

5.14 - Transportation and Traffic

5.14.1 - Introduction

This section describes potential impacts to the transportation system associated with adoption of the City of Fresno General Plan Update. The impact analysis examines the roadway, transit, bicycle, pedestrian, rail, and aviation components of the transportation system in the City of Fresno. To provide a context for the impact analysis, this section begins with a description of the environmental setting, which describes the existing physical and operational conditions of the transportation system. Following the environmental setting is the relevant regulatory framework, which influences the transportation system and provides the basis for impact significance thresholds that are used in the impact analysis findings and recommended mitigation measures.

5.14.2 - Environmental Setting

Study Area for Project Impacts

The study area for project impacts regarding transportation and traffic is the Planning Area and the immediate surrounding County of Fresno, City of Clovis, and surrounding Counties areas because potential development under the project could affect areas inside and outside the Planning Area.

Study Area for Cumulative Impacts

The study area for the analysis of cumulative transportation and traffic impacts is similar to the study area for project impacts. The study area for cumulative transportation and traffic impacts is the Planning Area and the immediate surrounding County of Fresno, City of Clovis, and surrounding Counties areas because cumulative development in the areas immediately surrounding the Planning Area could combine with development under the proposed project and result in cumulative transportation and traffic impacts.

Setting

The City of Fresno is the fifth largest city in California with a population of about 500,100 in 2011. Fresno County has a population of 940,220 people making it the tenth largest county in the state and is expected to reach 1.1 million people by 2020 (City of Fresno 2012). Located in California's San Joaquin Valley, Fresno is equidistance from the major population centers in Northern and Southern California with easy access to the California Central Coast and Sierra Nevada.

The 2000-2001 California Household Travel Survey provides information on residents travel patterns including the purpose and method of travel in Fresno County. For convenience, travel survey responses are grouped into the following three general categories:

- **Home-Based Work:** Trips may begin or end at a residence and represent travel between a residence and place of work.
- **Home-Based Other:** Trips may begin or end at a residence and include school trips, shopping trips, or trips for recreation.

- **Non-Home-Based:** Trips do not begin or end at a residence. These trips would include a trip from work to a restaurant during lunch.

According to the 2000-2001 California Household Travel Survey, Home-Based Work trips account for 20 percent of trips. In general, Home-Based Work trips occur during the morning and evening commute periods and are predominately made by automobile. There is less flexibility in the departure and arrival time for work trips, due to traditional work schedules. Other trip purposes account for about 80 percent of travel and are more evenly distributed throughout the day.

Most residents traveled from home to work by automobile (about 98 percent) with about 15 percent of those being shared ride (i.e., carpool) trips. Shared ride, transit, walk, and bike trips were significantly higher for non-work trips (Home-Based Other and Non-Home-Based purposes).

The average weekday person trip length for Home-Based Work was about 20 minutes compared to Home-Based Other trips (15 minutes), and Non-Home-Based trips (16 minutes). On average, non-work trips are about 30 percent shorter than work trips and have a higher percentage of transit walk and bike use. This is reasonable given trip purpose, trip scheduling flexibility, and proximity of trip origin and trip destination.

The 2000-2001 California Household Travel Survey also shows that about 12 percent of Fresno County households did not have access to a vehicle and therefore are dependent on transit, walking, and bicycling for mobility.

Roadway Network

The roadway network in the City is generally a traditional grid-based network of north/south and east/west streets, except for significant portions of the Downtown Planning Area, whose grid-based network of streets are angled consistent with the northwest/southeast railroad alignment. Nearly every major street in the Fresno metropolitan area is regularly spaced at half-mile intervals. The grid system provides high levels of accessibility (i.e., travel choices) for residents. Some of the roadways in Fresno are super arterials, which are similar to expressways. Super arterials have limited access and function like expressways to move large volumes of vehicles where freeways are absent. Appendix H-1 includes an exhibit that shows the existing study roadway functional classification and the operational hierarchy of the roadway system. This roadway hierarchy is shown in Table 5.14-1. Freeways are under the jurisdiction of the State, outside the control of the City. They have been assessed for the purposes of this General Plan due to their location within the Planning Area for the General Plan.

Table 5.14-1: City of Fresno Roadway Hierarchy

Roadway Type	Number of Lanes	Bike Lanes	Pedestrian Facilities	On-Street Parking	Median
Expressway	4 to 6	No	Trail	No	Yes
Superarterial	4 to 6	Yes	Sidewalks1	No	Yes

Roadway Type	Number of Lanes	Bike Lanes	Pedestrian Facilities	On-Street Parking	Median
Arterial	4 to 6	Yes	Sidewalks ¹	Possible	Yes
Collector	2 to 4	Yes	Sidewalks	Yes	Possible
Connector	2 to 3	Possible (or Trail)	Sidewalks	Yes	No
Local	2 to 3	Possible (or Trail)	Sidewalks	Yes	Possible

Notes: ¹Where called for the General Plan, a trail maybe required instead of a sidewalk.
 Source: Fehr & Peers. 2011.

Physical Conditions

Exhibit 5.14-1 shows the number of lanes on major city roadways (See Appendix H-2 for detail). The state highway network radiates from Downtown Fresno and serves inter-city and inter-regional travel. The grid street network provides primary local and inter-city travel.

State Facilities

The state facilities in the City of Fresno are listed below and are full access-controlled freeways, which are operated and maintained by Caltrans.

- **SR-41** serves as a principal north/south route connecting north Fresno with the Central Business District (CBD), generally paralleling the Blackstone Avenue corridor within the City. Regionally, SR-41 extends from Yosemite National Park in Madera County, through Fresno County, and to Kettleman City in Kings County near Interstate 5 (I-5). From I-5, SR-41 continues west and connects to US Highway 101 and SR-1 on the Central Coast.
- **SR-99** is a principal north/south route in Fresno County that links Bakersfield in Kern County to the Stockton and Sacramento metropolitan areas in the Northern San Joaquin and Sacramento Valleys. SR-99 is a major goods movement corridor with significant truck volumes. Within Fresno, SR-99 connects northwest Fresno with Downtown and has freeway-to-freeway interchanges with SR-180 and SR-41.
- **SR-168** connects Downtown Fresno with northeast Fresno and the City of Clovis. SR-168 begins at a freeway-to-freeway interchange with SR-180 about 1.5 miles east of SR-41. East of the City of Clovis, SR-168 transitions to a two-lane conventional highway and provides access to the Sierra Nevada.
- **SR-180** travels east/west and connects southeast and southwest Fresno with Downtown Fresno. It also has freeway-to-freeway interchanges at SR-41, SR-99, and SR-168. East of Fresno, SR-180 provides access to Kings Canyon and Sequoia National Parks. West of Fresno, SR-180 transitions to a two-lane conventional highway and connects to SR-145 in Kerman and SR-33 in Mendota.

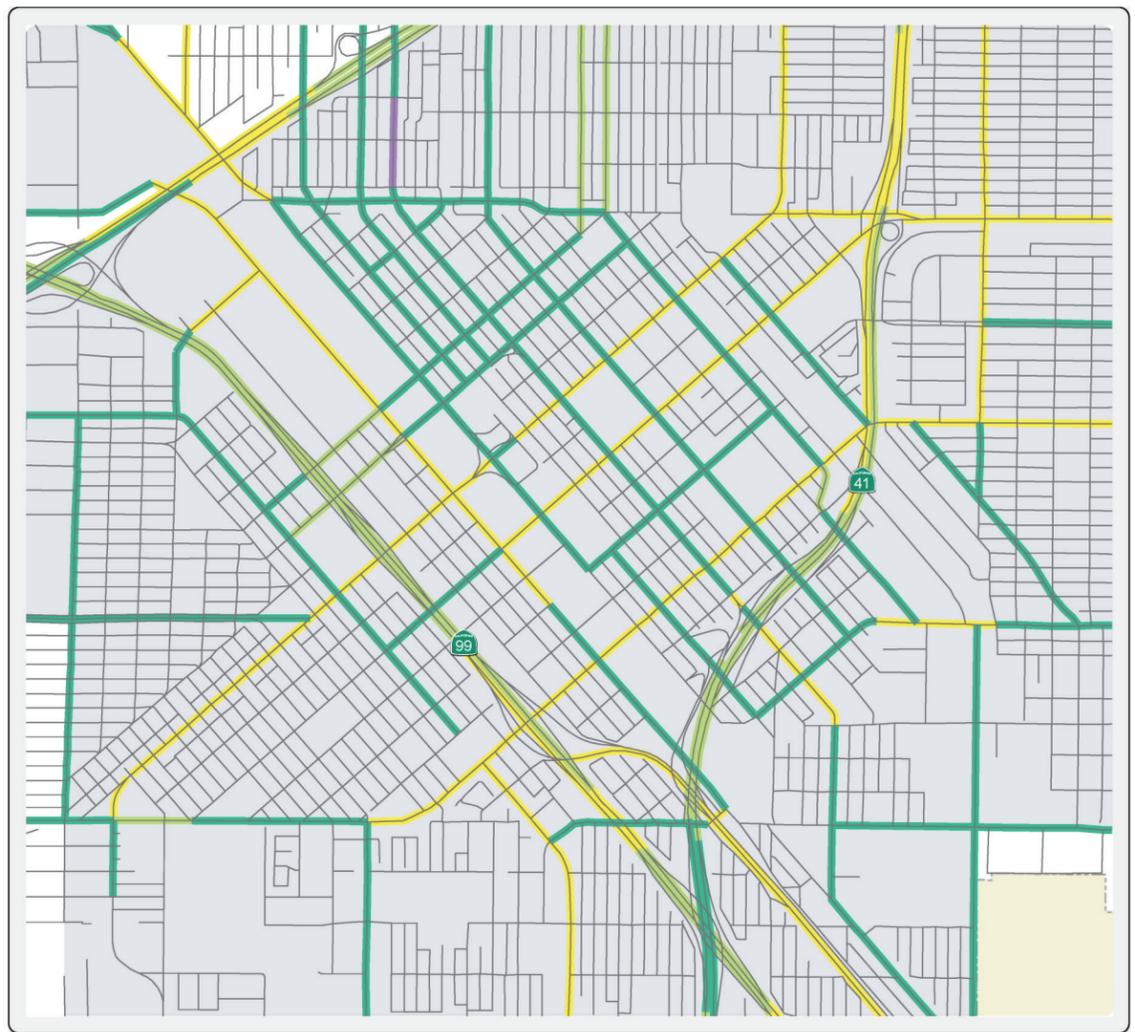
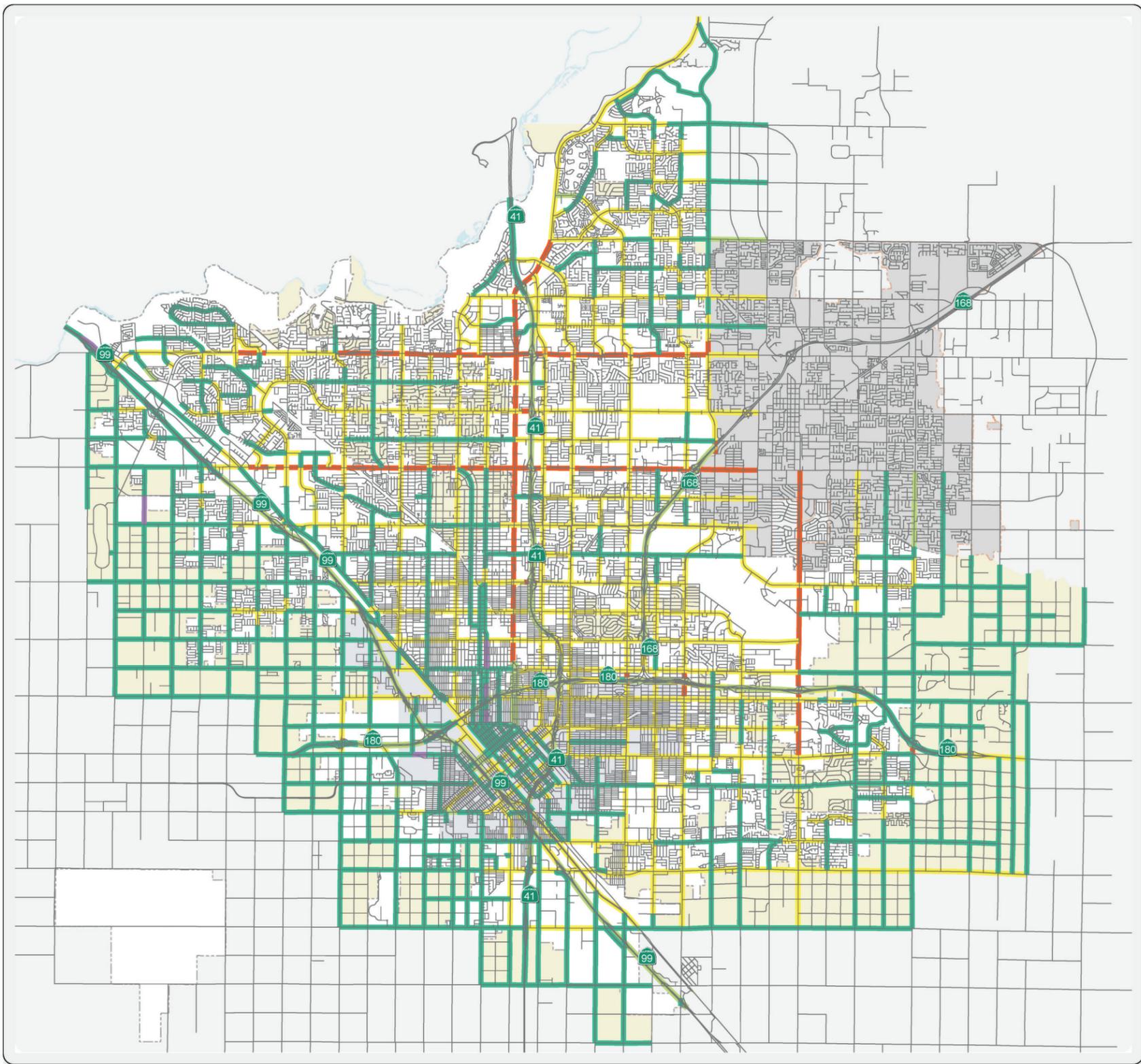
Traffic Operations

The analysis of traffic operations was conducted based on roadway segments representative of the City's overall transportation network. Traffic volumes on the selected roadway segments are used to determine the overall usage and congestion. Note that the roadway segment analysis is based on traffic counts taken at a single location or link, which was intended to be representative of the entire segment. A link connects two intersections; a segment is a series of links. The segments used in this analysis were developed based on where a series of links had common physical and traffic conditions.

Traffic operations on the study roadway segments were measured using a qualitative measure called level of service (LOS). LOS is a general measure of traffic operating conditions whereby a letter grade, from A (the best) to F (the worst), is assigned. These grades represent the perspective of drivers and are an indication of the comfort and convenience associated with driving, as well as speed, travel time, traffic interruptions, and freedom to maneuver. The LOS grades are generally defined as follows:

- **LOS A** represents free-flow travel with an excellent level of comfort and convenience and the freedom to maneuver.
- **LOS B** has stable operating conditions, but the presence of other road users causes a noticeable, though slight, reduction in comfort, convenience, and maneuvering freedom.
- **LOS C** has stable operating conditions, but the operation of individual users is substantially affected by the interaction with others in the traffic stream.
- **LOS D** represents high-density, but stable flow. Users experience severe restriction in speed and freedom to maneuver, with poor levels of comfort and convenience.
- **LOS E** represents operating conditions at or near capacity. Speeds are reduced to a low but relatively uniform value. Freedom to maneuver is difficult with users experiencing frustration and poor comfort and convenience. Unstable operation is frequent, and minor disturbances in traffic flow can cause breakdown conditions.
- **LOS F** is used to define forced or breakdown conditions. This condition exists wherever the volume of traffic exceeds the capacity of the roadway. Long queues can form behind these bottleneck points with queued traffic traveling in a stop-and-go fashion.

The LOS was calculated for each major roadway segment in the City roadway system to evaluate the quality of traffic conditions. Traffic counts used for this analysis represent year 2012 conditions. LOS was determined by comparing traffic volumes for selected roadway segments with peak hour LOS capacity thresholds. These thresholds are shown in Table 5.14-2 and were calculated based on the methodology contained in the Highway Capacity Manual (HCM) (Transportation Research Board 2000). The HCM methodology is the prevailing measurement standard used throughout the United States.



LEGEND

Existing Number of Lanes

- 1 (Purple line)
- 2 (Green line)
- 3 (Light Green line)
- 4 (Yellow line)
- 5 (Orange line)
- 6 (Red line)
- 7 (Dark Red line)

Downtown Neighborhoods Planning Area
 City of Fresno
 City of Clovis
 Fresno Planning Area


 Not to Scale

Source: FEHR & PEERS, 2014.



Exhibit 5.14-1
Existing Roadway Number of Lanes

It should be noted that this traditional methodology used to analyze the roadway system does not consider the potential impact on walking, bicycling, and transit. Pedestrians, bicyclists, and transit riders are all users of the roadway system but may not be fully recognized in the traffic operations analysis and the calculation of LOS. The LOS thresholds in Table 5.14-2 are based on driver’s comfort and convenience. Identifying the need for roadway improvements based on the resulting roadway LOS can have unintended impacts to other modes such as increasing the walking time for pedestrians. In evaluating the roadway system, a lower vehicle LOS may be desired when balanced against other community values related to resource protection, social equity, economic development, and consideration of pedestrians, bicyclists, and transit users.

Table 5.14-2: Roadway Functional Class and Peak Hour Level-of-Service Thresholds

Functional Class	Median	Lanes	Peak Hour Level of Service Capacity Threshold				
			A	B	C	D	E
Freeway	N/A ¹	4	2,720	4,460	6,630	7,720	8,630
		3+Aux ²	2,360	3,860	5,640	6,730	7,530
		3	2,000	3,270	4,660	5,740	6,430
		2+Aux	1,650	2,700	3,850	4,760	5,340
		2	1,300	2,130	3,050	3,790	4,260
State Expressway	Divided	6	2,410	3,960	5,730	7,450	8,450
		4	1,610	2,650	3,810	4,960	5,630
		2	810	1,340	1,890	2,470	2,810
City Expressway	Raised Median	6			1,860	6,170	6,520
		5			1,520	5,110	5,430
		4			1,180	4,050	4,340
		2			520	1,910	2,160
Super Arterial	Raised Median	6				4,910	6,240
		5				4,040	5,195
		4				3,170	4,150
Arterial	Raised Median	8			2,120	7,070	7,490
		6			1,560	5,270	5,610
		5			1,280	4,370	4,670
		4			1,000	3,470	3,730
		3			720	2,555	2,795
		2			440	1,640	1,860
	TWLTL ³	4			940	3,290	3,550
		2			420	1,550	1,760

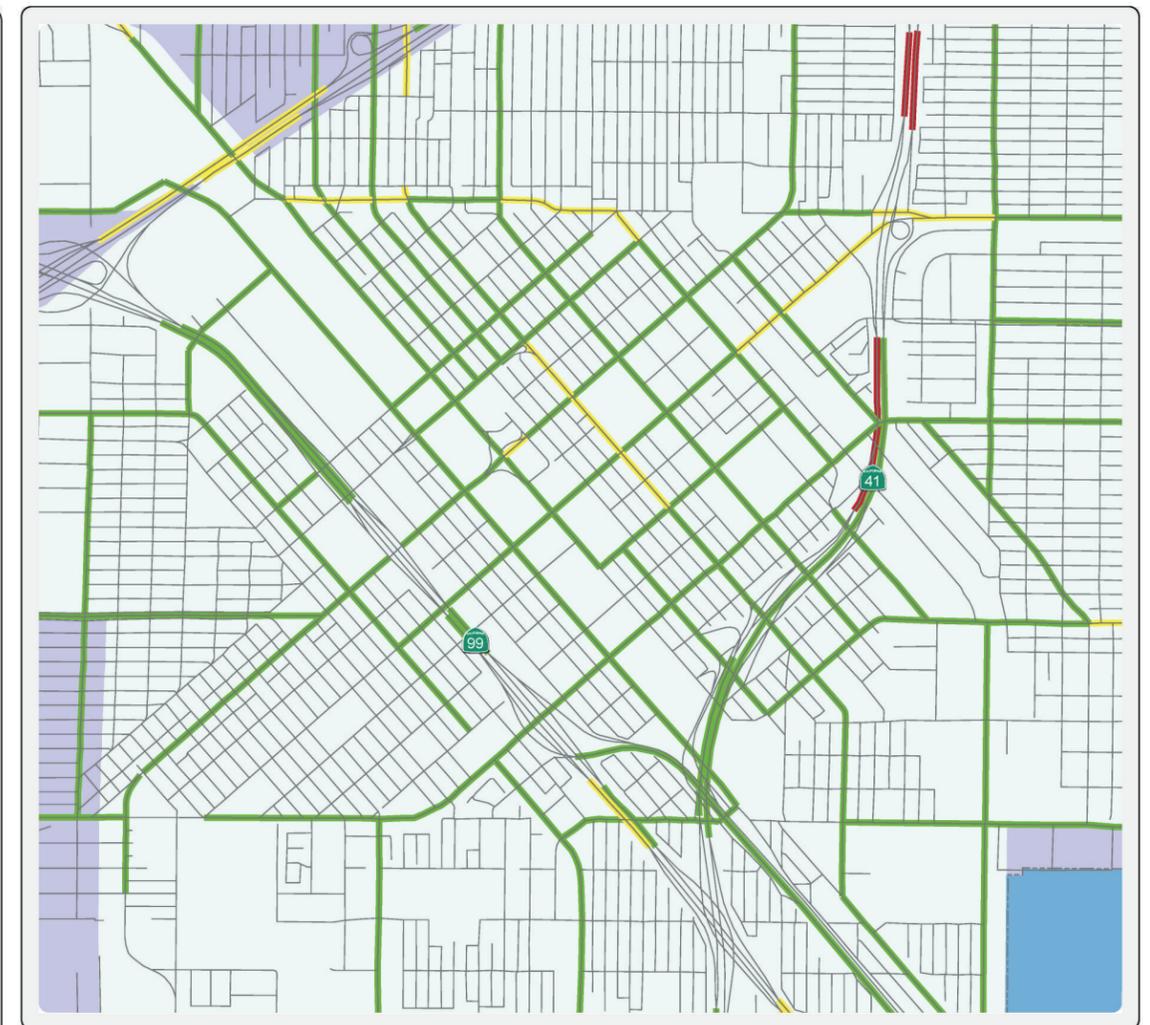
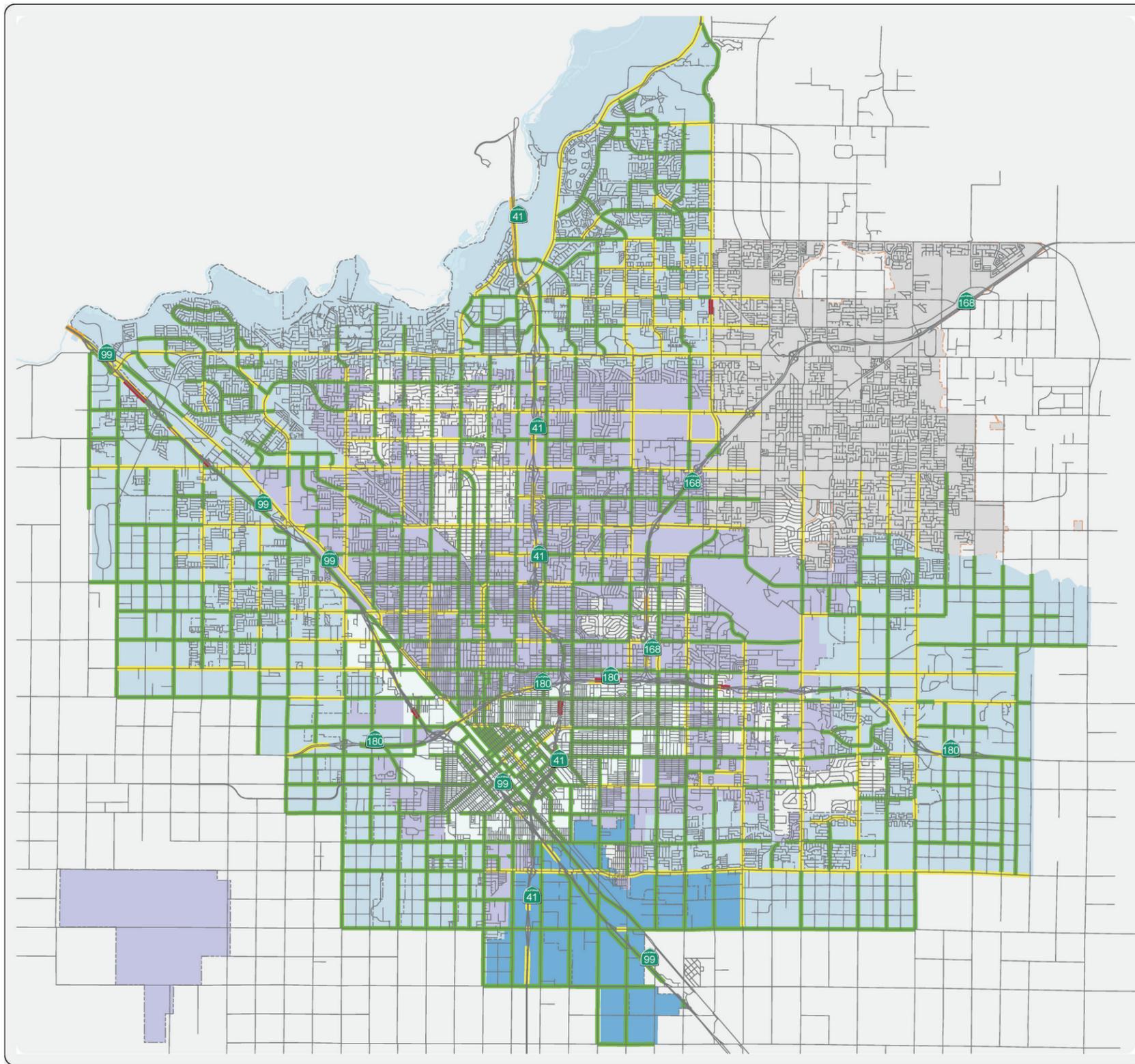
Functional Class	Median	Lanes	Peak Hour Level of Service Capacity Threshold				
			A	B	C	D	E
	Undivided	4			770	2,740	2,980
		2			340	1,270	1,480
Collector	TWLTL	4			940	3,290	3,550
		2			420	1,550	1,760
	Undivided	4			770	2,740	2,980
		2			340	1,270	1,480
One-Way	Undivided	3		1,960	2,240	2,430	2,610
		2		1,250	1,490	1,620	1,740
		1		550	740	800	870
Rural State Highway	Undivided	2	310	570	1,020	1,730	2,470
Rural Arterial	Divided	4			1,950	3,580	3,780
	Undivided	2			570	1,230	1,310
Rural Collector/Local	Undivided	2			700	930	1,000
Notes: ¹ N/A - Not applicable for operational class ² Aux - Auxiliary Lane ³ TWLTL – Two-way Left-turn Lane - LOS is not achievable because of type of facility. Source: Fehr & Peers 2012.							

