations may show acceptable operations. (see, e.g., DEIR/EIS, Table 19-8, p.19-49.) Various alternatives show that some of the study roads will operate unacceptably in Sacramento County when construction traffic is added. For these roadways, as specified in Mitigation Measure TRANS-1c, the BDCP proponents shall be responsible for capacity enhancements needed to mitigate the BDCP's substantial adverse effects to County residents and communities. While roadway capacity is one measure of operations on a roadway, the nature of the construction traffic for the BDCP will consist of significant amounts of heavy equipment on roads that do not normally experience this type of traffic. Were passenger car equivalents (PCE's) for construction equipment traffic taken into consideration with this volume analysis? Residences and activities that occur along these roadways will experience a

difference in roadway operations for a significant length of time. The length of construction and nature of traffic (heavy vehicles) should also be taken into consideration in assessing the nature and extent of the BDCP's impacts.

Of significant concern to the County is the BDCP's impact on the safety of Delta citizens from an increase in roadway safety hazards, including interference with emergency routes during construction on already heavily congested roadways including I-5, I-80, SR 50, SR 99, SR 160, Lambert Road, Grant Line Road, Hood Franklin Road & River Road. (see DEIR/EIS, Impact TRANS-3 – Increased Safety Hazards and Interference with Emergency Routes, p. 69.) BDCP construction traffic will greatly increase an already lengthy law enforcement response time to the residents of the river Delta communities. Current emergency law enforcement response times to the communities of Locke, Hood, Isleton, and the many recreational sloughs and islands are in excess of 25 minutes. Based on the Sheriff Department's experience with prior roadway and bridge construction projects in that area, the BDCP impact of roadway hazards, traffic control, and interference will increase this response time to more than 60 minutes. The only mitigation noted is a "good faith effort" to enter into agreements to enhance capacity of affected roads. This measure does not guarantee that mitigation or improvement will occur. Moreover, the impact discussion indicates that mitigation measure TRANS-1c will not reduce the severity of the impact to a less than significant level. (see DEIR/EIS, p. 19-70, lines 18-22.) This is unacceptable and will adversely affect law enforcement response and community safety for a period of 9 to 12 years.