Exhibit 5.14-2 shows existing AM peak hour traffic volumes (two-way total) and LOS (See Appendix H-3 for detail) and Exhibit 5.14-3 shows existing PM peak hour traffic volumes (two-way total) and LOS (See Appendix H-4 for detail). Exhibit 5.14-4 illustrates the planned roadway number of lanes.

Most roadways operate at LOS D or better during the AM and PM peak hours, except for the following, which operate at LOS E and F:

City of Fresno

- Willow Avenue – Copper to Behymer Avenue (LOS E during the PM peak hour)
- Willow Avenue – Behymer Avenue to Shepherd Avenue (LOS F during the PM peak hour)
- Golden State Boulevard – Shaw Avenue to Swift Avenue (LOS F during the PM peak hour)
- Golden State Boulevard – Motel Drive to Ashlan Avenue (LOS E during the PM peak hour)
- Nees Avenue – Jordan Avenue to Paula Avenue (LOS E during the PM peak hour)
- Cornelia Avenue – Ashlan Avenue to Griffith Way (LOS E during the PM peak hour)
- Marks Avenue – Dakota Avenue to Weber Avenue (LOS E during the PM peak hour)
- Clinton Avenue – Valentine Avenue to Marks Avenue (LOS F during the PM peak hour)



DOWNTOWN VIEW

LEGEND

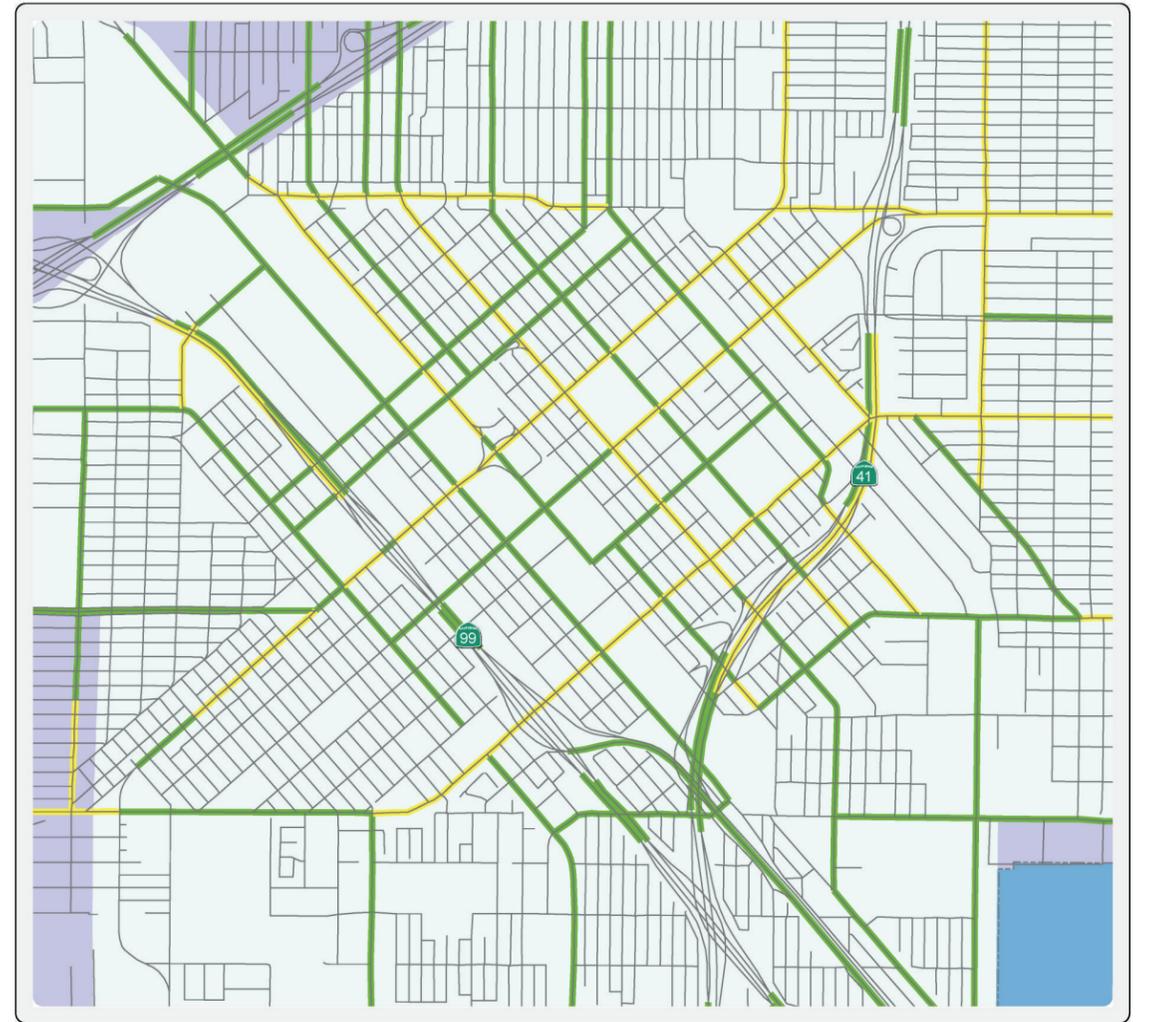
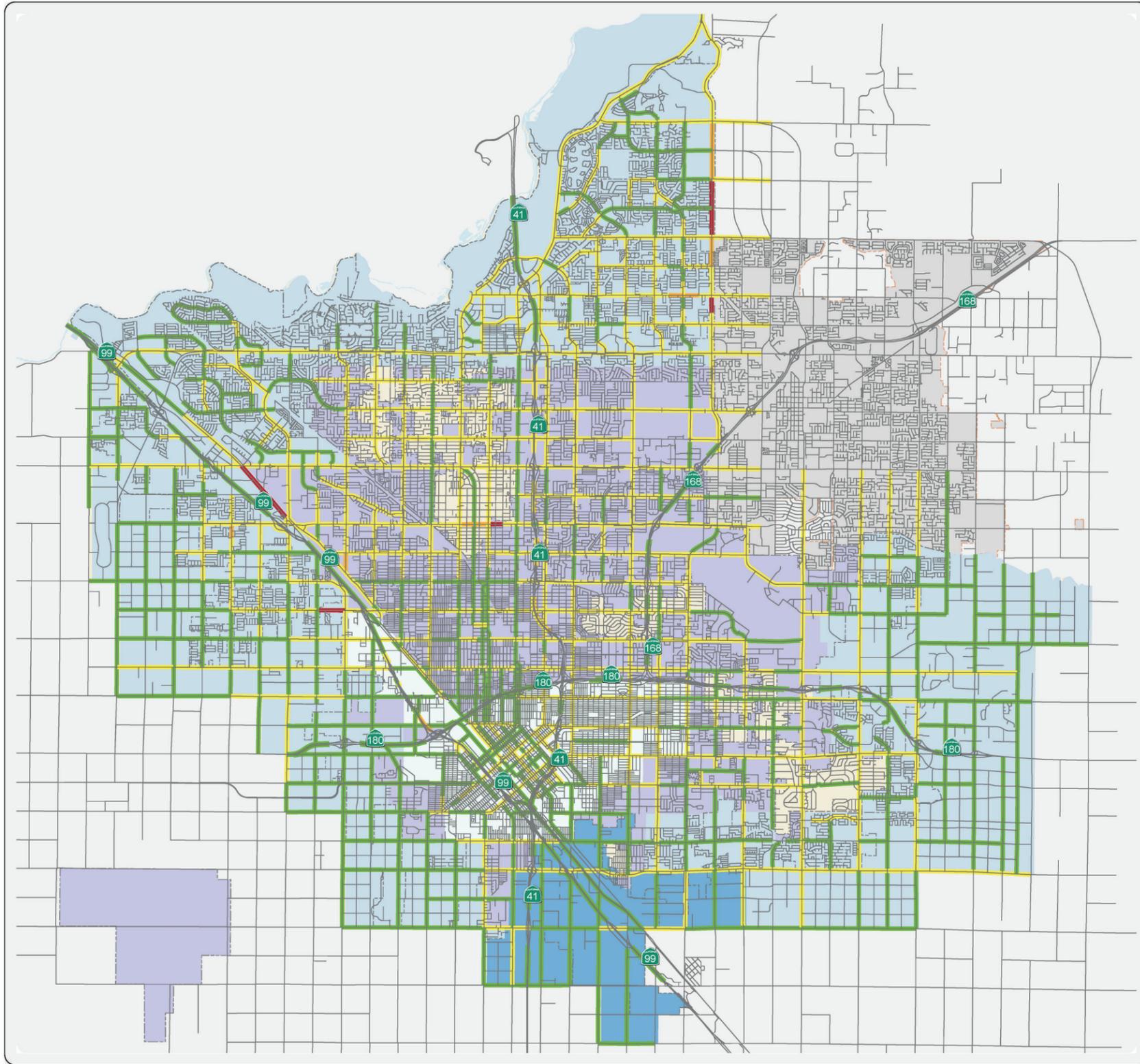
Level of Service	TIZ-I	City of Fresno
A thru C	TIZ-II	Downtown Neighborhoods Planning Area
D	TIZ-III	City of Clovis
E	TIZ-IV	
F		



Not to Scale

Source: FEHR & PEERS, 2014.





DOWNTOWN VIEW

LEGEND

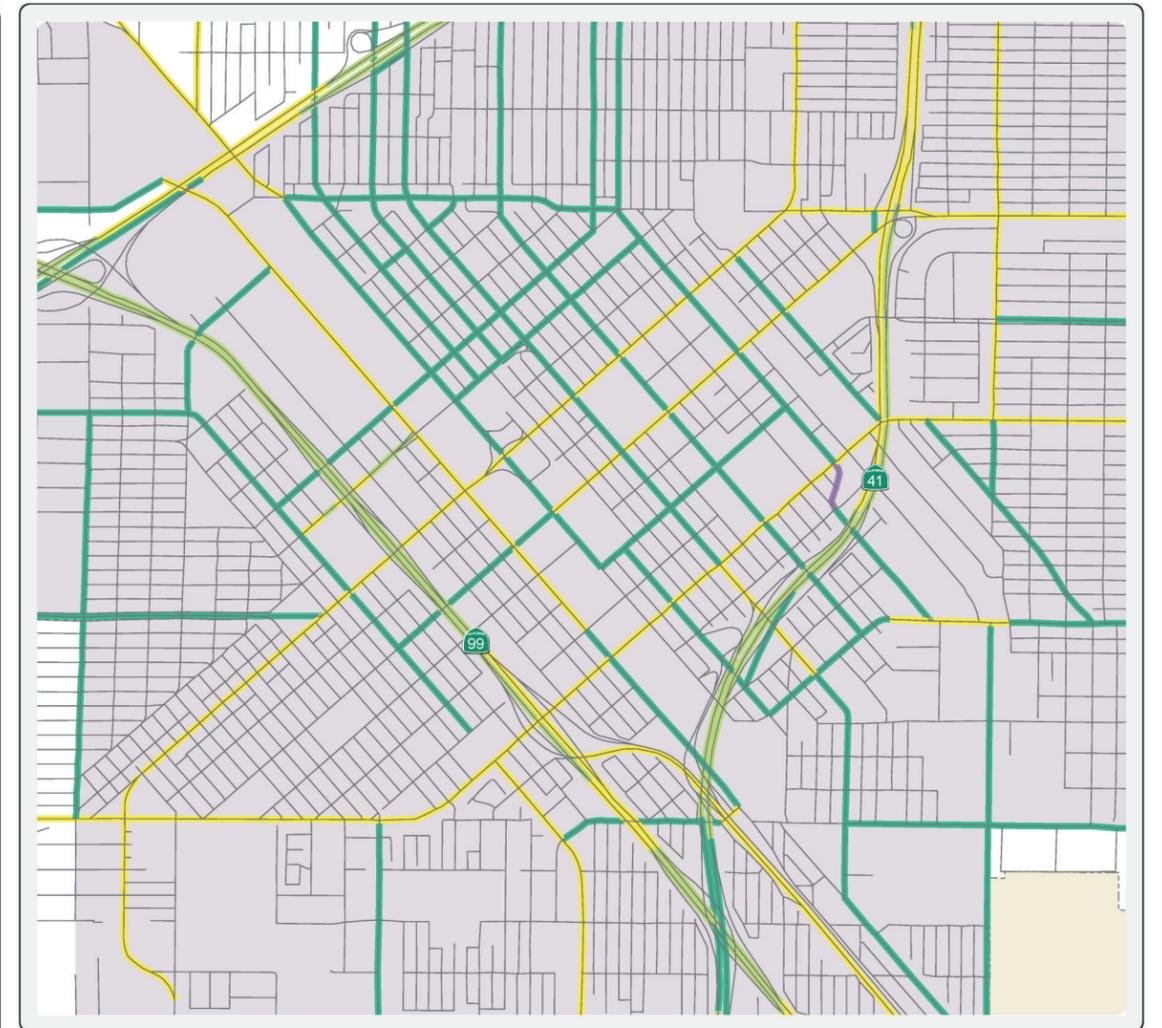
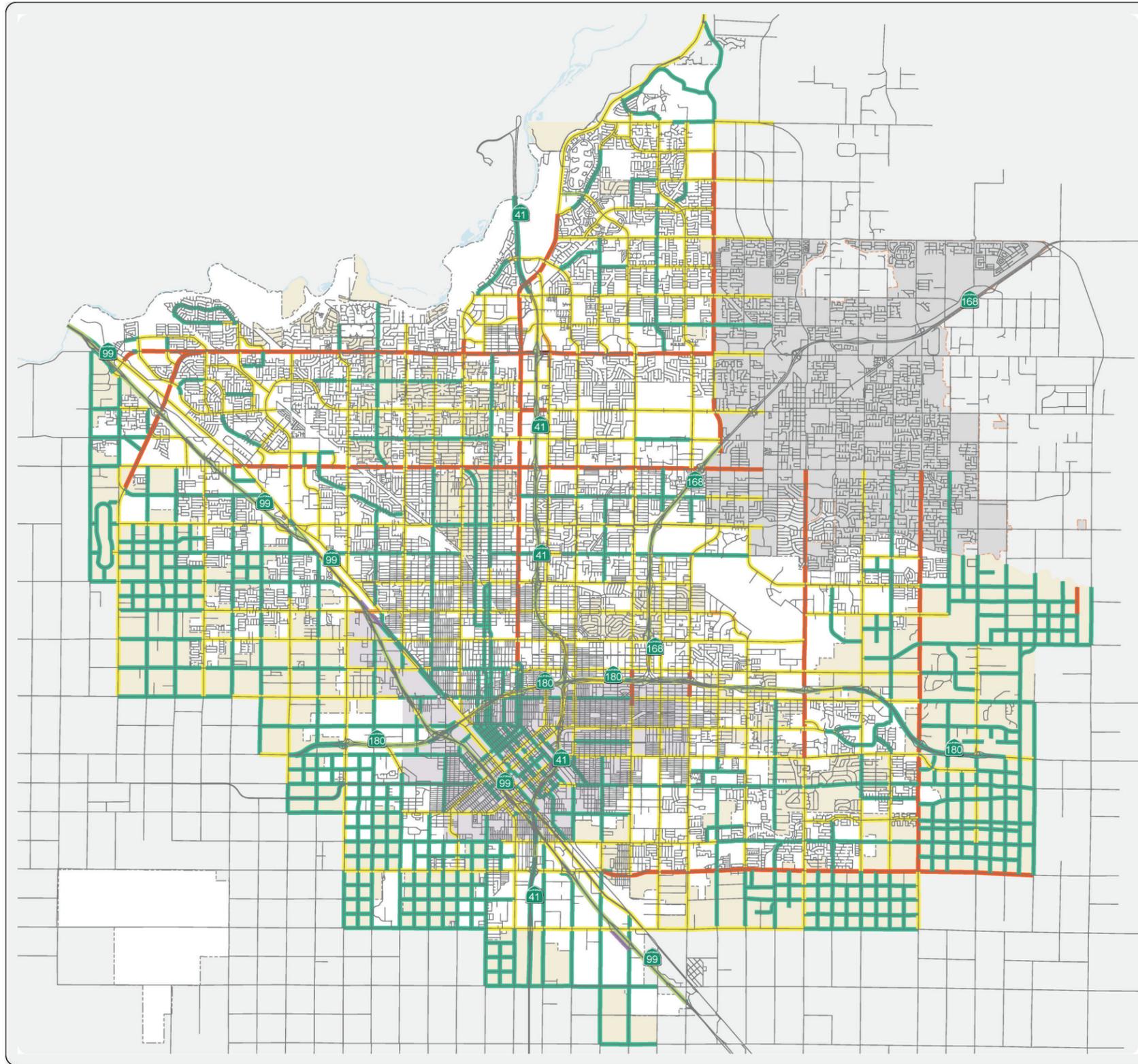
Level of Service	TIZ-I	City Limits
A thru C	TIZ-II	Downtown Neighborhoods Planning Area
D	TIZ-III	City of Clovis
E	TIZ-IV	Fresno Planning Area
F		



Not to Scale

Source: FEHR & PEERS, 2014.





DOWNTOWN VIEW

LEGEND

Number of Lanes

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- Downtown Neighborhoods Planning Area
- City of Fresno
- City of Clovis
- Fresno Planning Area



Not to Scale

Source: FEHR & PEERS, 2014.



City of Fresno/Unincorporated Fresno County

- Willow Avenue – Shepherd Avenue to Teague Avenue (LOS E during the PM peak hour)
- Ashlan Avenue – Palm Avenue to Maroa Avenue (LOS E during the PM peak hour)
- Ashlan Avenue – Maroa Avenue to Del Mar Avenue (LOS F during the PM peak hour)

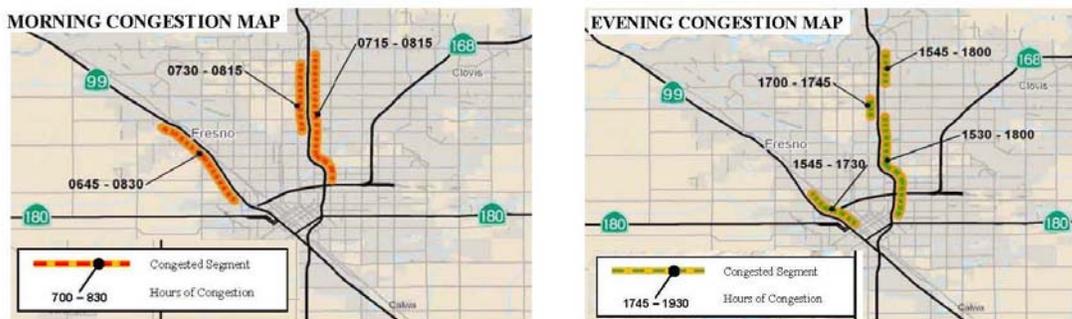
City of Fresno/City of Clovis

- Nees Avenue to Decatur Avenue (LOS F during the AM and PM peak hours)

Caltrans

- SR-41 Southbound - Bullard Avenue to Shaw Avenue (LOS E during the AM peak hour)
- SR-41 Northbound - Shaw Avenue to Ashlan Avenue (LOS E during the PM peak hour)
- SR-41 Northbound - Shields Avenue to McKinley Avenue (LOS E during the PM peak hour)

SR-99 Northbound - SR-180 to Belmont Avenue (LOS E during the PM peak hour) Congestion data presented in the 2008 State Highway Congestion Monitoring Program (HICOMP) Annual Data Compilation (September 2009) indicate recurrent congestion during the morning and evening peak hour on segments of SR-99 and SR-41 in the City. The images below show these congested locations.



The HICOMP defines recurrent congestion as a condition lasting for at least 15 minutes when travel demand exceeds freeway capacity and vehicle speeds are 35 mile per hour or less on a typical incident-free weekday. Note that an auxiliary lane was recently added to northbound SR-41 between the Bullard Avenue and Herndon Avenue interchanges to improve these conditions. These locations may not be captured by the roadway segment capacity analysis presented above, since it cannot capture the operational aspects of vehicle merging, diverging and weaving that is a key contributor to the recurrent congestion shown on the maps above. The freeway segment analysis summarized above is similar to but not as severe as the HICOMP congestion data.

Traffic Safety

Appendix H-12 includes an exhibit that shows recorded automobile collisions since 2009 based on Statewide Integrated Traffic Records System (SWITERS) data. For that period, there were about 3,100 collisions. The top ten collision locations are shown and all were on or at interchanges with SR-41 and SR-180. The highest number of reported collisions (89) occurred on SR-41 near the Sierra Avenue overcrossing and all were rear end and sideswipe, indicative of collisions due to stop-and-go conditions and on- and off-ramp merge movements. An auxiliary lane was recently added to

northbound SR-41 between the Bullard Avenue and Herndon Avenue interchanges and braided ramps were constructed between SR-41 and SR-180 to improve these conditions.

Public Transportation

- Public transportation in the City consists of the following services and facilities:
- Public bus service
- Express bus service
- Demand-response paratransit
- Passenger rail service

Fresno Area Express (FAX), a department of the City of Fresno, is the predominant transit provider in the City. FAX provides 17,600,000 annual passenger boardings, averaging 48,000 passenger trips per day. The entire FAX system runs about 1,000 bus operations per day. Ridership trends in recent years have shown an increase in the number of people using transit, which may be attributable to poor economic conditions and the rising cost of travel. Appendix H-12 provides the bus routes in the City. The routes typically follow most of the Fresno arterial street network, which are generally spaced on the mile and provide good coverage to most of the City.

Handy Ride is a demand-response service for seniors and persons with disabilities, as required by the Americans with Disabilities Act. This paratransit service serves up to 12,500 eligible individuals in the FAX service area and provided 238,707 passenger rides in fiscal year 2010.

The Fresno County Rural Transit Agency (FCRTA) and Amtrak also provide services for regional travel outside of the Fresno-Clovis Metropolitan Area. FCRTA provides service to many of the unincorporated communities in Fresno County such as Coalinga and Mendota (FCRTA 2012). The San Joaquin Line is one of Amtrak's passenger rail services with connections between the San Joaquin Valley, the Sacramento Valley, the San Francisco Bay Area, and Los Angeles. Greyhound provides similar (more frequent) bus service to these regions.

Bicycle and Pedestrian Circulation

The City is generally flat, which provides a favorable environment for bicycling and walking as a mode of transportation. The City of Fresno Bicycle, Pedestrian, and Trails Master Plan (BPTMP), which was completed in October 2010, provides guidance to expansion and maintenance of the City of Fresno bicycle and pedestrian circulation system. Although the BPTMP is a separate document not part of this Plan, the General Plan recognizes the BPTMP identifies more detailed implementation strategies with cost estimates and prospective funding sources, evaluates priorities of prospective improvements, and identifies a complete inventory of both short and long-range bicycle improvements.

Bicycling

The City of Fresno has approximately 167 miles of on-street striped bike lanes and 17 miles of trails or paths within the City limits, many of which are shown in Appendix H-12. The bicycling facilities are broken down into three classifications, which are each identified below.

- **Class I:** Bicycle or multi-use (bicycle-pedestrian) path that is completely separated from vehicle traffic and typically a 10- to 12-foot wide concrete/asphalt-concrete paved surface with two-foot wide shoulders.
- **Class II:** Designated on-street bicycle lane that is identified with painted pavement striping and signing and is typically at least five feet in width.
- **Class III:** On-street bicycle route that is designated by signs and markings and utilizes the paved surface shared with a low volume of motorized vehicles.

Since the completion of the City of Fresno Bicycle, Pedestrian, and Trails Master Plan in 2010, several facilities have been added to the network, which are identified below:

- Divisadero Street - R Street to H Street
- M Street - San Joaquin Street to Ventura Street
- P Street - Fresno Street to Divisadero Street
- H Street - Divisadero Street to Tulare Street
- Tuolumne Street - Divisadero Street to Broadway Street
- Stanislaus Street - Divisadero Street to Broadway Street

Bicycle Ridership

Data from the U.S. Census revealed a 0.9 percent bicycle mode split for the City of Fresno in 2000, slightly higher than California's statewide average of 0.8 percent. The state's goal is to have 2.8 percent of trips to work be made by bicycle. It is important to note that these numbers likely underestimate the percent of individuals who bicycle because it does not include those who bicycle to work one or two days per week, or those who bicycle for recreation or other purposes. Regardless, the City of Fresno's 0.9 percent bicycle mode share means that 2,700 people in the workforce (in the year 2000) used a bicycle as their primary mode of transportation to and from work.

Pedestrians

The street environment in the City is currently focused around the automobile with sidewalks being absent or incomplete in many areas. However, some older neighborhoods have more pleasant pedestrian environments. For years, the City of Fresno required a park strip in between sidewalks and street curbs to allow for the planting of street trees. As a result, trees were planted in many neighborhoods and are now old, mature trees providing sun relief in the hot summer months. The City began addressing this problem with the "No Neighborhood Left Behind" program in 2005, which brought sidewalks to many neighborhoods throughout Fresno. Although these projects have been completed, the City currently has a program focused on installing the missing sidewalk curb ramps on street corners where ramps are needed.

Rail/Highway Freight

The city is served by two rail corridors: the Burlington Northern Santa Fe (BNSF) rail corridor has one track and travels through northwest Fresno and the middle of Downtown while the Union Pacific

Railroad (UPRR) corridor has two tracks and generally runs parallel to SR-99. According to the 2007 City of Fresno Downtown Transportation and Infrastructure Study, about 50 freight trains pass through the two rail corridors daily as they travel through Downtown. SR-99 and the UPRR are both international trade facilities. Peak shipping months in the San Joaquin Valley are May through October. Appendix H-12 includes an exhibit that shows existing goods movement and aviation facilities.

High Speed Rail

The California High Speed Rail Authority (Authority) is proposing to construct, operate, and maintain an electric-powered high-speed train system in California. In August 2011, the Authority released the Draft Environmental Impact Report (DEIR) for the Merced to Fresno and Fresno to Bakersfield project sections. The DEIR identified several roadway network changes in the City, including road closures, new grade separations, and road realignments.

As of January 2013, the Authority had secured Federal and State funding for an initial construction section in the Fresno area, and was receiving bids from design-build contractor teams to begin construction. This initial construction segment includes the high-speed rail (HSR) trackway through the City, from Madera County through Downtown Fresno.

The Authority Board of Directors, on May 7, 2014, certified the Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Fresno to Bakersfield project section of the high-speed rail program and approved a high-speed rail alignment within the Fresno to Bakersfield project section

Aviation

The City of Fresno manages the Fresno Yosemite International Airport (FYI). The airport is located in northeast Fresno just southwest of Clovis in between Highways 168 and 180. There are two runways, each of which is 7,205 feet long and 100 feet wide. There are 174 aircraft based at FYI with an average of 371 daily aircraft operations in 2012. In 2011, the two runways served about 1.2 million passengers and airport officials expect that number to grow in the future. There are also two other general aviation airports (i.e., Chandler and Sierra Sky Park) and four heliports, including McCarthy Ranch, Community Regional Medical Center, Valley Medical Center, and PG&E Service Center in the City (AirNav 2012).

5.14.3 - Regulatory Setting

This section summarizes the transportation policies, laws, and regulations that apply to the proposed project. This information provides context for the impact discussion related to the project's consistency with applicable regulatory conditions. Further, this study identifies impacts to traffic operations by comparing roadway LOS analysis results against LOS policies set forth by the City of Fresno and Caltrans.

Federal Plans, Policies, Regulations, Laws

No federal plans, policies, regulations or laws pertaining to transportation are applicable.

State Plans, Policies, Regulations, and Laws

California Department of Transportation (Caltrans)

The California Department of Transportation (Caltrans) is responsible for operating and maintaining the State highway system. In the project vicinity, State Routes 41, 99, and 180, along with all the freeway ramp terminal intersections, fall under Caltrans jurisdiction. Caltrans provides administrative support for transportation programming decisions made by the California Transportation Commission (CTC) for state funding programs. The State Transportation Improvement Program (STIP) is a multi-year capital improvement program that sets priorities and funds transportation projects envisioned in long-range transportation plans.

Corridor System Management Plans (CSMP) & Transportation Concept Reports (TCR)

A Corridor System Management Plan (CSMP) is a long-range comprehensive planning document that defines the current LOS on a facility and the future LOS when considering feasible long-term projects. Similarly, a Transportation Concept Report (TCR) is a long-range system-planning document that establishes a planning concept for state facilities. Both documents identify a concept LOS, or “target” LOS, for the applicable highway facility. A deficiency or need for improvement is triggered when the actual LOS falls below the concept LOS.

In April 2009, Caltrans released the Fresno/Madera Urban Route 99 CSMP. Based on this CSMP for SR-99, the segments of this facility located within the project study area are anticipated to operate at LOS F conditions in year 2030 with the 2030 concept facility (six-lane freeway with auxiliary lanes). However, the CSMP identifies LOS D as the concept LOS.

In August 2004, Caltrans released the SR-180 Transportation Concept Report (TCR). For the study area, the SR-180 TCR identifies LOS D as the route concept LOS.

In October 2005, Caltrans released the SR-168 Transportation Concept Report (TCR). For the study area, the SR-168 TCR identifies LOS D as the route concept LOS. Based on the SR-168 TCR, the segments in the Fresno-Clovis Metropolitan Area are operating at about LOS B except at the SR-180/SR-168 interchange due to close interchange spacing.

In July 2013, Caltrans released the SR-41 Transportation Concept Report (TCR). For the study area, the SR-41 TCR identifies LOS D as the route concept LOS.

Guide for the Preparation of Traffic Impact Studies

Caltrans’ “Guide for the Preparation of Traffic Impact Studies” (Caltrans 2002) provides general guidance regarding the preparation of traffic impact studies for projects that may have an impact on the State Highway System. The guidance includes when a traffic study should be prepared and the methodology to use when evaluating operating conditions on the State highway system.

The “Guide for the Preparation of Traffic Impact Studies” states, “Caltrans endeavors to maintain a target LOS at the transition between LOS “C” and LOS “D” on state highway facilities, however, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS.” In accordance with this

recommendation, consultation with Caltrans staff indicated that Caltrans would be willing to consider LOS D at the LOS D/E threshold when improvements become infeasible for State facilities.

The Guide for the Preparation of Traffic Impact Studies also states that where “an existing State highway facility is operating at less than the appropriate target LOS, the existing [measure of effectiveness (MOE)] should be maintained.”

Deputy Directive 64-R1

The California Department of Transportation provides for the needs of travelers of all ages and abilities in all programming, planning, design, construction, operations and maintenance activities and products on the State highway system. The Department views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycles, pedestrians, and transit modes as integral elements of the transportation system.

The department develops multi-modal projects in balance with community goals, plans, and values. Addressing the safety and mobility needs of bicyclists, pedestrians, and transit users in all projects, regardless of funding, is implicit in these objectives. Bicycle, pedestrian, and transit travel is facilitated by creating “complete streets” beginning early in system planning and continuing through project delivery and maintenance and operations.

California Public Utilities Commission (CPUC)

The California Public Utilities Commission (CPUC) sets guidelines for interactions between railroad facilities and ground transportation facilities. This includes location and type of crossing guards, design of railroad crossings, and other design criteria in and around railroad facilities. The guidelines come in the form of General Orders (GO).

Senate Bill 743

On September 27, 2013, Governor Brown signed Senate Bill 743 (SB 743), which made several changes to the California Environmental Quality Act (CEQA) for project located in areas served by transit. The changes direct the Governor’s Office of Planning and Research (OPR) to develop a new approach for analyzing the transportation impacts under CEQA, which may eliminated vehicle delay and level of service as CEQA impacts for many parts of California. SB 743 also creates a new exemption for certain projects that are consistent with a Specific Plan and, eliminates the need to evaluate aesthetic and parking impacts of a project, in some circumstances. OPR must release new CEQA guidelines in response to SB 743 by July 2014. The guidelines will require certification and adoption by the Secretary for Resources before the go into effect.

Regional and Local Plans, Policies, Regulations, and Ordinances

Fresno Council of Governments (Fresno COG)

The Fresno Council of Governments (Fresno COG) is an association of local governments in Fresno County. Fresno COG provides transportation planning and funding for the region, and serves as a forum for the study and resolution of regional issues. In addition to preparing the region’s long-range transportation plan, Fresno COG assists in planning for transit, bicycle networks, clean air, and

airport land uses. Fresno COG also develops and maintains the regional travel demand-forecasting model.

2011 Fresno COG Regional Transportation Plan (RTP)

The 2011 Fresno COG Regional Transportation Plan (RTP) (Fresno COG, 2010) is a federally mandated long-range fiscally constrained transportation plan for Fresno County. The area is designated a federal non-attainment area for ozone, indicating that the transportation system is required to meet stringent air quality emissions targets 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 RTP.

The 2011 Fresno COG RTP also includes the following relevant policies:

- Develop a regional streets and highways system that has a balanced mix of high-speed and local corridors, which are functional and flexible for intermodal use.
- Integrate transportation modes through a coordinated transportation systems management process.
- Develop bicycle and pedestrian facilities as an alternative to the automobile.
- Decisions on improvements to the transportation system shall take into account the effective use of all modes and facilities.
- Encourage jurisdictions to ensure that the needs of pedestrians, bicyclists, and individuals with disabilities are given special attention in the project review process.
- Encourage local jurisdictions to provide incentives to encourage transit, ridesharing, walking and bicycling.
- Manage the transportation system in a manner designed to increase operational efficiency, conserve energy and space, reduce air pollution and noise, and provide for effective goods movement, safety, personal mobility, and accessibility.
- Work closely with local land use agencies to ensure that land use planning is coordinated with transportation planning to fully mitigate the traffic impacts of new development to the greatest degree possible.
- Existing and future land use plans of the communities within the region shall be recognized in the formulation of transportation decisions.
- Encourage and support mixed land use developments that encourage a jobs/housing balance and that make alternative modes more effective.
- Monitor levels of service on the streets and highways network within Fresno County to ensure safe and efficient movement of people and goods.
- Consider development of a multimodal transportation terminal facility in, or in close proximity to, the Central Business District.

- Support the planning and construction of a High Speed Rail System in the San Joaquin Valley, which directly connects the major population centers within the Valley.
- Encourage projects proposing pedestrian or transit oriented designs at suitable locations.

Regional Transportation Improvement Program (RTIP)

The Regional Transportation Improvement Program (RTIP) is a list of transportation projects and programs to be funded and implemented over the next 3 years. Fresno COG submits this document to Caltrans and amends the program on a quarterly cycle.

Fresno Bus Rapid Transit (BRT) Master Plan

The Fresno COG Bus Rapid Transit (BRT) Master Plan studies the possibility of BRT service in the Fresno-Clovis Metropolitan Area. The study recommends BRT service in the Ventura Avenue/Kings Canyon Road corridor and the Blackstone Avenue/Abby Street corridor with service routed through Downtown to connect the two corridors. In addition, the Master Plan cites previous transit studies, including the Transit Master Plan (1994), the Transit Long Range Master Plan (2001), and the Downtown Transportation and Infrastructure Study (2007).

Fresno Area Express (FAX)

The Fresno Area Express (FAX) provides public transit service within the project area. FAX operates 17 bus routes covering the City.

The City of Fresno's "Short-Range Transit Plan" (2011) is the short-term plan for transit service and transit capital improvements over the next five years. The "Short-Range Transit Plan" (SRTP) places significant emphasis on improved transit service throughout the region through a combination of infrastructure investments and service modifications. This includes the implementation of bus rapid transit (BRT) service in the Blackstone Avenue/Abby Street and Ventura Avenue/Kings Canyon Road corridors, purchase of new articulated buses, transit signal prioritization, a Downtown Circulator (electric bus), and enhanced passenger amenities in Downtown.

The "2001 Long-Range Transit Master Plan" (LRTMP 2002) identifies transit system improvements over a 20-year period. The LRTMP recommends increases in transit service (decreased headways) on highly used routes, BRT service on Blackstone Avenue, Ventura Avenue/Kings Canyon Road, and Shaw Avenue, and relocating the existing Downtown Transfer Center at Courthouse Park.

City of Fresno

The City of Fresno generally provides infrastructure for the movement of people and goods within the City.

City of Fresno 2025 General Plan

The City of Fresno adopted the 2025 Fresno General Plan in 2002 as an update to the previous 1984 Fresno General Plan. The 2025 Fresno General Plan serves as the community's guide for the continued development, enhancement, and revitalization of the Fresno metropolitan area.

The General Plan includes the following policies related to transportation and circulation that are relevant to this analysis:

Policy E-1-f: Allow a Level of Service “D” as the acceptable level of traffic congestion on major streets. LOS “D” according to the Caltrans and COFCG accepted LOS criteria, as developed by the Florida Department of Transportation, means moderate congestion at peak traffic periods; approaching unstable flow with reduced speeds, limited maneuverability, and loss of convenience; average speeds range from 9 to 17 miles per hour on arterials with stopped delays of 40 seconds or less.

Policy E-1-j: Provide areas for pedestrian and other non-motorized travel that enhance the safety, utilization, and efficiency of the street system. Pedestrian travel should be encouraged as a viable mode of movement throughout the metropolitan area by providing safe and convenient pedestrian facilities in new and existing urban areas and particularly within the Central Area and urban core community centers.

Policy E-1-k: Pursue the funding for and development of sidewalks and bicycle lanes on all collector and arterial major streets and bike paths along all expressways.

Policy E-1-l: All commercial and office development should be linked with pedestrian, bicycle, and transit facilities.

Policy E-1-m: Achieve greater pedestrian accessibility to commercial uses from nearby neighborhoods.

Policy E-1-n: Safe access and mobility for the physically impaired must be implemented in the design of all pedestrian facilities.

Policy E-2-a: Pursue the implementation of Transportation Demand Management and Transportation System Management strategies, as identified by land use and air quality policies and actions of this plan, to reduce peak hour traffic demands and supplement the capacity of the transportation system.

Policy E-2-b: Minimize vehicular and vehicle-pedestrian conflicts on major streets and adjacent land uses through use of traffic design and control measures that reduce congestion and increase safety.

Policy E-7-d: Support the development of a multimodal transportation terminal facility in, or in close proximity to, the Central Area.

Policy E-9-j: Coordinate service to facilitate multimodal and intersystem transfer.

Policy E-9-m: Encourage mixed use intensive cluster-type development where consistent with general plan goals and policies.

Policy E-9-s: Promote the development of the Central Area as the region’s principal employment center and public transportation hub.

Policy E-13-a: Provide bikeways in proximity to major traffic generators such as commercial centers, schools, recreational areas, and major public facilities.

Policy C-17-b: The City shall identify and pursue measures to lower auto-dependence and encourage public transit (including pursuit of fixed guideway systems such as monorail or people mover), bicycle use, and walking consistent with other transit-oriented development concepts and principles.

Policy C-20-d: Safe vehicular, bicycle, and pedestrian access shall be provided and maintained. Access for the disabled shall be incorporated into the project designs as required.

City of Fresno Traffic Impact Study Report Guidelines

The City of Fresno's Traffic Impact Study Report Guidelines establish general procedures and requirements for the preparation of traffic impact studies associated with development within the City. The guidelines are intended to be a checklist to ensure regular study items are not missed, but are not intended to be prescriptive to the point of eliminating professional judgment.

The guidelines include the preferred traffic analysis methodologies, significance criteria, and documentation requirements. This study is conducted using the preferred analysis methodologies and significance criteria as outlined in the guidelines.

City of Fresno Bicycle, Pedestrian, & Trails Master Plan

The City of Fresno Bicycle, Pedestrian, & Trails Master Plan (2010) is intended to guide and influence bikeway policies, programs, and development standards to encourage bicycling in the City. Although the BPTMP is a separate document not part of this Plan, the General Plan recognizes the BPTMP identifies more detailed implementation strategies with cost estimates and prospective funding sources, evaluates priorities of prospective improvements, and identifies a complete inventory of both short and long-range bicycle improvements. The BPTMP includes a variety of resources for bicycle transportation including:

- Identification of existing and planned bicycle facilities.
- Goals, objectives, and policies that expand upon objectives and policies in the 2025 Fresno General Plan.
- Encouragement, education, and enforcement programs designed to increase bicycling in Fresno.
- Implementation steps for the planned bicycle network.

Fresno Area Express (FAX)

The Fresno Area Express (FAX) provides public transit service within the project area. FAX operates 17 bus routes covering the City.

The City of Fresno's "Short-Range Transit Plan" (2011) is the short-term plan for transit service and transit capital improvements over the next five years. The "Short-Range Transit Plan" (SRTP) places significant emphasis on improved transit service throughout the region through a combination of

infrastructure investments and service modifications. This includes the implementation of bus rapid transit (BRT) service in the Blackstone Avenue/Abby Street and Ventura Avenue/Kings Canyon Road corridors, purchase of new articulated buses, transit signal prioritization, a Downtown Circulator (electric bus), and enhanced passenger amenities in Downtown.

The “2001 Long-Range Transit Master Plan” (LRTMP 2002) identifies transit system improvements over a 20-year period. The LRTP recommends increases in transit service (decreased headways) on highly used routes, BRT service on Blackstone Avenue, Ventura Avenue/Kings Canyon Road, and Shaw Avenue, and relocating the existing Downtown Transfer Center at Courthouse Park.

City of Clovis 1993 General Plan

The City of Clovis 1993 General Plan includes the following policy related to transportation and circulation that are relevant to this analysis:

Policy 1.3: Level of Service should meet the City standard on major streets and intersection within the Clovis Project Area.

Action 1.3.2: Designate Service Level “D” as defined in the Highway Capacity Manual as the minimum desirable service level at which freeways, expressways, arterial streets and collector streets should operate.

The City of Clovis is in the process of updating its General Plan. However, it has not been adopted at the time of circulation.

County of Fresno 2000 General Plan

The County of Fresno 2000 General Plan includes the following policy related to transportation and circulation that are relevant to this analysis:

Policy TR-A.2: The County shall plan and design its roadway system in a manner that strives to meet Level of Service (LOS) D on urban roadways within the spheres of influence of the cities of Fresno and Clovis and LOS C on all other roadways in the county.

The County of Fresno is in the process of updating its General Plan. However, it has not been adopted at the time of circulation.

5.14.4 - Thresholds of Significance

CEQA Thresholds

In accordance with CEQA, the effects of a project are evaluated to determine if they will result in significant adverse impact on the environment. The criteria used to determine the significance of an impact to transportation and traffic are based on the Environmental Checklist in Appendix G of the State CEQA Guidelines and identified below. Accordingly, transportation and traffic impacts resulting from the proposed project are considered significant if the project would:

- a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? (See Traffic Increase, Impact TRANS-1)
- b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? (See Congestion Management Plan, Impact TRANS-2)
- c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? (See Air Traffic Patterns, Impact TRANS-3)
- d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (See Hazards, Impact HAZ-4)
- e) Result in inadequate emergency access? (See Emergency Access, Impact HAZ-5)
- f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? (See Conflict with Alternative Transportation, Impact TRANS-6)

As allowed with the passage of California Assembly Bill 2419 (Bowler), the Fresno COG Policy Board rescinded the Congestion Management Program on September 25, 1997 at the request of the local member agencies. Therefore, no roadway segment in Fresno is identified in a county congestion management program. This issue will not be discussed further in this EIR.

Caltrans Thresholds

According to the Guide for the Preparation of Traffic Impact Studies (Caltrans 2002), if an existing State highway facility operates at less than the appropriate target LOS, then the existing measure of effectiveness should be maintained.

In coordination with the Guide for the Preparation of Traffic Impact Studies, the proposed project would cause a significant impact if it results in one or more of the following:

- Causes a facility operating at an acceptable LOS to operate at an unacceptable LOS (i.e., LOS E or F)
- Results in an increase of the applicable measure of effectiveness (i.e., volume-to-capacity (v/c) ratio or service volume) on a freeway facility that currently or will (under cumulative no project conditions) operate at an unacceptable LOS (LOS E or F)

City of Fresno, Clovis, Unincorporated Fresno County Thresholds

The project would cause a significant impact to the roadway system if it would result in the following conditions:

- Cause a roadway segment operating at LOS D or better to operate at LOS E or worse

Transit, Bicycle, and Pedestrian Facilities

The City of Fresno Traffic Impact Study Report Guidelines do not currently have thresholds for impacts on transit, bicycle, and pedestrian facilities.

For purposes of this study, the project would cause a significant impact to the transit system, bicycle network, and/or pedestrian facilities if it would:

- Disrupt or interfere with existing or planned public transit services or facilities
- Create an inconsistency with policies concerning transit systems set forth in the 2025 Fresno General Plan or other applicable adopted policy document
- Disrupt or interfere with existing or planned bicycle/pedestrian facilities
- Result in unsafe conditions for pedestrians, including unsafe pedestrian/bicycle or pedestrian/vehicle conflicts
- Result in unsafe conditions for bicycles, including unsafe bicycle/pedestrian or bicycle/vehicle conflicts

Create an inconsistency with policies related to bicycle or pedestrian systems set forth in the 2025 Fresno General Plan, the City of Fresno Bicycle, Pedestrian, and Trails Master Plan, or other applicable adopted policy document

5.14.5 - Impact Analysis, Mitigation Measures, and Level of Significance After Mitigation

This section describes the transportation analysis of the City of Fresno General Plan Update and identifies potential impacts and mitigation measures that would be associated with the adoption of the General Plan. A quantitative roadway impact analysis was conducted for build-out of the General Plan Update under existing and cumulative conditions. A discussion of transportation analysis methodology is included below followed by impact statements, and mitigation measures.

Transportation Analysis Methodology

The transportation analysis for the roadway system followed the methodology described below. For other components of the transportation system, the policy framework and implementation program for the City of Fresno General Plan Update were evaluated against the significance criteria.

A modified version of the Fresno COG countywide travel demand forecasting (TDF) model was used to forecast future traffic volume for the City of Fresno General Plan Update. The modifications were

specific to the City of Fresno to ensure that the model accurately estimated traffic volumes used in the analysis process to determine the number of lanes for major roadway segments based on anticipated future population and employment growth. Appendix H-5 includes documentation of the transportation modeling and analysis steps including a summary of the model validation. The following summarizes the overall process.

Land use inputs for the City of Fresno General Plan Update were developed with City of Fresno staff based on the Draft General Plan Land Use Diagram (August 8, 2013). The proposed Land Use Plan maintains the same sphere-of-influence (SOI) as the current City of Fresno 2025 Land Use Plan and will accommodate a population of 970,000, which are about 180,000 more people than the current General Plan in the same area. The General Plan Update also reduces total lane miles of expressway and arterial-level roadway by about 9 percent compared to the 2025 General Plan. The land use inputs were developed for the SOI based on typical Fresno COG input assumptions and were allocated to the traffic model traffic analysis zones (TAZs). The TAZs are geographic polygons used to organize land use input data for the TDF model. The TAZs are defined by natural borders such as roads, waterways, and topography and typically represent areas with similar travel behavior. Appendix H-12 includes exhibits that show growth in households, retail employment, and non-retail employment by TAZ for the SOI area excluding the Downtown Planning Area.

Land use growth assumptions and roadway network assumptions for the area outside the City of Fresno SOI were based on the land use and roadway network from the adopted 2011 Regional Transportation Plan (Adopted July 29, 2010) for Fresno County for existing and cumulative conditions.

The land use forecasts were input into the modified Fresno COG countywide TDF model and the model was run to generate AM and PM peak hour traffic volume forecasts. The modified Fresno COG countywide TDF model was initially run using the current City of Fresno 2025 General Plan Circulation Map. An iterative process was performed where the roadway network was modified to expand or reduce roadway network capacity in the TDF model. The goal of the interactive process was to size the roadway network to accommodate the planned population growth consistent with General Plan policy. In some cases, eliminating LOS deficiencies was not possible or desirable because the physical roadway expansion necessary to provide acceptable LOS was considered infeasible because of constraints such as terrain, sensitive habitat, cultural resources, and right-of-way. The traffic impact analysis was based on the Fresno General Plan Update.

Traffic Increase

Impact TRANS-1	The project would conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.
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The City of Fresno General Plan Update will increase demand for travel. Table 5.14-3 compares vehicle miles of travel (VMT) estimates and forecasts to provide a context for potential changes in long-range travel demand. As shown in the Table 5.14-3, VMT is projected to increase from 9,395,793 to 19,883,448 per weekday with build-out of the proposed General Plan under cumulative conditions, an increase of nearly 10,487,655 over existing conditions.

Table 5.14-3: VMT Comparison - Existing Conditions and General Plan Update

Scenario	Population	Employment	Weekday VMT	VMT/ Population	VMT/ Employee	VMT/ (Population + Employee)
Existing Conditions	498,000	209,600	9,395,793	18.88	44.83	13.29
Existing Plus General Plan Buildout	970,000	393,200	18,343,614	18.91	46.65	13.46
Cumulative Plus General Plan Buildout	970,000	393,200	19,883,448	20.50	50.57	14.59

Source: Fresno COG Countywide Travel Demand Forecasting Model as modified for the City of Fresno General Plan Update.

Traditional TDF models cannot fully capture the benefits of land use, transportation, and urban design policies that reduce VMT. Extensive research has shown that various planning techniques can reduce vehicle trip, increase non-automobile mode share, reduce trip lengths, and reduce VMT. Increases in development density and intensity are correlated with reduced vehicle trips. Mixing complementary uses in a neighborhood setting increase internal trip “capture.” Many different urban design approaches are used to increase transportation connectivity and provide high-quality bicycle, pedestrian, and transit facilities. This increases the relative attractiveness of non-automobile modes of travel, and can promote travel mode shifts. The VMT comparisons shown in Table 5.14-3 may overestimate VMT and volumes along certain segments. This is because the VMT calculations were derived from the TDF model without modification. The TDF model cannot capture all VMT reductions that may be available to the City of Fresno under the proposed General Plan related to the following:

- Shifts in travel to transit, bike, and walk modes
- Mode shifts or shorter trips from improved multi-modal transportation connectivity
- Mode shifts or shorter trips related to more compact and mixed-use development patterns

As such, the VMT presented in Table 5.14-3 can be considered conservative (erring on the high side), since it does not account for localized VMT reduction benefits.

Increases in travel demand is not itself an adverse physical environmental impact, but rather causes a variety of impacts. Transportation is the largest source of greenhouse gases in California and transportation is a major source of toxic air contaminants and particulate matter. Traffic is a major source of noise in the planning area, and therefore increases in travel demand lead to noise impacts. Transportation is the largest user of energy in California, as well, and therefore impacts related to energy use relate closely to travel demand (U.S. Energy Information Administration 2010, Laurence Berkeley National Laboratory 2005). The full range of impacts related to travel demand is analyzed and reported throughout the environmental topic sections of this EIR.

The roadway traffic effects of implementing the City of Fresno General Plan Update were analyzed under existing and cumulative conditions with build-out of the proposed General Plan, using the same methodology that was used for existing conditions. Appendix H-12 and Exhibit 5.14-14 (See Appendix H-7 for detail) display the City of Fresno General Plan Update roadway functional classification and number of travel lanes, respectively.

The following exhibits display AM and/or PM roadway segment LOS for the City of Fresno General Plan Update:

- Exhibit 5.14-5- Existing Plus Project Conditions - City of Fresno General Plan Update AM Peak Hour Roadway Traffic Volumes and LOS (See Appendix H-8 for detail)
- Exhibit 5.14-6- Existing Plus Project Conditions - City of Fresno General Plan Update PM Peak Hour Roadway Traffic Volumes and LOS (See Appendix H-9 for detail)

- Exhibit 5.14-7- Cumulative Plus Project Conditions - City of Fresno General Plan Update AM Peak Hour Roadway Traffic Volumes and LOS (See Appendix H-10 for detail).
- Exhibit 5.14-8 - Cumulative Plus Project Conditions - City of Fresno General Plan Update PM Peak Hour Roadway Traffic Volumes and LOS (See Appendix H-11 for detail).

Project specific and cumulative impacts to the roadway system due to implementation of the City of Fresno General Plan Update are discussed below.

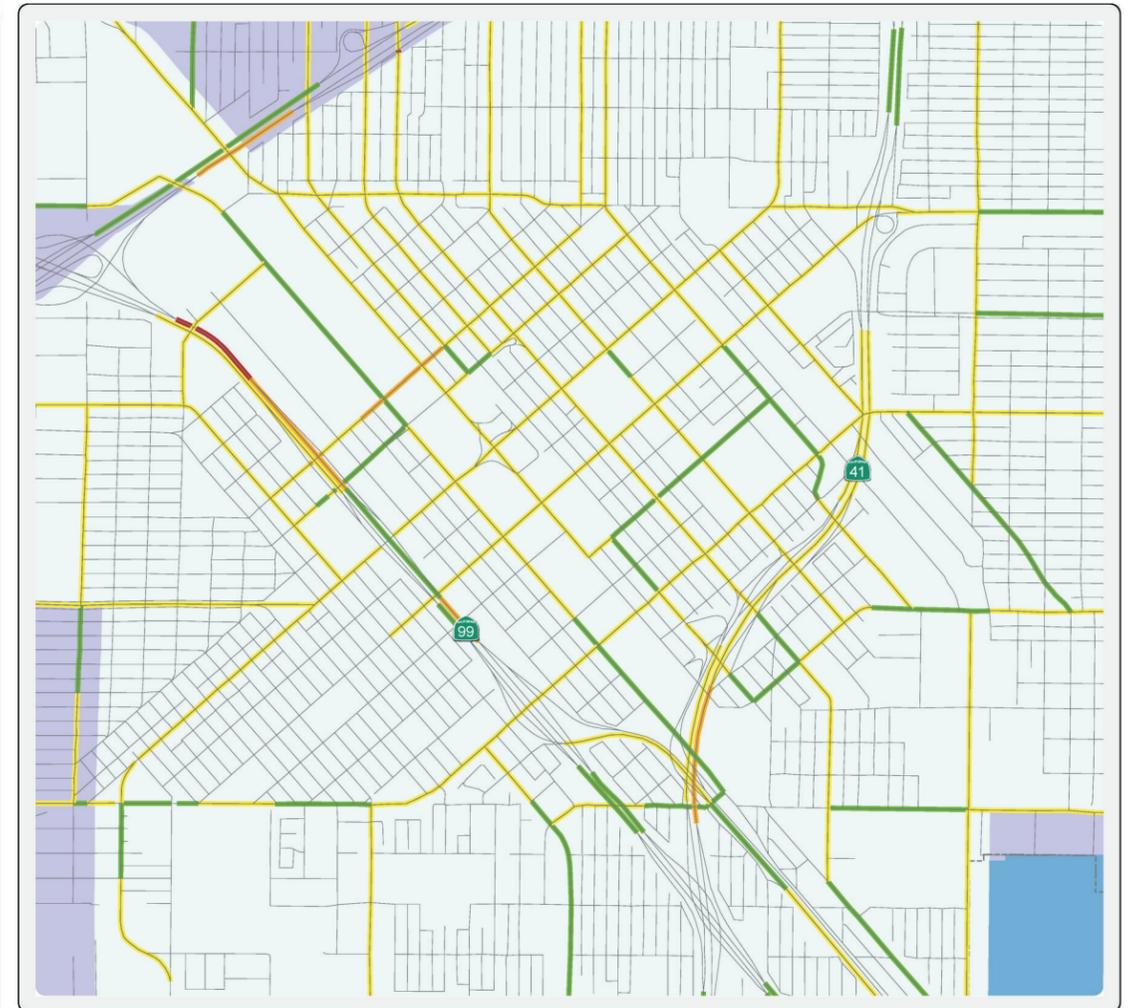
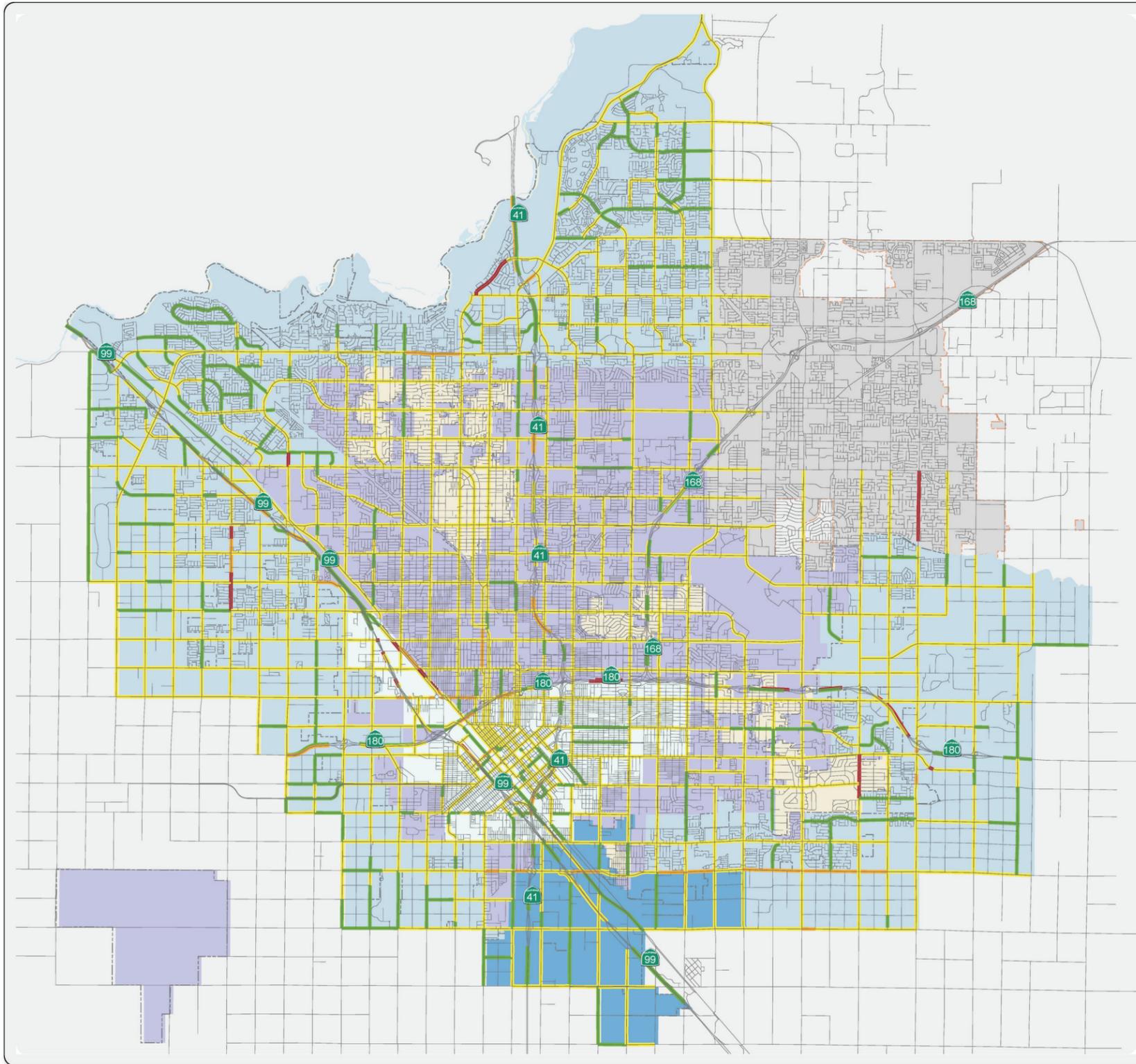
Project Specific Impact Analysis

Project specific impacts identified due to increases in peak hour traffic volumes are based on build-out of the City of Fresno General Plan Update along with existing development in the remainder of Fresno County. Along with build-out of planned population and employment, the analysis assumes the transportation system displayed in Appendix H-7 and H-8. Build-out of the City of Fresno General Plan Update would add vehicle trips to roadways that would result in operations below the adopted level of service thresholds in the City, unincorporated Fresno County, City of Clovis, and to Caltrans facilities. This is a significant impact.

City of Fresno

Buildout of the City of Fresno General Plan Update would add vehicle trips to roadways that would result in operations below the City of Fresno 2025 General Plan LOS under existing conditions.

Policy E-1-f of the City of Fresno 2025 General Plan establishes a LOS D threshold for major roadways. Based on the LOS identified in Exhibits 5.14-5 and 5.14-6 (See Appendix H-8 and H-9, respectively, for detail), the following roadways are anticipated to operate at a lower level of service than LOS D in the City of Fresno planning area during the AM and PM peak hours assuming build-out of the City of Fresno General Plan Update under existing conditions. These roadways are summarized for each of the four traffic impact zones (TIZ) shown on Exhibits 5.14-5 and 5.14-6.



DOWNTOWN VIEW

LEGEND

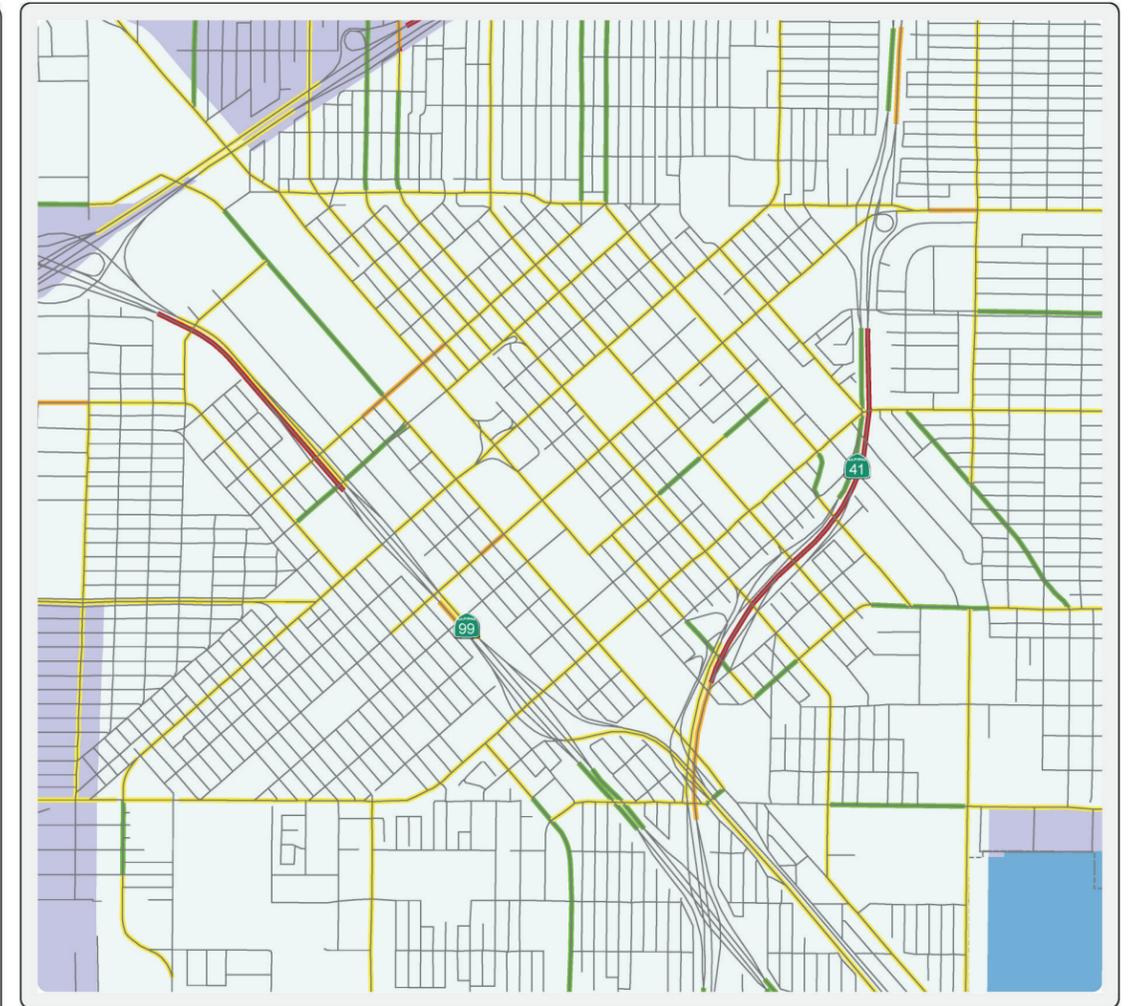
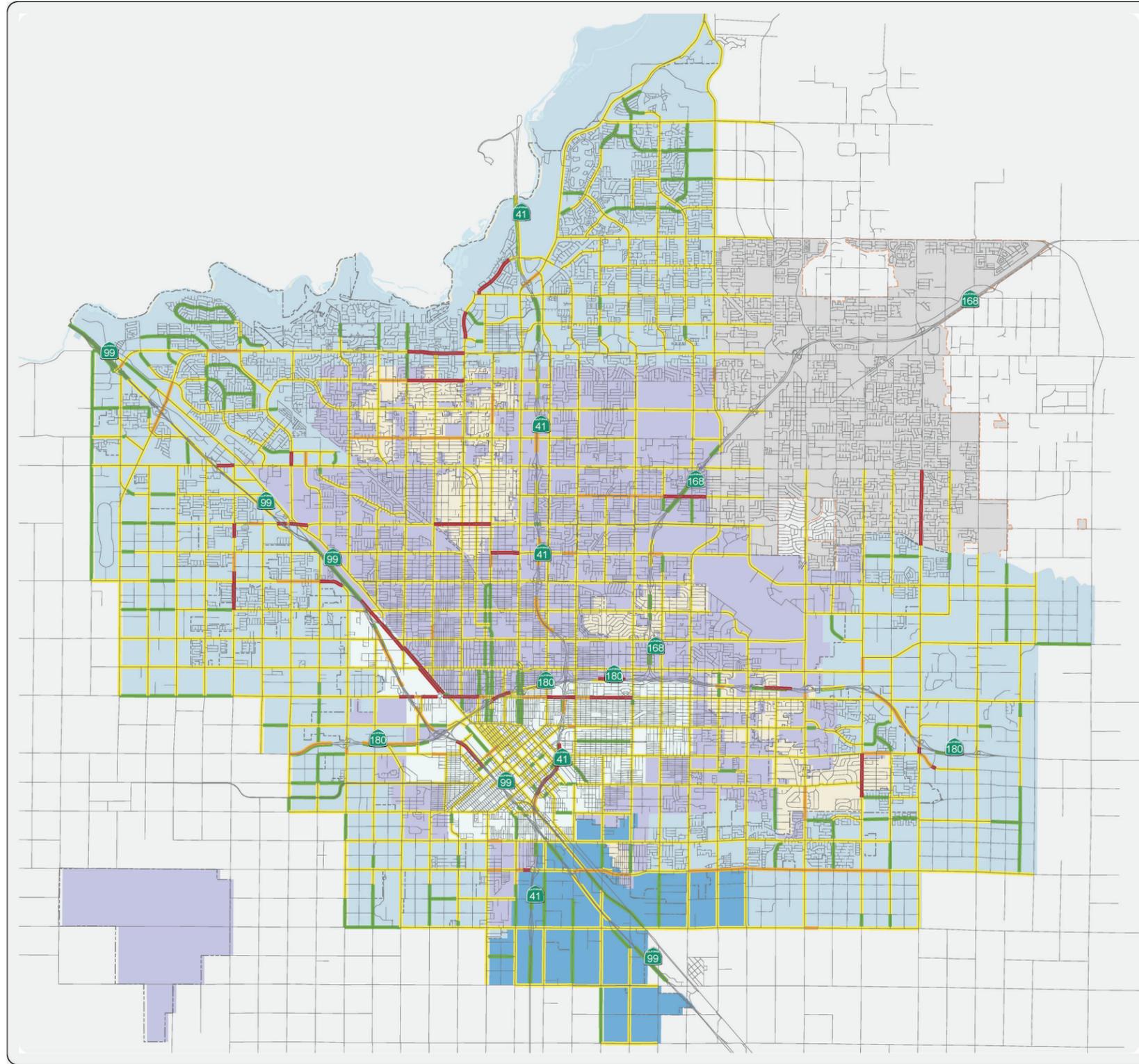
Level of Service	TIZ-I	City of Fresno
— A - C	TIZ-II	Downtown Neighborhoods Planning Area
— D	TIZ-III	City of Clovis
— E	TIZ-IV	Fresno Planning Area
— F		



Not to Scale

Source: FEHR & PEERS, 2014.





DOWNTOWN VIEW

LEGEND

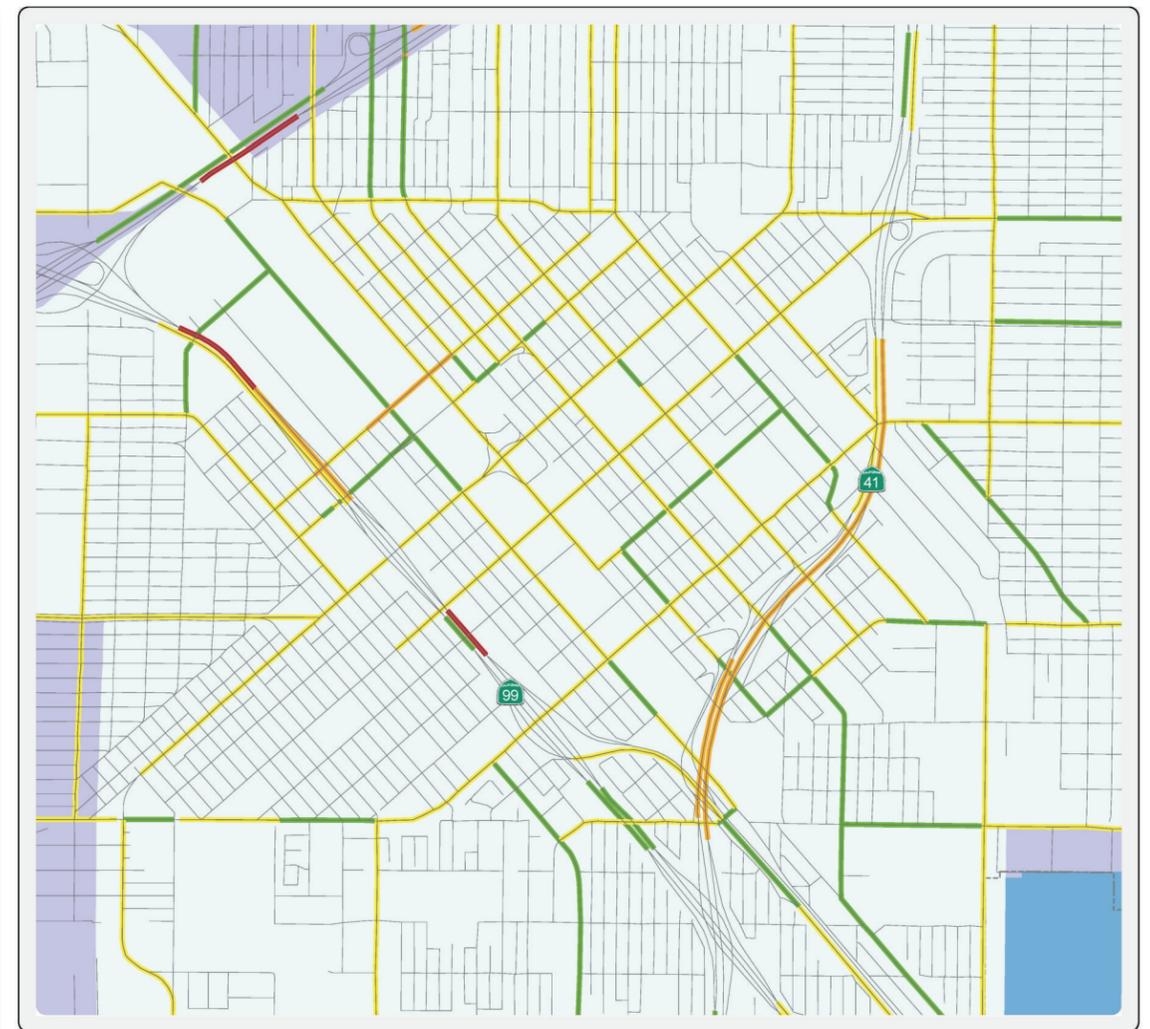
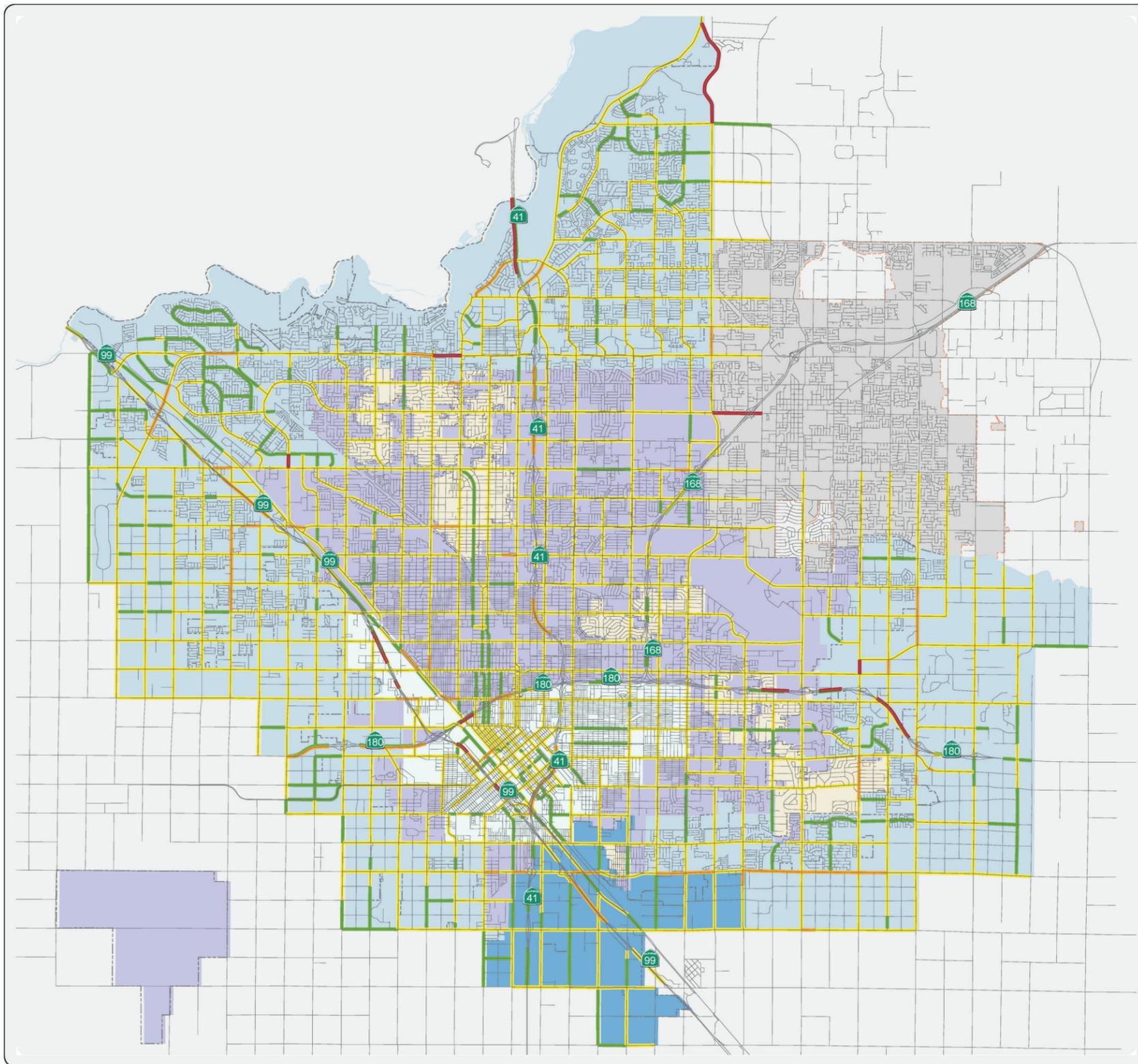
Level of Service	TIZ-I	City of Fresno
— A thru C	TIZ-II	Downtown Neighborhoods Planning Area
— D	TIZ-III	City of Clovis
— E	TIZ-IV	Fresno Planning Area
— F		



Not to Scale

Source: FEHR & PEERS, 2014.





DOWNTOWN VIEW

LEGEND

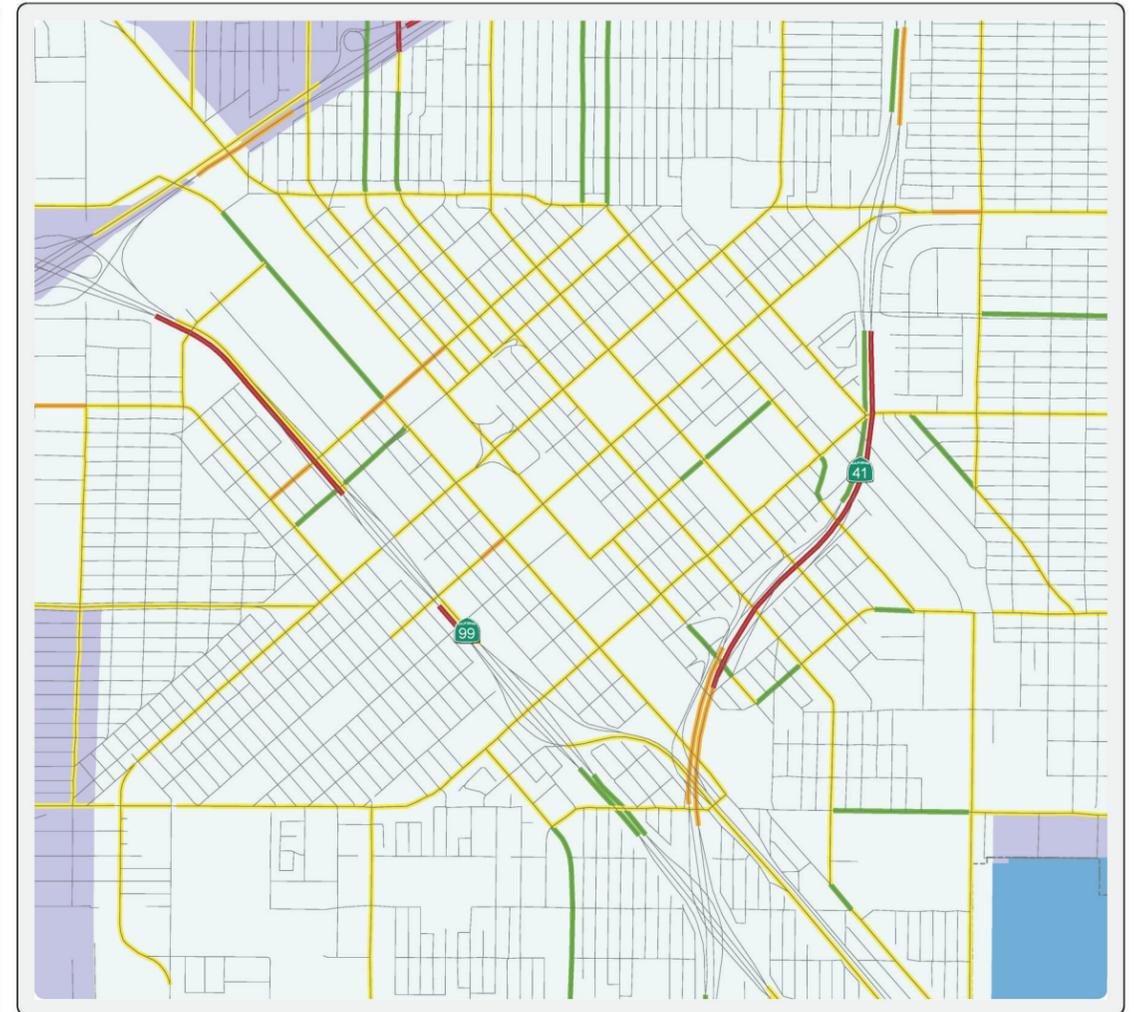
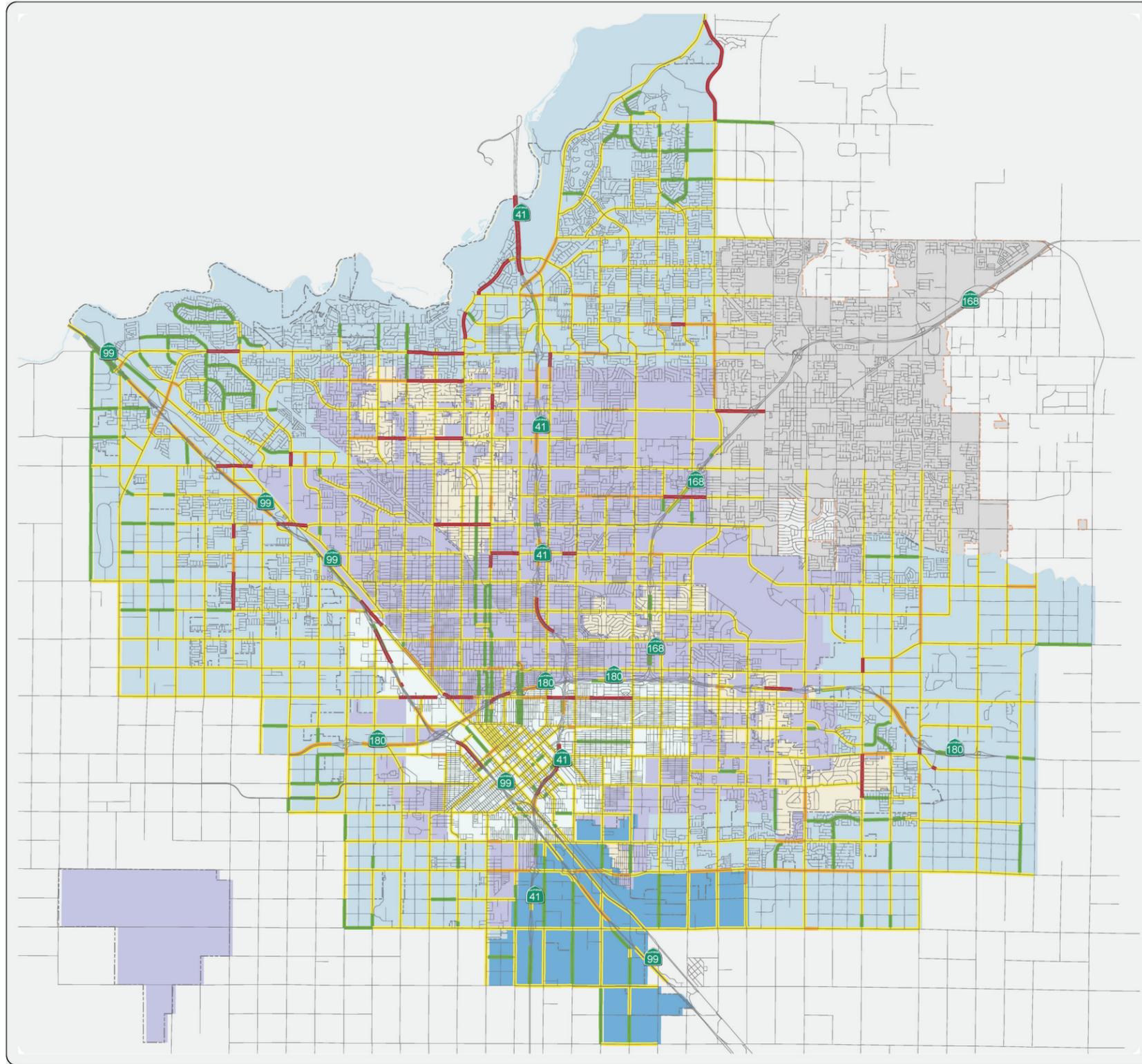
Level of Service	TIZ-I	City of Fresno
— A - C	TIZ-II	Downtown Neighborhoods Planning Area
— D	TIZ-III	City of Clovis
— E	TIZ-IV	Fresno Planning Area
— F		



Not to Scale

Source: FEHR & PEERS, 2014.





DOWNTOWN VIEW

LEGEND

Level of Service	TIZ-I	City of Fresno
— A thru C	TIZ-II	Downtown Neighborhoods Planning Area
— D	TIZ-III	City of Clovis
— E	TIZ-IV	Fresno Planning Area
— F		



Not to Scale

Source: FEHR & PEERS, 2014.



TIZ I

The following roadway segments would exceed the LOS D threshold established by Policy E-1 of the City of Fresno 2025 General Plan in TIZ I, which includes the Downtown Planning Area.

TIZ I – LOS F		
B Street	Thorne Avenue to Fruit Avenue	- LOS E during the PM peak hour
Belmont Avenue	North Parkway Drive to Weber Avenue	- LOS E during the AM peak hour and LOS F during the PM peak hour
	Abby Street to Fresno Street	- LOS E during the PM peak hour
	Fresno Street to Cedar Avenue	- LOS E/F during the PM peak hour
Church Street	Martin Luther King Jr. Boulevard to Clara Avenue	- LOS E during the PM peak hour
Golden State Boulevard	SR 99 to McKinley Avenue	- LOS F during the AM peak hour
	McKinley Avenue to West Avenue	- LOF during the AM and PM peak hours
	Olive Avenue to Belmont Avenue	- LOS F during the PM peak hour
Stanislaus Street	F Street to Broadway Street	- LOS E during the AM and PM peak hours
Weber Avenue	West Avenue to Olive Avenue	- LOS E during the AM peak hour and LOS F during the PM peak hour
	Olive Avenue to Thomas Avenue	- LOS F during the AM and PM peak hours
	Thomas Avenue to Belmont Avenue	- LOS E during the AM peak hour and LOS F during the PM peak hour

As summarized above, twelve roadway segments in TIZ I will exceed the LOS D threshold established by Policy E-1 of the City of Fresno 2025 General Plan. However, Policy MT-2-i of the proposed City of Fresno General Plan Update, which is presented below, would allow LOS F in TIZ I.

MT-2-i: Transportation Impact Studies. Require a Transportation Impact Study (currently named *Traffic Impact Study*) to assess the impacts of new development projects on existing and planned streets for projects meeting one or more of the following criteria, unless it is determined by the City

Traffic Engineer that the project site and surrounding area already has appropriate multi-modal infrastructure improvements.

- When a project includes a General Plan amendment that changes the General Plan Land Use Designation.
- When the project will substantially change the off-site transportation system (auto, transit, bike or pedestrian) or connection to the system, as determined by the City Traffic Engineer.
- Transportation impact criteria are tiered based on a project's location within the City's Sphere of Influence. This is to assist with areas being incentivized for development. The four zones, as defined on Figure MT-4, are listed below. The following criteria apply, except for roadway segments identified in the traffic evaluation for the MEIR with LOS F for TIZ-II or LOS E or F for TIZ-III:
 - Traffic Impact Zone I (TIZ-I): TIZ-I represents the Downtown Planning Area. Maintain a peak hour LOS standard of F or better for all intersections and roadway segments. A TIS will be required for all development projected to generate 200 or more peak hour new vehicle trips.
 - Traffic Impact Zone II (TIZ-II): TIZ-II generally represents areas of the City currently built up and wanting to encourage infill development. Maintain a peak hour LOS standard of E or better for all intersections and roadway segments. A TIS will be required for all development projected to generate 200 or more peak hour new vehicle trips.
 - Traffic Impact Zone III (TIZ-III): TIZ-III generally represents areas near or outside the City Limits but within the SOI as of December 31, 2012. Maintain a peak hour LOS standard of D or better for all intersections and roadway segments. A TIS will be required for all development projected to generate 100 or more peak hour new vehicle trips.
 - Traffic Impact Zone IV (TIZ-IV): TIZ-IV represents the southern employment areas within and planned by the City. Maintain a peak hour LOS standard of E or better for all intersections and roadway segments. A TIS will be required for all development projected to generate 200 or more peak hour new vehicle trips.

The General Plan Update accepts lower LOS values. This reflects a change in policy for the City of Fresno to acknowledge that transportation planning based solely on roadway LOS, which considers only driver comfort and convenience, is not desirable since it fails to acknowledge other users of the circulation system and other community values. In evaluating the roadway system, a lower vehicle LOS may be desired when balanced against other community values related to resource protection, social equity, economic development, and consideration of pedestrians, bicyclists, and transit users. In addition, roadway LOS is directly linked to roadway infrastructure costs. A higher LOS results in greater expenditure of infrastructure for wider roadways that do not necessarily serve all users of the circulation system and may compete with other policies of the General Plan Update.

With the General Plan Update, impacts to roadways within TIZ I would be less than significant.

TIZ II

The following roadway segments would exceed the LOS D threshold established by Policy E-1 of the City of Fresno 2025 General Plan in TIZ II, which generally represents areas of the City currently built up and wanting to encourage infill development.

TIZ II – LOS E		
Ashlan Avenue	Golden State Boulevard to Marty Avenue	- LOS E during the PM peak hour
	Fruit Avenue to Maroa Avenue	- LOS F during the PM peak hour
Barstow Avenue	Marks Avenue to Palm Avenue	- LOS E during the PM peak hour
Belmont Avenue	Weber Avenue to Broadway Street	- LOS E during the AM peak hour and LOS F during the PM Peak hour
	Broadway Street to Fulton Street	- LOS E during the PM peak hour
Clovis Avenue	SR 180 to Belmont Avenue	- LOS E during the PM peak hour
	Butler Avenue to California Avenue	- LOS E during the PM peak hour
Dakota Avenue	Angus Street to First Street	- LOS E during the PM peak hour
	Barton Avenue to Maple Avenue	- LOS E during the PM peak hour
Dakota Avenue	Maroa Avenue to Blackstone Avenue	- LOS F during the PM peak hour
Fowler Avenue	Kings Canyon Drive to Hamilton Avenue	- LOS F during the AM and PM peak hours
Fruit Avenue	Weldon Avenue to McKinley Avenue	- LOS E during the PM peak hour
Gettysburg Avenue	First Street to Maple Avenue	- LOS E during the PM peak hour
	Maple Avenue to Winery Avenue	- LOS F during the PM Peak hour
Jensen Avenue	Martin Luther King Jr. Boulevard to Clara Avenue	- LOS E during the AM and PM peak hours
Jensen Avenue	Orange Avenue to Cedar Avenue	- LOS E during the PM peak hour
Maroa Avenue	Sample Avenue to Browning Avenue	- LOS E during the PM peak

TIZ II – LOS E		
		hour
	Dakota Avenue to Fedora Avenue	- LOS E during the PM peak hour
Sierra Avenue	Van Ness Boulevard to West Avenue	- LOS E during the PM peak hour
Willow Avenue	Palo alto Avenue to Sierra Avenue	- LOS E during the PM peak hour

As summarized above, twenty roadway segments in TIZ II will exceed the LOS D threshold established by Policy E-1 of the City of Fresno 2025 General Plan. However, Policy MT-2-i of the proposed City of Fresno General Plan Update would allow LOS E and LOS F on the roadway segments identified above as operating at LOS F with the implementation of the General Plan Update in TIZ II.

The General Plan Update accepts lower LOS values. This reflects a change in policy for the City of Fresno to acknowledge that transportation planning based solely on roadway LOS, which considers only driver comfort and convenience, is not desirable since it fails to acknowledge other users of the circulation system and other community values. In evaluating the roadway system, a lower vehicle LOS may be desired when balanced against other community values related to resource protection, social equity, economic development, and consideration of pedestrians, bicyclists, and transit users. In addition, roadway LOS is directly linked to roadway infrastructure costs. A higher LOS results in greater expenditure of infrastructure for wider roadways that do not necessarily serve all users of the circulation system and may compete with other policies of the General Plan Update.

With the General Plan Update, impacts to roadways within TIZ II would be less than significant.

TIZ III

The following roadway segments would exceed the LOS D threshold established by Policy E-1 of the City of Fresno 2025 General Plan in TIZ III, which generally represents areas near or outside the City Limits but within the SOI as of December 31, 2012.

TIZ III – LOS D		
Ashlan Avenue	SR 99 SB Ramps to SR 99 NB Ramps	- LOS F during the PM peak hour
	SR 99 NB Ramps to Golden State Boulevard	- LOS E during the PM peak hour
Audubon Drive	Del Mar Avenue to Nees Avenue	- LOS F during the AM and PM peak hours
Brawley Avenue	San Jose Avenue to Shaw Avenue	- LOS F during the AM and PM peak hours

TIZ III – LOS D		
Cornelia Avenue	Ashlan Avenue to Griffith Way	- LOS F during the AM and PM peak hours
	Griffith Way to Dakota Avenue	- LOS E during the AM peak hour
	Dakota Avenue to Cortland Avenue	- LOS E during the AM and PM peak hours
	Cortland Avenue to Clinton Avenue	- LOS F during the AM and PM peak hours
Fowler Avenue	McKinley Avenue to Olive Avenue	- LOS E during the PM peak hour
Friant Road	SR 41 SB Off-Ramp to Fresno Street	- LOS E during the AM and PM peak hours
Herndon Avenue	SR 99 to Golden State Boulevard	- LOS E during the PM peak hour
	Palm Avenue to West Avenue	- LOS E during the AM peak hour and LOS F during the PM peak hour
	Milburn Avenue to Polk Avenue	- LOS E during the PM peak hour
Jensen Avenue	Maple Avenue to Chestnut Avenue	- LOS E during the AM peak hour
	Chestnut Avenue to Willow Avenue	- LOS E during the AM and PM peak hours
	Willow Avenue to Peach Avenue	- LOS E during the PM peak hour
	Peach Avenue to Armstrong Avenue	- LOS E during the AM and PM peak hours
Kings Canyon Road	East of Temperance Avenue	- LOS E/F during the PM peak hour
Marty Avenue	San Jose Avenue to Shaw Avenue	- LOS E during the PM peak hour
Palm Avenue	Alluvial Avenue to Locust Avenue	- LOS F during the PM peak hour
Shaw Avenue	SR 99 NB Ramps to Cornelia Avenue	- LOS F during the PM peak hour
Shields Avenue	Burnswick Avenue to Valentine Avenue	- LOS E during the PM peak hour

TIZ III – LOS D		
	Valentine Avenue to Marks Avenue	- LOS E during the AM peak hour and LOS F during the PM peak hour
Sierra Avenue	West Avenue to Palm Avenue	- LOS F during the PM peak hour
Temperance Avenue	Kings Canyon Road to SR 180 EB Ramps	- LOS E during the AM peak hour and LOS F during the PM peak hour
	Butler Avenue to Lowe Avenue	- LOS E during the AM peak hour
Veterans Boulevard	Barstow Avenue to Bullard Avenue	- LOS E during the PM peak hour

As summarized above, twenty-seven roadway segments in TIZ III will exceed the LOS D threshold established by Policy E-1 of the City of Fresno 2025 General Plan. However, Policy MT-2-i of the proposed City of Fresno General Plan Update would allow LOS D, and LOS E and LOSF on the roadway segments identified above as operating at LOS E or LOS F with the implementation of the General Plan Update in TIZ III.

The General Plan Update accepts lower LOS values. This reflects a change in policy for the City of Fresno to acknowledge that transportation planning based solely on roadway LOS, which considers only driver comfort and convenience, is not desirable since it fails to acknowledge other users of the circulation system and other community values. In evaluating the roadway system, a lower vehicle LOS may be desired when balanced against other community values related to resource protection, social equity, economic development, and consideration of pedestrians, bicyclists, and transit users. In addition, roadway LOS is directly linked to roadway infrastructure costs. A higher LOS results in greater expenditure of infrastructure for wider roadways that do not necessarily serve all users of the circulation system and may compete with other policies of the General Plan Update.

With the General Plan Update, impacts to roadways within TIZ III would be less than significant.

TIZ IV

The following roadway segments would exceed the LOS D threshold established by Policy E-1 of the City of Fresno 2025 General Plan in TIZ IV, which represents the southern employment areas within and planned by the City.

TIZ IV – LOS E		
Jensen Avenue	Elm Avenue to Holly Avenue	- LOS E during the AM and PM peak hours

TIZ IV – LOS E		
	Holly Avenue to SR 41 SB Ramps	- LOS E during the AM peak hour and LOSF during the PM peak hour
	SR 41 NB Ramps to Orange Avenue	- LOS E during the AM and PM peak hours

As summarized above, three roadway segments in TIZ IV will exceed the LOS D threshold established by Policy E-1 of the City of Fresno 2025 General Plan. However, Policy MT-2-i of the proposed City of Fresno General Plan Update would allow LOS E, and LOSF on the roadway segments identified above as operating at LOS F with the implementation of the General Plan Update in TIZ IV.

The General Plan Update accepts lower LOS values. This reflects a change in policy for the City of Fresno to acknowledge that transportation planning based solely on roadway LOS, which considers only driver comfort and convenience, is not desirable since it fails to acknowledge other users of the circulation system and other community values. In evaluating the roadway system, a lower vehicle LOS may be desired when balanced against other community values related to resource protection, social equity, economic development, and consideration of pedestrians, bicyclists, and transit users. In addition, roadway LOS is directly linked to roadway infrastructure costs. A higher LOS results in greater expenditure of infrastructure for wider roadways that do not necessarily serve all users of the circulation system and may compete with other policies of the General Plan Update.

With the General Plan Update, impacts to roadways within TIZ IV would be less than significant.

Fresno County

Build-out of the City of Fresno General Plan Update would add vehicle trips to roadways that would result in operations below the LOS thresholds of unincorporated Fresno County under existing conditions.

Impacts to roadways within Fresno County were analyzed based on the County’s minimum LOS threshold established by the County of Fresno 2000 General Plan, which identifies the following Policy:

Policy TR-A.2: The County shall plan and design its roadway system in a manner that strives to meet Level of Service (LOS) D on urban roadways within the spheres of influence of the cities of Fresno and Clovis and LOS C on all other roadways in the county.

Based on Exhibit 5.14-5 and 5.14-6 (See Appendix H-8 and H-9, respectively, for detail), the following study roadway segments are anticipated to operate at a lower level of service than the established LOS thresholds in Fresno County during the AM and PM peak hour under existing conditions. These roadways are summarized for three of the four traffic impact zones (TIZ) shown on Exhibits 5.14-5 and 5.14-6.

TIZ II

The following roadway segments would exceed the LOS D threshold, established by Fresno County, in TIZ II, which generally represents areas of the City currently built up and wanting to encourage infill development.

TIZ II – Unincorporated Fresno County		
Ashlan Avenue	Fruit Avenue to Maroa Avenue	- LOS F during the PM peak hour
Barstow Avenue	Marks Avenue to Palm Avenue	- LOS E during the PM peak hour
Clovis Avenue	SR 180 EB Ramps to Belmont Avenue	- LOS E during the PM peak hour
	Butler Avenue to California Avenue	- LOS E during the PM peak hour
Fowler Avenue	Kings Canyon Drive to Hamilton Avenue	- LOS F during the AM and PM peak hours
Jensen Avenue	Orange Avenue to Cedar Avenue	- LOS E during the PM peak hour
Maroa Avenue	Sample Avenue to Browning Avenue	- LOS E during the PM peak hour
Sierra Avenue	Van Ness Boulevard to West Avenue	- LOS E during the PM peak hour
	West Avenue to Palm Avenue	- LOS F during the PM peak hour

As summarized above, nine roadway segments in TIZ II will exceed the LOS D threshold established by Fresno County.

If incorporated, Policy MT-2-i of the proposed City of Fresno General Plan Update would allow LOS E, and LOSF on the roadway segments identified above as operating at LOS F with the implementation of the General Plan Update in TIZ II.

The General Plan Update accepts lower LOS values. This reflects a change in policy for the City of Fresno to acknowledge that transportation planning based solely on roadway LOS, which considers only driver comfort and convenience, is not desirable since it fails to acknowledge other users of the circulation system and other community values. In evaluating the roadway system, a lower vehicle LOS may be desired when balanced against other community values related to resource protection, social equity, economic development, and consideration of pedestrians, bicyclists, and transit users. In addition, roadway LOS is directly linked to roadway infrastructure costs. A higher LOS results in greater expenditure of infrastructure for wider roadways that do not necessarily serve all users of the circulation system and may compete with other policies of the General Plan Update.

With the General Plan Update (and if incorporated), impacts to roadways within TIZ II would be less than significant.

If not incorporated, the City of Fresno General Plan Update includes the following policy related to transportation funding and regional-level coordination:

Policy MT-2-j Funding for Multi-Modal Transportation Systems. Continue to seek and secure adequate financing to construct and maintain a complete multi-modal system through such measures as development of impact fees, local sales tax measures, special tax measures, assessment/improvement districts, and regional, state and federal transportation funds and grants.

Policy MT-2-l: Region-wide Transportation Impact Fees. Continue to support the implementation of a metropolitan-wide and region-wide transportation impact fees sufficient to cover the proportional share of a development's impacts to and need for a comprehensive multi-modal transportation system that is not funded by other sources. Work with the Council of Fresno County Governments, transportation agencies (e.g., Caltrans, Federal Transportation Agency) and other jurisdictions in the region to develop a method for determining:

- Regional transportation impacts of new development.
- Regional highways, streets, trails, public transportation, goods movement system components, consistent with the General Plan, necessary to mitigate those impacts and serve projected demand.
- Projected full lifetime costs of the regional transportation system components, including construction, operations, and maintenance.
- Cost covered by established funding sources.

These policies are crafted so that new City development pays the proportional share of the developments impacts. These policies identify continued support for the implementation of metropolitan-wide and region-wide transportation impact fees to cover the proportional share of the developments impacts and need for a comprehensive multi-modal transportation system that are not funded by other sources. While implementation of the policies included in the City of Fresno General Plan Update would work to ensure fair-share funding toward roadway impacts in Fresno County and could reduce these impacts, there is no guarantee that Fresno County will agree to new funding mechanisms or construct roadway capacity expansion projects to reduce the identified impacts if desired. Therefore, this would remain significant and unavoidable.

TIZ III

The following roadway segments would exceed the LOS D threshold, established by Fresno County, in TIZ III, which generally represents areas near or outside the City Limits but within the SOI as of December 31, 2012.

TIZ III – Unincorporated Fresno County		
Cornelia Avenue	Dakota Avenue to Cortland Avenue	- LOS E during the AM and PM peak hours
	Cortland Avenue to Clinton Avenue	- LOS F during the AM and PM peak hours
Fowler Avenue	McKinley Avenue to Olive Avenue	- LOS E during the PM peak hour
Jensen Avenue	Peach Avenue to Armstrong Avenue	- LOS E during the AM and PM peak hours
Kings Canyon Road	Fowler Avenue to Armstrong	- LOS E during the PM peak hour
	East of Temperance Avenue	- LOS E/F during the PM peak hour
Temperance Avenue	Kings Canyon Road to SR 180 EB Ramps	- LOS E during the AM peak hour and LOS F during the PM peak hour
	Butler Avenue to Lowe Avenue	- LOS E during the AM peak hour

As summarized above, eight roadway segments in TIZ III will exceed the LOS D threshold established by Fresno County.

If incorporated, Policy MT-2-i of the proposed City of Fresno General Plan Update would allow LOS D, and LOS E and F on the roadway segments identified above as operating at LOS E and F with the implementation of the General Plan Update in TIZ III.

The General Plan Update accepts lower LOS values. This reflects a change in policy for the City of Fresno to acknowledge that transportation planning based solely on roadway LOS, which considers only driver comfort and convenience, is not desirable since it fails to acknowledge other users of the circulation system and other community values. In evaluating the roadway system, a lower vehicle LOS may be desired when balanced against other community values related to resource protection, social equity, economic development, and consideration of pedestrians, bicyclists, and transit users. In addition, roadway LOS is directly linked to roadway infrastructure costs. A higher LOS results in greater expenditure of infrastructure for wider roadways that do not necessarily serve all users of the circulation system and may compete with other policies of the General Plan Update.

With the General Plan Update (and if incorporated), impacts to roadways within TIZ III would be less than significant.

If not incorporated, the City of Fresno General Plan Update includes Policy MT-2-j and MT-2-l (included above) related to transportation funding and regional-level coordination. These policies are crafted so that new City development pays the proportional share of the developments impacts. These policies identify continued support for the implementation of metropolitan-wide and region-wide transportation impact fees to cover the proportional share of the developments impacts and need for a comprehensive multi-modal transportation system that are not funded by other sources. While implementation of the policies included in the City of Fresno General Plan Update would work to ensure fair-share funding toward roadway impacts in Fresno County and could reduce these impacts, there is no guarantee that Fresno County will agree to new funding mechanisms or construct roadway capacity expansion projects to reduce the identified impacts if desired. Therefore, this would remain significant and unavoidable.

TIZ IV

The following roadway segments would exceed the LOS D threshold, established by Fresno County, in TIZ IV, which represents the southern employment areas within and planned by the City.

TIZ IV – Unincorporated Fresno County		
Jensen Avenue	Maple Avenue to Chestnut Avenue	- LOS E during the AM peak hour
	Chestnut Avenue to Willow Avenue	- LOS E during the AM and PM peak hours
	Willow Avenue to Peach Avenue	- LOS E during the PM peak hour

As summarized above, eight roadway segments in TIZ IV will exceed the LOS D threshold established by Fresno County.

If incorporated, Policy MT-2-i of the proposed City of Fresno General Plan Update would allow LOS E, and LOSF on the roadway segments identified above as operating at LOS F with the implementation of the General Plan Update in TIZ IV.

The General Plan Update accepts lower LOS values. This reflects a change in policy for the City of Fresno to acknowledge that transportation planning based solely on roadway LOS, which considers only driver comfort and convenience, is not desirable since it fails to acknowledge other users of the circulation system and other community values. In evaluating the roadway system, a lower vehicle LOS may be desired when balanced against other community values related to resource protection, social equity, economic development, and consideration of pedestrians, bicyclists, and transit users. In addition, roadway LOS is directly linked to roadway infrastructure costs. A higher LOS results in greater expenditure of infrastructure for wider roadways that do not necessarily serve all users of the circulation system and may compete with other policies of the General Plan Update.

With the General Plan Update (and if incorporated), impacts to roadways within TIZ IV would be less than significant.

If not incorporated, the City of Fresno General Plan Update includes Policy MT-2-j and MT-2-l (included above) related to transportation funding and regional-level coordination. These policies are crafted so that new City development pays the proportional share of the developments impacts. These policies identify continued support for the implementation of metropolitan-wide and region-wide transportation impact fees to cover the proportional share of the developments impacts and need for a comprehensive multi-modal transportation system that are not funded by other sources. While implementation of the policies included in the City of Fresno General Plan Update would work to ensure fair-share funding toward roadway impacts in Fresno County and could reduce these impacts, there is no guarantee that Fresno County will agree to new funding mechanisms or construct roadway capacity expansion projects to reduce the identified impacts if desired. Therefore, this would remain significant and unavoidable.

City of Clovis

Build-out of the City of Fresno General Plan Update would add vehicle trips to roadways that would result in operations below the LOS thresholds of the City of Clovis under existing conditions.

Impacts to roadways within the City of Clovis were analyzed based on the City’s minimum LOS threshold established by the City of Clovis 1993 General Plan, which identifies the following Policy:

Policy 1.3: Level of Service should meet the City standard on major streets and intersection within the Clovis Project Area.

Action 1.3.2: Designate Service Level “D” as defined in the Highway Capacity Manual as the minimum desirable service level at which freeways, expressways, arterial streets and collector streets should operate.

Based on Exhibit 5.14-5 through 5.14-6 (See Appendix H-8 and H-9, respectively, for detail), the following study roadway segment is anticipated to operate at a lower level of service than the established LOS thresholds in Fresno County and the City of Clovis during the PM peak hour under existing conditions:

City of Clovis		
Temperance Avenue	Ashlan Avenue to Shields Avenue	- LOS F during the AM and PM peak hours

The resulting LOS for each of the identified roadway segments is due to a combination of traffic volumes assuming build-out of the City of Fresno General Plan Update combined with existing traffic generated outside of the City. The City of Fresno General Plan Update includes the following policy related to transportation funding and regional-level coordination:

Policy MT-2-j Funding for Multi-Modal Transportation Systems. Continue to seek and secure adequate financing to construct and maintain a complete multi-modal system through such measures as development of impact fees, local sales tax measures, special tax measures, assessment/improvement districts, and regional, state and federal transportation funds and grants.

Policy MT-2-l: Region-wide Transportation Impact Fees. Continue to support the implementation of a metropolitan-wide and region-wide transportation impact fees sufficient to cover the proportional share of a development's impacts to and need for a comprehensive multi-modal transportation system that is not funded by other sources. Work with the Council of Fresno County Governments, transportation agencies (e.g., Caltrans, Federal Transportation Agency) and other jurisdictions in the region to develop a method for determining:

- Regional transportation impacts of new development;
- Regional highways, streets, trails, public transportation, goods movement system components, consistent with the General Plan, necessary to mitigate those impacts and serve projected demand;
- Projected full lifetime costs of the regional transportation system components, including construction, operations, and maintenance; and
- Cost covered by established funding sources.

These policies are crafted so that new City development pays the proportional share of the developments impacts.

The City of Fresno General Plan Update includes Policy MT-2-j and MT-2-l (included above) related to transportation funding and regional-level coordination. These policies are crafted so that new City development pays the proportional share of the developments impacts. These policies identify continued support for the implementation of metropolitan-wide and region-wide transportation impact fees to cover the proportional share of the developments impacts and need for a comprehensive multi-modal transportation system that are not funded by other sources. While implementation of the policies included in the City of Fresno General Plan Update would work to ensure fair-share funding toward roadway impacts in the City of Clovis and could reduce these impacts, there is no guarantee that the City of Clovis will agree to new funding mechanisms or construct roadway capacity expansion projects to reduce the identified impacts if desired. Therefore, this would remain significant and unavoidable.

Caltrans

Build-out of the City of Fresno General Plan Update would add vehicle trips to roadways that would result in operations below the LOS thresholds for Caltrans facilities under existing conditions.

According to the Guide for the Preparation of Traffic Impact Studies (Caltrans 2002), if an existing State highway facility operates at less than the appropriate target LOS, then the existing measure of effectiveness should be maintained.

In coordination with the Guide for the Preparation of Traffic Impact Studies, the proposed project would cause a significant impact if it results in one or more of the following:

Causes a facility operating at an acceptable LOS to operate at an unacceptable LOS (i.e., LOS E or F)
Results in an increase of the applicable measure of effectiveness (i.e., v/c ratio or service volume) on a freeway facility that currently or will (under cumulative no project conditions) operate at an unacceptable LOS (LOS E or F)

Based on Exhibit 5.14-14 and 5.14-15(See Appendix H-8 and H-9, respectively, for detail), the following roadways are anticipated to operate at a lower level of service than LOS D in the City of Fresno planning area during the AM and PM peak hour assuming build-out of the City of Fresno General Plan Update under existing conditions.

Caltrans		
SR 99		
Southbound	Shaw Avenue to Ashlan Avenue	- LOS E during the AM peak hour
	Clinton Avenue to McKinley Avenue	- LOS F during the AM peak hour and LOS E during the PM peak hour
	McKinley Avenue to Olive Avenue	- LOS F during the AM peak hour and LOS E during the PM peak hour
	Olive Avenue to Belmont Avenue	- LOS F during the AM peak hour and LOS E during the PM peak hour
	SR 180 to Stanislaus Avenue	- LOS F during the PM peak hour
	Fresno Street to Ventura Avenue	- LOS E during the PM peak hour
Northbound	McKinley Avenue to Olive Avenue	- LOS E during the PM peak hour
	Olive Avenue to Belmont Avenue	- LOS E during the PM peak hour
	Belmont Avenue to SR 180	- LOS E during the PM peak hour
	SR 180 to Stanislaus Avenue	- LOS F during the AM peak hour
	Fresno Street to Ventura Avenue	- LOS E during the AM peak hour
SR 41		

Caltrans		
Southbound	North of Friant Road	- LOS E during the AM peak hour
	Herndon Avenue to Bullard Avenue	- LOS E during the AM peak hour
	Bullard Avenue to Shaw Avenue	- LOS E during the AM and PM peak hours
	Shields Avenue to McKinley Avenue	- LOS E during the AM and PM peak hours
Northbound	Bullard Avenue to Shaw Avenue	- LOS E during the AM and PM peak hours
	Shields Avenue to McKinley Avenue	- LOS E during the AM and PM peak hours
	SR 180 to Divisadero Street	- LOS E during the PM peak hour
	Divisadero Street to Van Ness Avenue	- LOS F during the PM peak hour
	Van Ness Avenue to SR 99	- LOS E during the AM and PM peak hours
SR 180		
Eastbound	Brawley Avenue to Marks Avenue	- LOS E during the AM peak hour
	SR 99 to Fulton Street	- LOS E during the AM peak hour
	Fulton Street to Abby Street	- LOS E during the AM peak hour
	SR 41 to SR 168	- LOS F during the AM peak hour
	Chestnut Avenue to Peach Avenue	- LOS E during the PM peak hour
	Fowler Avenue to Temperance Avenue	- LOS E during the PM peak hour
Westbound	Brawley Avenue to Marks Avenue	- LOS E during the PM peak hour
	Marks Avenue to SR 99	- LOS E during the PM peak hour
	Fulton Street to Abby Street	- LOS F during the PM peak hour
	SR 41 to SR 168	- LOS F during the AM and PM peak hours

Caltrans		
	Peach Avenue to Clovis Avenue	- LOS F during the AM and PM peak hours
	Clovis Avenue to Fowler Avenue	- LOS F during the AM peak hour
	Fowler Avenue to Temperance Avenue	- LOS F during the AM peak hour

The resulting LOS for each of the identified roadway segments is due to a combination of traffic volumes assuming build-out of the City of Fresno General Plan Update combined with existing traffic generated outside of the City. The City of Fresno General Plan Update includes the following policy related to transportation funding and regional-level coordination:

Policy MT-2-j Funding for Multi-Modal Transportation Systems. Continue to seek and secure adequate financing to construct and maintain a complete multi-modal system through such measures as development of impact fees, local sales tax measures, special tax measures, assessment/improvement districts, and regional, state and federal transportation funds and grants.

Policy MT-2-l: Region-wide Transportation Impact Fees. Continue to support the implementation of a metropolitan-wide and region-wide transportation impact fees sufficient to cover the proportional share of a development’s impacts to and need for a comprehensive multi-modal transportation system that is not funded by other sources. Work with the Council of Fresno County Governments, transportation agencies (e.g., Caltrans, Federal Transportation Agency) and other jurisdictions in the region to develop a method for determining:

- Regional transportation impacts of new development;
- Regional highways, streets, trails, public transportation, goods movement system components, consistent with the General Plan, necessary to mitigate those impacts and serve projected demand;
- Projected full lifetime costs of the regional transportation system components, including construction, operations, and maintenance; and
- Cost covered by established funding sources.

These policies are crafted so that new City development pays the proportional share of the developments impacts.

The City of Fresno General Plan Update will accommodate planned population and employment growth without expanding its current SOI, accommodating 180,000 more people than the current General Plan in the same area. The intent is to accommodate anticipated growth through compact, walkable, infill, new complete neighborhoods, and mixed-use development through intensification of the downtown planning area, high capacity transit corridors, intensive urban activity centers, and

multi-modal districts. This focus will locate population and employment closer to services. As discussed under Impact TRANS-1, increased development density and intensity is correlated with reduced vehicle trips. Mixing complementary uses in a neighborhood setting increase internal trip “capture,” and different urban design approaches increase transportation connectivity and provide high-quality bicycle, pedestrian, and transit facilities by increasing the relative attractiveness of non-automobile modes of travel to promote travel mode shifts. The City of Fresno General Plan Update also provides a complete streets approach, which considers all modes of transportation, in the planning, design and implementation facilities to support planned population and employment growth. Even with this focus on more compact development and complete street concepts, vehicle travel as measured in terms of VMT is forecast to increase.

The phenomenon where additional capacity leads to additional demand for travel is known as “induced travel.” Induced travel occurs when the cost of travel is reduced (i.e., travel time reduction due to additional capacity) causing an increase in demand (more travelers using the improved facility). The reduction in travel time causes various responses by travelers, including diversion from other routes, changes in destinations, changes in mode, departure time shifts, and possibly the creation of new trips altogether. Expansion of the regional freeway system, consistent with the 2011 RTP, will contribute to induced travel and therefore may compete with objectives of the City of Fresno General Plan update that foster more compact multi-modal development.

The City of Fresno General Plan Update includes Policy MT-2-j and MT-2-l (included above) related to transportation funding and regional-level coordination. These policies are crafted so that new City development pays the proportional share of the developments impacts. These policies identify continued support for the implementation of metropolitan-wide and region-wide transportation impact fees to cover the proportional share of the developments impacts and need for a comprehensive multi-modal transportation system that are not funded by other sources. While implementation of the policies included in the City of Fresno General Plan Update would work to ensure funding for new development’s impacts to regional facilities that would contribute to planned expansion of the freeway system. However, improvements to the freeway system are for roadways under Caltrans’ jurisdiction. Therefore, the City of Fresno does not have control over their timing or implementation, and this impact would remain significant and unavoidable.

Madera, Merced, San Benito, Kings, Tulare Counties

As outlined in Table 5.14-3, build-out of the City of Fresno General Plan Update would increase vehicle travel compared to existing conditions.

As noted earlier, this study uses the most recently adopted Fresno COG TDF model released in 2010, and calibrated and validated for the project study subarea. While this makes the TDF model the most valid and capable tool for forecasting future travel in Fresno County, the TDF model does not include roadway network and traffic analysis zone detail in Madera County, Merced County, San Benito County, Kings County, and Tulare County. Therefore, detailed roadway analysis was not conducted for these counties.

However, as discussed in Section 5.12, Population and Housing, an important indicator of a community providing a balance of jobs and housing is to determine the number of employees that live in an area compared to the number of jobs provided in the same area. Tables 5.12-5 and 5.12-6 shows that approximately 227,197 employees resided within the Planning Area and there were approximately 209,260 jobs provided in the Planning Area in the year 2010. This shows that approximately 16,162 people who were employed and resided within the Planning Area travelled outside of the Planning Area in the year 2010 to their place of employment. The number of people leaving the Planning Area for work would increase with people who live outside the Planning Area travelling to the Planning Area for employment.

Jobs and housing within the Planning Area under build-out conditions were derived from the land use projections of the General Plan Update. These projections were used to determine the future jobs, employees, and occupied housing units, and total housing units that would occur within the Planning Area. Based on the information provided in Tables 5.12-5 and 5.12-6, there are 393,200 jobs projected to occur within the Planning Area and 403,717 employees who are projected to live within the Planning Area. This shows that approximately 10,517 people who are employed and live within the Planning Area are projected to travel outside of the Planning Area in the year 2056 to their place of employment. Therefore, in the year 2056, there would be fewer employed residents (16,162 minus 10,517 equals approximately 5,645) who live within the Planning Area that would be required to travel outside the Planning Area for employment compared to the year 2010. This reduction would provide a greater balance of employees and jobs within the Planning Area. Even with a greater balance of jobs and employees living in the Planning Area, the vehicle travel (measured in terms of VMT) is projected to increase with the proposed project. Exhibits 5.14-5 and 5.14-6 in Appendix H-8 and H-9, respectively, show increased travel on SR 99 and SR 41 at the Fresno County/Madera County line. Even though the project is projected to result in greater jobs to resident employees, there will still be employed residents who choose to live in the Planning Area and work outside of the Planning Area, and there will also be employed residents who live outside the Planning Area and choose to work within the Planning Area. These choices will occur due to housing and employment growth in the region and personal preferences. The magnitude of travel and potential impact to roadways in neighboring counties would not occur due to an oversupply of employment or an increase in the oversupply of housing in the Planning Area because the proposed project would provide a greater balance of housing (employees who live in the Planning Area) and jobs. By providing a greater balance, the proposed project would generally result in a less than significant impact on roadways within neighboring counties. However, since the traffic volumes are assumed to increase along SR 99 and SR 41, it is reasonable to assume that there would be increases in traffic volumes outside of the County of Fresno. The specific increases in traffic volumes beyond the County of Fresno boundary (i.e., in areas adjacent to SR 99 and SR 41) resulting from buildout of the Planning Area is speculative because future growth within areas outside of the County of Fresno is dependent on land use development approvals of other jurisdictions and timing of future development. Therefore, the project's impact on other surrounding counties is considered speculative.

Cumulative Impact Analysis

Cumulative impacts identified due to increases in peak hour traffic volumes are based on build-out of the City of Fresno General Plan Update along with cumulative development in the remainder of Fresno County. Along with build-out of planned population and employment, the analysis assumes the transportation system displayed in See Appendix H-6 and H-7. Build-out of the City of Fresno General Plan Update would add vehicle trips to roadways that would result in operations below the adopted level of service thresholds in the City of Fresno, unincorporated Fresno County, City of Clovis, and to Caltrans facilities. This is a significant impact.

City of Fresno

Build-out of the City of Fresno General Plan Update would add vehicle trips to roadways that would result in operations below the City of Fresno 2025 General Plan LOS under cumulative conditions.

Policy E-1-f of the City of Fresno 2025 General Plan establishes a LOS D threshold for major roadways. Based on the LOS identified in Exhibit 5.14-7 and 5.14-8 (See Appendix H-10 and H-11, respectively, for detail), the following roadways are anticipated to operate at a lower level of service than LOS D in the City of Fresno planning area during the AM and PM peak hours assuming build-out of the City of Fresno General Plan Update under cumulative conditions. These roadways are summarized for each of the four traffic impact zones (TIZ) shown on Exhibits 5.14-7 and 5.14-8.

TIZ I

The following roadway segments would exceed the LOS D threshold established by Policy E-1 of the City of Fresno 2025 General Plan in TIZ I, which includes the Downtown Planning Area.

TIZ I – LOS F		
B Street	Thorne Avenue to Fruit Avenue	- LOS E during the PM peak hour
Belmont Avenue	North Parkway Drive to North Pacific Avenue	- LOS E during the AM peak hour and LOS F during the PM peak hour
	Pacific Avenue to Fruit Avenue	- LOS F during the PM peak hour
	Fruit Avenue to Golden State Boulevard	- LOS E during the AM peak hour and LOS F during the PM peak hour
	Abby Street to Fresno Avenue	- LOS E during the PM peak hour
	Fresno Avenue to First Street	- LOS F during the PM peak hour
	First Street to Bond Street	- LOS E during the PM peak hour
	Bond Street to Cedar Avenue	- LOS F during the PM peak hour

TIZ I – LOS F		
Church Street	Martin Luther King Jr. Boulevard to Clara Avenue	- LOS E during the PM peak hour
Stanislaus Street	B Street to SR 99 SB Ramps	- LOS E during the PM peak hour
Stanislaus Street	F Street to Broadway Street	- LOS E during the AM and PM peak hours

As summarized above, eleven roadway segments in TIZ I will exceed the LOS D threshold established by Policy E-1 of the City of Fresno 2025 General Plan. However, Policy MT-2-i of the proposed City of Fresno General Plan Update, which is presented below, would allow LOS F in TIZ I.

MT-2-i: Transportation Impact Studies. Require a Transportation Impact Study (currently named *Traffic Impact Study*) to assess the impacts of new development projects on existing and planned streets for projects meeting one or more of the following criteria, unless it is determined by the City Traffic Engineer that the project site and surrounding area already has appropriate multi-modal infrastructure improvements.

- When a project includes a General Plan amendment that changes the General Plan Land Use Designation.
- When the project will substantially change the off-site transportation system (auto, transit, bike or pedestrian) or connection to the system, as determined by the City Traffic Engineer.
- Transportation impact criteria are tiered based on a project’s location within the City’s Sphere of Influence. This is to assist with areas being incentivized for development. The four zones, as defined on Figure MT-4, are listed below. The following criteria apply, except for roadway segments identified in the traffic evaluation for the MEIR with LOS F for TIZ-II or LOS E or F for TIZ-III:
 - Traffic Impact Zone I (TIZ-I): TIZ-I represents the Downtown Planning Area. Maintain a peak hour LOS standard of F or better for all intersections and roadway segments. A TIS will be required for all development projected to generate 200 or more peak hour new vehicle trips.
 - Traffic Impact Zone II (TIZ-II): TIZ-II generally represents areas of the City currently built up and wanting to encourage infill development. Maintain a peak hour LOS standard of E or better for all intersections and roadway segments. A TIS will be required for all development projected to generate 200 or more peak hour new vehicle trips.
 - Traffic Impact Zone III (TIZ-III): TIZ-III generally represents areas near or outside the City Limits but within the SOI as of December 31, 2012. Maintain a peak hour LOS standard of D or better for all intersections and roadway segments. A TIS will be required for all development projected to generate 100 or more peak hour new vehicle trips.

- Traffic Impact Zone IV (TIZ-IV): TIZ-IV represents the southern employment areas within and planned by the City. Maintain a peak hour LOS standard of E or better for all intersections and roadway segments. A TIS will be required for all development projected to generate 200 or more peak hour new vehicle trips.

The General Plan Update accepts lower LOS values. This reflects a change in policy for the City of Fresno to acknowledge that transportation planning based solely on roadway LOS, which considers only driver comfort and convenience, is not desirable since it fails to acknowledge other users of the circulation system and other community values. In evaluating the roadway system, a lower vehicle LOS may be desired when balanced against other community values related to resource protection, social equity, economic development, and consideration of pedestrians, bicyclists, and transit users. In addition, roadway LOS is directly linked to roadway infrastructure costs. A higher LOS results in greater expenditure of infrastructure for wider roadways that do not necessarily serve all users of the circulation system and may compete with other policies of the General Plan Update.

With the General Plan Update, impacts to roadways within TIZ I would be less than significant.

TIZ II

The following roadway segments would exceed the LOS D threshold established by Policy E-1 of the City of Fresno 2025 General Plan in TIZ II, which generally represents areas of the City currently built up and wanting to encourage infill development.

TIZ II – LOS E		
Abby Street	Olive Avenue to Hedges Avenue	- LOS E during the PM peak hour
Ashlan Avenue	Golden State Boulevard to Marty Avenue	- LOS E during the AM peak hour and LOS F during the PM peak hour
	Fruit Avenue to Palm Avenue	- LOS E during the AM peak hour and LOS F during the PM peak hour
	Palm to Maroa Avenue	- LOS F during the PM peak hour
Barstow Avenue	Marks Avenue to Van Ness Boulevard	- LOS E during the PM peak hour
	Van Ness Boulevard to West Avenue	- LOS F during the PM peak hour
	West Avenue to Fruit Avenue	- LOS E during the PM peak hour
	Fruit Avenue to Palm Avenue	- LOS F during the PM peak hour

TIZ II – LOS E		
Belmont Avenue	Weber Avenue to Palm Avenue	- LOS E during the AM peak hour and LOS F during the PM peak hour
	Palm Avenue to Roosevelt Avenue	- LOS F during the PM peak hour
	Roosevelt Avenue to Broadway Street	- LOS E during the PM peak hour
Clovis Avenue	SR 180 EB Ramps to Belmont Avenue	- LOS E during the PM peak hour
Dakota Avenue	Maroa Avenue to Del Mar Avenue	- LOS F during the PM peak hour
	Del Mar Avenue to Blackstone Avenue	- LOS E during the AM peak hour and LOS F during the PM peak hour
	Diana Street to Fresno Street	- LOS E during the PM peak hour
	Angus Street to First Street	- LOS F during the PM peak hour
	9th Street to Cedar Avenue	- LOS E during the PM peak hour
	Barton Avenue to Maple Avenue	- LOS E during the PM peak hour
Fowler Avenue	Kings Canyon Drive to Hamilton Avenue	- LOS E during the AM peak hour and LOS F during the PM peak hour
Fresno Street	Palo Alto Avenue to Sierra Avenue	- LOS E during the PM peak hour
Fruit Avenue	Weldon Avenue to Floradora Avenue	- LOS E during the PM peak hour
	Floradora Avenue to Olive Avenue	- LOS E during the AM and PM Peak hours
	Olive Avenue to Dennett Avenue	- LOS E during the PM peak hour
Gettysburg Avenue	First Street to Maple Avenue	- LOS E during the PM peak hour
	Maple Avenue to Winery Avenue	- LOS F during the PM peak hour
Jensen Avenue	Martin Luther King Jr. Boulevard to Clara Avenue	- LOS E during the AM and PM peak hours

TIZ II – LOS E		
	Clara Avenue to Elm Avenue	- LOS E during the PM peak hour
	Pullman Street to Cedar Avenue	- LOS E during the PM peak hour
Maroa Avenue	Sample Avenue to Bullard Avenue	- LOS F during the PM peak hour
	Bullard Avenue to Browning Avenue	- LOS E during the PM peak hour
	Gettysburg Avenue to Holland Avenue	- LOS E during the PM peak hour
	Dakota Avenue to Fedora Avenue	- LOS F during the PM peak hour
Olive Avenue	Fulton Street to San Pablo Avenue	- LOS E during the PM peak hour
Sierra Avenue	Marks Avenue to West Avenue	- LOS E during the PM peak hour
	West Avenue to Thorne Avenue	- LOS F during the PM peak hour
	Thorne Avenue to Palm Avenue	- LOS E during the AM peak hour and LOS F during the PM peak hour
Willow Avenue	Herndon Avenue to Escalon Avenue	- LOS E during the PM peak hour

As summarized above, twenty roadway segments in TIZ II will exceed the LOS D threshold established by Policy E-1 of the City of Fresno 2025 General Plan. However, Policy MT-2-i of the proposed City of Fresno General Plan Update would allow LOS E and LOS F on the roadway segments identified above as operating at LOS F with the implementation of the General Plan Update in TIZ II.

The General Plan Update accepts lower LOS values. This reflects a change in policy for the City of Fresno to acknowledge that transportation planning based solely on roadway LOS, which considers only driver comfort and convenience, is not desirable since it fails to acknowledge other users of the circulation system and other community values. In evaluating the roadway system, a lower vehicle LOS may be desired when balanced against other community values related to resource protection, social equity, economic development, and consideration of pedestrians, bicyclists, and transit users. In addition, roadway LOS is directly linked to roadway infrastructure costs. A higher LOS results in greater expenditure of infrastructure for wider roadways that do not necessarily serve all users of the circulation system and may compete with other policies of the General Plan Update.

With the General Plan Update, impacts to roadways within TIZ II would be less than significant.

TIZ III

The following roadway segments would exceed the LOS D threshold established by Policy E-1 of the City of Fresno 2025 General Plan in TIZ III, which generally represents areas near or outside the City Limits but within the SOI as of December 31, 2012.

TIZ III – LOS D		
Alluvial Avenue	Mansionette Drive to Pinedale Avenue	LOS E during the PM peak hour
	Pinedale Avenue to Chestnut Avenue	LOS F during the PM peak hour
	Chestnut Avenue to Willow Avenue	LOS E during the PM peak hour
Armstrong Avenue	McKinley Avenue to Olive Avenue	LOS E during the AM and PM peak hours
Ashlan Avenue	SR 99 SB Ramps to Golden State Boulevard	LOS F during the PM peak hour
Audubon Drive	Del Mar Avenue to Nees Avenue	LOS E during the AM peak hour and LOS F during the PM peak hour
Brawley Avenue	San Jose Avenue to Shaw Avenue	LOS F during the AM and PM peak hour
Church Avenue	Minnewawa Avenue to Clovis Avenue	LOS E during the PM peak hour
Clovis Avenue	Butler Avenue to California Avenue	LOS E during the PM peak hour
Cornelia Avenue	Ashlan Avenue to Griffith Way	LOS E during the AM peak hour and LOS F during the PM peak hour
	Griffith Way to Dakota Avenue	LOS E during the AM peak hour
	Dakota Avenue to Cortland Avenue	LOS E during the AM and PM peak hours
	Cortland Avenue to Clinton Avenue	LOS E during the AM peak hour and LOS F during the PM peak hour
Fowler Avenue	McKinley Avenue to Olive Avenue	LOS F during the AM and PM peak hours
Fresno Street	Herndon Avenue to Palo Alto Avenue	LOS F during the PM peak hour
Friant Road	SR 41 SB Off-Ramp to SR 41 NB Off-Ramp	LOS E during the PM peak hour
	SR 41 NB Off-Ramp to Audubon Drive	LOS E during the AM and PM peak hours
	Audubon Drive to Shepherd Avenue	LOS E during the PM peak hour
Herndon Avenue	First Street to Mill brook Avenue	LOS E during the PM peak hour
	Palm Avenue to Fruit Avenue	LOS F during the AM and PM peak hours

TIZ III – LOS D		
	Fruit Avenue to West Avenue	LOS E during the AM peak hour and LOS F during the PM peak hour
	Milburn Avenue to Polk Avenue	LOS E during the AM peak hour and LOS F during the PM peak hour
Jensen Avenue	Maple Avenue to Chestnut Avenue	LOS E during the AM peak hour
	Chestnut Avenue to Willow Avenue	LOS E during the AM and PM peak hours
	Willow Avenue to Helm Avenue	LOS E during the PM peak hour
	Peach Avenue to Armstrong Avenue	LOS E during the AM and PM peak hours
Kings Canyon Road	Fowler Avenue to Armstrong	LOS E during the PM peak hour
	East of Temperance Avenue	LOS F during the PM peak hour
Maroa Avenue	Gettysburg Avenue to Holland Avenue	LOS E during the PM peak hour
Marks Avenue	Whites Bridge Avenue to SR 180 EB Ramps	LOS E during the PM peak hour
Marty Avenue	San Jose Avenue to Shaw Avenue	LOS E during the PM peak hour
Nees Avenue	Blackstone Avenue to Fresno Street	LOS E during the PM peak hour
	Audubon Drive to Millbrook Avenue	LOS E during the PM peak hour
Palm Avenue	Alluvial Avenue to Locust Avenue	LOS F during the PM peak hour
Shaw Avenue	SR 99 NB Ramps to Cornelia Avenue	LOS E during the AM peak hour and LOS F during the PM peak hour
	Cornelia Avenue to Jennifer Avenue	LOS F during the PM peak hour
Temperance Avenue	Shields Avenue to McKinley Avenue	LOS E during the AM and PM peak hour
	Kings Canyon Road to SR 180 EB Ramps	LOS E during the AM peak hour and LOS F during the PM peak hour
	Butler Avenue to Lowe Avenue	LOS E during the AM and PM peak hours
Veterans Boulevard	Barstow Avenue to Bullard Avenue	LOS E during the AM and PM peak hours
Willow Avenue	Friant Road to Copper Avenue	LOS F during the AM and PM peak hours
	Decatur Avenue to Alluvial Avenue	LOS E during the PM peak hour
	Alluvial Avenue to Herndon Avenue	LOS E during the AM and PM peak hours

As summarized above, forty-three roadway segments in TIZ III will exceed the LOS D threshold established by Policy E-1 of the City of Fresno 2025 General Plan. However, Policy MT-2-i of the proposed City of Fresno General Plan Update would allow LOS D, and LOS E and LOS F on the roadway segments identified above as operating at LOS E or LOS F with the implementation of the General Plan Update in TIZ III.

The General Plan Update accepts lower LOS values. This reflects a change in policy for the City of Fresno to acknowledge that transportation planning based solely on roadway LOS, which considers only driver comfort and convenience, is not desirable since it fails to acknowledge other users of the circulation system and other community values. In evaluating the roadway system, a lower vehicle LOS may be desired when balanced against other community values related to resource protection, social equity, economic development, and consideration of pedestrians, bicyclists, and transit users. In addition, roadway LOS is directly linked to roadway infrastructure costs. A higher LOS results in greater expenditure of infrastructure for wider roadways that do not necessarily serve all users of the circulation system and may compete with other policies of the General Plan Update.

With the General Plan Update, impacts to roadways within TIZ III would be less than significant.

TIZ IV

The following roadway segments would exceed the LOS D threshold established by Policy E-1 of the City of Fresno 2025 General Plan in TIZ IV, which represents the southern employment areas within and planned by the City.

TIZ IV – LOS E		
Jensen Avenue	Elm Avenue to SR 41 SB Ramps	- LOS E during the AM and PM peak hours
	SR 41 NB Ramps to Orange Avenue	- LOS E during the AM and PM peak hours

As summarized above, two roadway segments in TIZ IV will exceed the LOS D threshold established by Policy E-1 of the City of Fresno 2025 General Plan. However, Policy MT-2-i of the proposed City of Fresno General Plan Update would allow LOS E, and LOS F on the roadway segments identified above as operating at LOS F with the implementation of the General Plan Update in TIZ IV.

The General Plan Update accepts lower LOS values. This reflects a change in policy for the City of Fresno to acknowledge that transportation planning based solely on roadway LOS, which considers only driver comfort and convenience, is not desirable since it fails to acknowledge other users of the circulation system and other community values. In evaluating the roadway system, a lower vehicle LOS may be desired when balanced against other community values related to resource protection, social equity, economic development, and consideration of pedestrians, bicyclists, and transit users. In addition, roadway LOS is directly linked to roadway infrastructure costs. A higher LOS results in greater expenditure of infrastructure for wider roadways that do not necessarily serve all users of the circulation system and may compete with other policies of the General Plan Update.

With the General Plan Update, impacts to roadways within TIZ IV would be less than significant.

Fresno County

Build-out of the City of Fresno General Plan Update would add vehicle trips to roadways that would result in operations below the LOS thresholds of unincorporated Fresno County under cumulative conditions.

Impacts to roadways within Fresno County were analyzed based on the County’s minimum LOS threshold established by the County of Fresno 2000 General Plan, which identifies the following Policy:

Policy TR-A.2: The County shall plan and design its roadway system in a manner that strives to meet Level of Service (LOS) D on urban roadways within the spheres of influence of the cities of Fresno and Clovis and LOS C on all other roadways in the county.

Based on Exhibit 5.14-7 and 5.14-8 (See Appendix H-10 and H-11, respectively, for detail), the following study roadway segments are anticipated to operate at a lower level of service than the established LOS thresholds in Fresno County during the AM and PM peak hours under cumulative conditions. These roadways are summarized for three of the four traffic impact zones (TIZ) shown on Exhibits 5.14-7 and 5.14-8.

TIZ II

The following roadway segments would exceed the LOS D threshold, established by Fresno County, in TIZ II, which generally represents areas of the City currently built up and wanting to encourage infill development.

TIZ II – Unincorporated Fresno County		
Ashlan Avenue	Fruit Avenue to Palm Avenue	- LOS E during the AM peak hour and LOS F during the PM peak hour
	Palm to Maroa Avenue	- LOS F during the PM peak hour
Barstow Avenue	Marks Avenue to Van Ness Boulevard	- LOS E during the PM peak hour
	Van Ness Boulevard to West Avenue	- LOS F during the PM peak hour
	West Avenue to Fruit Avenue	- LOS E during the PM peak hour
	Fruit Avenue to Palm Avenue	- LOS F during the PM peak hour
Clovis Avenue	SR 180 EB Ramps to Belmont Avenue	- LOS E during the PM peak hour

TIZ II – Unincorporated Fresno County		
	Butler Avenue to California Avenue	- LOS E during the PM peak hour
Fowler Avenue	Kings Canyon Drive to Hamilton Avenue	- LOS E during the AM peak hour and LOS F during the PM peak hour
Jensen Avenue	Martin Luther King Jr. Boulevard to Clara Avenue	- LOS E during the AM and PM peak hours
Maroa Avenue	Sample Avenue to Bullard Avenue	- LOS F during the PM peak hour
	Bullard Avenue to Browning Avenue	- LOS E during the PM peak hour
	Gettysburg Avenue to Holland Avenue	- LOS E during the PM peak hour
Sierra Avenue	Marks Avenue to West Avenue	- LOS E during the PM peak hour
	West Avenue to Thorne Avenue	- LOS F during the PM peak hour
	Thorne Avenue to Palm Avenue	- LOS E during the AM peak hour and LOS F during the PM peak hour

As summarized above, sixteen roadway segments in TIZ II will exceed the LOS D threshold established by Fresno County.

If incorporated, Policy MT-2-i of the proposed City of Fresno General Plan Update would allow LOS E, and LOS F on the roadway segments identified above as operating at LOS F with the implementation of the General Plan Update in TIZ II.

The General Plan Update accepts lower LOS values. This reflects a change in policy for the City of Fresno to acknowledge that transportation planning based solely on roadway LOS, which considers only driver comfort and convenience, is not desirable since it fails to acknowledge other users of the circulation system and other community values. In evaluating the roadway system, a lower vehicle LOS may be desired when balanced against other community values related to resource protection, social equity, economic development, and consideration of pedestrians, bicyclists, and transit users. In addition, roadway LOS is directly linked to roadway infrastructure costs. A higher LOS results in greater expenditure of infrastructure for wider roadways that do not necessarily serve all users of the circulation system and may compete with other policies of the General Plan Update.

With the General Plan Update (and if incorporated), impacts to roadways within TIZ II would be less than significant.

If not incorporated, the City of Fresno General Plan Update includes the following policy related to transportation funding and regional-level coordination:

Policy MT-2-j Funding for Multi-Modal Transportation Systems. Continue to seek and secure adequate financing to construct and maintain a complete multi-modal system through such measures as development of impact fees, local sales tax measures, special tax measures, assessment/improvement districts, and regional, state and federal transportation funds and grants.

Policy MT-2-l: Region-wide Transportation Impact Fees. Continue to support the implementation of a metropolitan-wide and region-wide transportation impact fees sufficient to cover the proportional share of a development’s impacts to and need for a comprehensive multi-modal transportation system that is not funded by other sources. Work with the Council of Fresno County Governments, transportation agencies (e.g., Caltrans, Federal Transportation Agency) and other jurisdictions in the region to develop a method for determining:

- Regional transportation impacts of new development;
- Regional highways, streets, trails, public transportation, goods movement system components, consistent with the General Plan, necessary to mitigate those impacts and serve projected demand;
- Projected full lifetime costs of the regional transportation system components, including construction, operations, and maintenance; and
- Cost covered by established funding sources.

These policies are crafted so that new City development pays the proportional share of the developments impacts. These policies identify continued support for the implementation of metropolitan-wide and region-wide transportation impact fees to cover the proportional share of the developments impacts and need for a comprehensive multi-modal transportation system that are not funded by other sources. While implementation of the policies included in the City of Fresno General Plan Update would work to ensure fair-share funding toward roadway impacts in Fresno County and could reduce these impacts, there is no guarantee that Fresno County will agree to new funding mechanisms or construct roadway capacity expansion projects to reduce the identified impacts if desired. Therefore, this would remain significant and unavoidable.

TIZ III

The following roadway segments would exceed the LOS D threshold, established by Fresno County, in TIZ III, which generally represents areas near or outside the City Limits but within the SOI as of December 31, 2012.

TIZ III – Unincorporated Fresno County		
Alluvial Avenue	Pinedale Avenue to Chestnut Avenue	- LOS F during the PM peak hour

TIZ III – Unincorporated Fresno County		
	Chestnut Avenue to Willow Avenue	- LOS E during the PM peak hour
Armstrong Avenue	McKinley Avenue to Olive Avenue	- LOS E during the AM and PM peak hours
Cornelia Avenue	Ashlan Avenue to Griffith Way	- LOS E during the AM peak hour and LOS F during the PM peak hour
	Griffith Way to Dakota Avenue	- LOS E during the AM peak hour
	Dakota Avenue to Cortland Avenue	- LOS E during the AM and PM peak hours
	Cortland Avenue to Clinton Avenue	- LOS E during the AM peak hour and LOS F during the PM peak hour
Fowler Avenue	McKinley Avenue to Olive Avenue	- LOS F during the AM and PM peak hours
Jensen Avenue	Peach Avenue to Armstrong Avenue	- LOS E during the AM and PM peak hours
Kings Canyon Road	Fowler Avenue to Armstrong Avenue	- LOS E during the PM peak hour
	East of Temperance Avenue	- LOS F during the PM peak hour
Marks Avenue	Whites Bridge Avenue to SR 180 EB Ramps	- LOS E during the PM peak hour
Temperance Avenue	Shields Avenue to McKinley Avenue	- LOS E during the AM and PM peak hours
	Kings Canyon Road to SR 180 EB Ramps	- LOS E during the AM peak hour and LOS F during the PM peak hour
	Butler Avenue to Lowe Avenue	- LOS E during the AM and PM peak hours

As summarized above, fifteen roadway segments in TIZ III will exceed the LOS D threshold established by Fresno County.

If incorporated, Policy MT-2-i of the proposed City of Fresno General Plan Update would allow LOS D, and LOS E and F on the roadway segments identified above as operating at LOS E and F with the implementation of the General Plan Update in TIZ III.

The General Plan Update accepts lower LOS values. This reflects a change in policy for the City of Fresno to acknowledge that transportation planning based solely on roadway LOS, which considers only driver comfort and convenience, is not desirable since it fails to acknowledge other users of the circulation system and other community values. In evaluating the roadway system, a lower vehicle LOS may be desired when balanced against other community values related to resource protection, social equity, economic development, and consideration of pedestrians, bicyclists, and transit users. In addition, roadway LOS is directly linked to roadway infrastructure costs. A higher LOS results in greater expenditure of infrastructure for wider roadways that do not necessarily serve all users of the circulation system and may compete with other policies of the General Plan Update.

With the General Plan Update (and if incorporated), impacts to roadways within TIZ III would be less than significant.

If not incorporated, the City of Fresno General Plan Update includes Policy MT-2-j and MT-2-l (included above) related to transportation funding and regional-level coordination. These policies are crafted so that new City development pays the proportional share of the developments impacts. These policies identify continued support for the implementation of metropolitan-wide and region-wide transportation impact fees to cover the proportional share of the developments impacts and need for a comprehensive multi-modal transportation system that are not funded by other sources. While implementation of the policies included in the City of Fresno General Plan Update would work to ensure fair-share funding toward roadway impacts in Fresno County and could reduce these impacts, there is no guarantee that Fresno County will agree to new funding mechanisms or construct roadway capacity expansion projects to reduce the identified impacts if desired. Therefore, this would remain significant and unavoidable.

TIZ IV

The following roadway segments would exceed the LOS D threshold, established by Fresno County, in TIZ IV, which represents the southern employment areas within and planned by the City.

TIZ IV – Unincorporated Fresno County		
Jensen Avenue	Pullman Street to Cedar Avenue	- LOS E during the PM peak hour
	Maple Avenue to Chestnut Avenue	- LOS E during the AM peak hour
	Chestnut Avenue to Willow Avenue	- LOS E during the AM and PM peak hours
	Willow Avenue to Helm Avenue	- LOS E during the PM peak hour

As summarized above, four roadway segments in TIZ IV will exceed the LOS D threshold established by Fresno County.

If incorporated, Policy MT-2-i of the proposed City of Fresno General Plan Update would allow LOS E, and LOSF on the roadway segments identified above as operating at LOS F with the implementation of the General Plan Update in TIZ IV.

The General Plan Update accepts lower LOS values. This reflects a change in policy for the City of Fresno to acknowledge that transportation planning based solely on roadway LOS, which considers only driver comfort and convenience, is not desirable since it fails to acknowledge other users of the circulation system and other community values. In evaluating the roadway system, a lower vehicle LOS may be desired when balanced against other community values related to resource protection, social equity, economic development, and consideration of pedestrians, bicyclists, and transit users. In addition, roadway LOS is directly linked to roadway infrastructure costs. A higher LOS results in greater expenditure of infrastructure for wider roadways that do not necessarily serve all users of the circulation system and may compete with other policies of the General Plan Update.

With the General Plan Update (and if incorporated), impacts to roadways within TIZ IV would be less than significant.

If not incorporated, the City of Fresno General Plan Update includes Policy MT-2-j and MT-2-l (included above) related to transportation funding and regional-level coordination. These policies are crafted so that new City development pays the proportional share of the developments impacts. These policies identify continued support for the implementation of metropolitan-wide and region-wide transportation impact fees to cover the proportional share of the developments impacts and need for a comprehensive multi-modal transportation system that are not funded by other sources. While implementation of the policies included in the City of Fresno General Plan Update would work to ensure fair-share funding toward roadway impacts in Fresno County and could reduce these impacts, there is no guarantee that Fresno County will agree to new funding mechanisms or construct roadway capacity expansion projects to reduce the identified impacts if desired. Therefore, this would remain significant and unavoidable.

City of Clovis

Build-out of the City of Fresno General Plan Update would add vehicle trips to roadways that would result in operations below the LOS thresholds of the City of Clovis under cumulative conditions. Impacts to roadways within the City of Clovis were analyzed based on the City's minimum LOS threshold established by the City of Clovis 1993 General Plan, which identifies the following Policy:

Policy 1.3: Level of Service should meet the City standard on major streets and intersection within the Clovis Project Area.

Action 1.3.2: Designate Service Level "D" as defined in the Highway Capacity Manual as the minimum desirable service level at which freeways, expressways, arterial streets and collector streets should operate.

Based on Exhibit 5.14-7 and 5.14-8 (See Appendix H-10 and H-11, respectively, for detail), the following study roadway segment is anticipated to operate at a lower level of service than the

established LOS thresholds in Fresno County and the City of Clovis during the AM and PM peak hours under cumulative conditions:

City of Clovis		
Bullard Avenue	East of Willow Avenue	- LOS F during the AM and PM peak hours

The resulting LOS for each of the identified roadway segments is due to a combination of traffic volumes assuming build-out of the City of Fresno General Plan Update combined with existing traffic generated outside of the City. The City of Fresno General Plan Update includes the following policy related to transportation funding and regional-level coordination:

Policy MT-2-j Funding for Multi-Modal Transportation Systems. Continue to seek and secure adequate financing to construct and maintain a complete multi-modal system through such measures as development of impact fees, local sales tax measures, special tax measures, assessment/improvement districts, and regional, state and federal transportation funds and grants.

Policy MT-2-I: Region-wide Transportation Impact Fees. Continue to support the implementation of a metropolitan-wide and region-wide transportation impact fees sufficient to cover the proportional share of a development’s impacts to and need for a comprehensive multi-modal transportation system that is not funded by other sources. Work with the Council of Fresno County Governments, transportation agencies (e.g., Caltrans, Federal Transportation Agency) and other jurisdictions in the region to develop a method for determining:

- Regional transportation impacts of new development;
- Regional highways, streets, trails, public transportation, goods movement system components, consistent with the General Plan, necessary to mitigate those impacts and serve projected demand;
- Projected full lifetime costs of the regional transportation system components, including construction, operations, and maintenance; and
- Cost covered by established funding sources.

These policies are crafted so that new city development pays the proportional share of the developments impacts.

The City of Fresno General Plan Update includes Policy MT-2-j and MT-2-I (included above) related to transportation funding and regional-level coordination. These policies are crafted so that new City development pays the proportional share of the developments impacts. These policies identify continued support for the implementation of metropolitan-wide and region-wide transportation impact fees to cover the proportional share of the developments impacts and need for a comprehensive multi-modal transportation system that are not funded by other sources. While implementation of the policies included in the City of Fresno General Plan Update would work to

ensure fair-share funding toward roadway impacts in the City of Clovis and could reduce these impacts, there is no guarantee that the City of Clovis will agree to new funding mechanisms or construct roadway capacity expansion projects to reduce the identified impacts if desired. Therefore, this would remain significant and unavoidable.

Caltrans

Build-out of the City of Fresno General Plan Update would add vehicle trips to roadways that would result in operations below the LOS thresholds for Caltrans facilities under cumulative conditions.

According to the Guide for the Preparation of Traffic Impact Studies (Caltrans 2002), if an existing State highway facility operates at less than the appropriate target LOS, then the existing measure of effectiveness should be maintained.

In coordination with the Guide for the Preparation of Traffic Impact Studies, the proposed project would cause a significant impact if it results in one or more of the following:

Causes a facility operating at an acceptable LOS to operate at an unacceptable LOS (i.e., LOS E or F)
 Results in an increase of the applicable measure of effectiveness (i.e., v/c ratio or service volume) on a freeway facility that currently or will (under cumulative no project conditions) operate at an unacceptable LOS (LOS E or F)

Based on Exhibit 5.14-7 and 5.14-8 (See Appendix H-10 and H-11, respectively, for detail), the following roadways are anticipated to operate at a lower level of service than LOS D in the City of Fresno planning area during the AM and PM peak hour assuming build-out of the City of Fresno General Plan Update under cumulative conditions.

SR 99		
Southbound	Shaw Avenue to Ashlan Avenue	- LOS E during the AM and PM peak hours
	Clinton Avenue to McKinley Avenue	- LOS F during the AM and PM peak hours
	McKinley Avenue to Olive Avenue	- LOS F during the AM and PM peak hours
	Olive Avenue to Belmont Avenue	- LOS E during the PM peak hour
	SR 180 to Stanislaus Avenue	- LOS F during the PM peak hour
	Fresno Street to Ventura Avenue	- LOS F during the PM peak hour
	Jensen Avenue to North Avenue	- LOS E during the AM peak hour

Northbound	Herndon Avenue to Veterans Boulevard	- LOS E during the PM peak hour
	Veterans Boulevard to Shaw Avenue	- LOS E during the PM peak hour
	Shaw Avenue to Ashlan Avenue	- LOS E during the PM peak hour
	Olive Avenue to Belmont Avenue	- LOS E during the PM peak hour
	Belmont Avenue to SR 180	- LOS E during the PM peak hour
	SR 180 to Stanislaus Avenue	- LOS F during the AM peak hour
	Fresno Street to Ventura Avenue	- LOS F during the AM peak hour
	Jensen Avenue to North Avenue	- LOS E during the AM and PM peak hours
SR 41		
Southbound	North of Friant Road	- LOS F during the AM and PM peak hours
	Herndon Avenue to Bullard Avenue	- LOS E during the AM and PM peak hours
	Bullard Avenue to Shaw Avenue	- LOS E during the AM and PM peak hours
	Shields Avenue to McKinley Avenue	- LOS E during the AM and PM peak hours
Northbound	North of Friant Road	- LOS F during the PM peak hour
	Bullard Avenue to Shaw Avenue	- LOS E during the AM and PM peak hours
	Shields Avenue to McKinley Avenue	- LOS E during the AM peak hour and LOS F during the PM peak hour
	SR 180 to Divisadero Street	- LOS E during AM peak hour and LOS F during the PM peak hour
	Divisadero Street to Van Ness Avenue	- LOS E during AM peak hour and LOS F during the PM peak hour
	Van Ness Avenue to SR 99	- LOS E during the AM and PM peak hours

SR 180		
Eastbound	Brawley Avenue to Marks Avenue	- LOS E during the AM peak hour
	Marks Avenue to SR 99	- LOS E during the AM peak hour
	SR 99 to Fulton Street	- LOS F during the AM peak hour and LOS E during the PM peak hour
	Fulton Street to Abby Street	- LOS E during the AM peak hour
	Fowler Avenue to Temperance Avenue	- LOS E during the PM peak hour
Westbound	Brawley Avenue to Marks Avenue	- LOS E during the PM peak hour
	Marks Avenue to SR 99	- LOS E during the PM peak hour
	Fulton Street to Abby Street	- LOS E during the AM peak hour and LOS F during the PM peak hour
	Chestnut Avenue to Peach Avenue	- LOS F during the AM and PM peak hours
	Peach Avenue to Clovis Avenue	- LOS F during the AM and PM peak hour
	Clovis Avenue to Fowler Avenue	- LOS F during the AM peak hour
	Fowler Avenue to Temperance Avenue	- LOS F during the AM peak hour and LOS E during the PM peak hour

The resulting LOS for each of the identified roadway segments is due to a combination of traffic volumes assuming build-out of the City of Fresno General Plan Update combined with existing traffic generated outside of the City. The City of Fresno General Plan Update includes the following policy related to transportation funding and regional-level coordination:

Policy MT-2-j Funding for Multi-Modal Transportation Systems. Continue to seek and secure adequate financing to construct and maintain a complete multi-modal system through such measures as development of impact fees, local sales tax measures, special tax measures, assessment/improvement districts, and regional, state and federal transportation funds and grants.

Policy MT-2-l: Region-wide Transportation Impact Fees. Continue to support the implementation of a metropolitan-wide and region-wide transportation impact fees sufficient to cover the proportional

share of a development's impacts to and need for a comprehensive multi-modal transportation system that is not funded by other sources. Work with the Council of Fresno County Governments, transportation agencies (e.g., Caltrans, Federal Transportation Agency) and other jurisdictions in the region to develop a method for determining:

- Regional transportation impacts of new development;
- Regional highways, streets, trails, public transportation, goods movement system components, consistent with the General Plan, necessary to mitigate those impacts and serve projected demand;
- Projected full lifetime costs of the regional transportation system components, including construction, operations, and maintenance;
- Cost covered by established funding sources.

These policies are crafted so that new City development pays the proportional share of the developments impacts.

The City of Fresno General Plan Update will accommodate planned population and employment growth without expanding its current SOI, accommodating 180,000 more people than the current General Plan in the same area. The intent is to accommodate anticipated growth through compact, walkable, infill, new complete neighborhoods, and mixed-use development through intensification of the downtown planning area, high capacity transit corridors, intensive urban activity centers, and multi-modal districts. This focus will locate population and employment closer to services. As discussed under Impact TRANS-1, increased development density and intensity is correlated with reduced vehicle trips. Mixing complementary uses in a neighborhood setting increase internal trip "capture," and different urban design approaches increase transportation connectivity and provide high-quality bicycle, pedestrian, and transit facilities by increasing the relative attractiveness of non-automobile modes of travel to promote travel mode shifts. The City of Fresno General Plan Update also provides a complete streets approach, which considers all modes of transportation, in the planning, design and implementation facilities to support planned population and employment growth. Even with this focus on more compact development and complete street concepts, vehicle travel as measured in terms of VMT is forecast to increase.

The phenomenon where additional capacity leads to additional demand for travel is known as "induced travel." Induced travel occurs when the cost of travel is reduced (i.e., travel time reduction due to additional capacity) causing an increase in demand (more travelers using the improved facility). The reduction in travel time causes various responses by travelers, including diversion from other routes, changes in destinations, changes in mode, departure time shifts, and possibly the creation of new trips altogether. Expansion of the regional freeway system, consistent with the 2011 RTP, will contribute to induced travel and therefore may compete with objectives of the City of Fresno General Plan update that foster more compact multi-modal development.

The City of Fresno General Plan Update includes Policy MT-2-j and MT-2-l (included above) related to transportation funding and regional-level coordination. These policies are crafted so that new City

development pays the proportional share of the developments impacts. These policies identify continued support for the implementation of metropolitan-wide and region-wide transportation impact fees to cover the proportional share of the developments impacts and need for a comprehensive multi-modal transportation system that are not funded by other sources. While implementation of the policies included in the City of Fresno General Plan Update would work to ensure funding for new development's impacts to regional facilities that would contribute to planned expansion of the freeway system. However, improvements to the freeway system are for roadways under Caltrans' jurisdiction. Therefore, the City of Fresno does not have control over their timing or implementation, and this impact would remain significant and unavoidable.

Madera, Merced, San Benito, Kings, Tulare Counties

Cumulative development within Fresno County would increase vehicle travel compared to existing conditions. As noted earlier, this study uses the most recently adopted Fresno COG TDF model released in 2010, and calibrated and validated for the project study subarea. While this makes the TDF model the most valid and capable tool for forecasting future travel in Fresno County, the TDF model does not include roadway network and traffic analysis zone detail in Madera County, Merced County, San Benito County, Kings County, and Tulare County. Therefore, detailed roadway analysis was not conducted for these counties.

As outlined in Table 5.14-3, build-out of the City of Fresno General Plan Update would increase vehicle travel compared to existing conditions. Furthermore, Exhibit 5.14-7 and 5.14-8 in Appendix H-10 and H-11, respectively, show increased travel on SR 99 and SR 41 at the Fresno County/Madera County line under a cumulative development scenario.

The City of Fresno General Plan Update will accommodate planned population and employment growth without expanding its current SOI, accommodating 180,000 more people than the current General Plan in the same area. Based on U.S. Census Bureau data as provided in Section 5.12 of this Master EIR (Population and Housing), Fresno County supported approximately 1.28 employees per occupied housing unit. The Fresno General Plan Update is projected to maintain this employee to occupied housing unit ratio.

The intent is to accommodate anticipated growth through compact, walkable, infill, new complete neighborhoods, and mixed-use development through intensification of the downtown area, high capacity transit corridors, intensive urban activity centers, and multi-modal districts. This focus will locate population and employment closer to services. As discussed under Impact TRANS-1, increased development density and intensity is correlated with reduced vehicle trips. Mixing complementary uses in a neighborhood setting increases internal trip "capture," and different urban design approaches increase transportation connectivity and provide high-quality bicycle, pedestrian, and transit facilities by increasing the relative attractiveness of non-automobile modes of travel to promote travel mode shifts. The City of Fresno General Plan Update also provides a complete streets approach, which considers all modes of transportation, in the planning, design and implementation facilities to support planned population and employment growth. Even with this focus on more compact development and complete street concepts, vehicle travel, as measured in terms of VMT, is forecasted to increase.

The City of Fresno General Plan Update includes Policy MT-2-I that identifies continued support for the implementation of metropolitan-wide and region-wide transportation impact fees to cover fair share proportion of a developments' impacts to and need for a comprehensive multi-modal transportation system that is not funded by other sources.

Policy MT-2-I Region-wide Transportation Impact Fees. Continue to support the implementation of metropolitan-wide and region-wide transportation impact fees sufficient to cover the fair share proportion of a developments' impact to and need for a comprehensive multi-modal transportation system that is not funded by other sources. Work with the Council of Fresno County Governments, transportation agencies (Caltrans, Federal Transportation Agency) and other jurisdictions in the region to develop a method for determining:

- Regional transportation impacts of new development;
- Regional highways, streets, trails public transportation, goods movement system components necessary to mitigate those impacts and serve projected demands;
- Projected full lifetime costs of the regional transportation system components, including construction, operation, and maintenance; and
- Costs covered by established funding sources.

The City of Fresno General Plan Update includes a policy that would work to ensure funding for new development's impacts to regional facilities. Even with Policy MT-2-I, cumulative volumes along SR 99 and SR 41 are projected to substantially increase. Since the traffic volumes are projected to increase along SR 99 and SR 41, it is reasonable to assume that there would be increases in traffic volumes outside of the County of Fresno. The specific increases in cumulative traffic volumes beyond the County of Fresno boundary (i.e., in areas adjacent to SR 99 and SR 41) resulting from buildout of the Planning Area is speculative because future growth within areas outside of the County of Fresno is dependent on land use development approvals of other jurisdictions and timing of future development. There is not a regional integrated transportation model to understand specific future impacts on roadways within Fresno County and its surrounding counties. Therefore, the project's contribution to cumulative traffic impacts on other surrounding counties is considered speculative. Thus, the project's cumulative impact on facilities within neighboring counties is speculative.

Level of Significance After Mitigation

Project Specific

City of Fresno – Less than significant with the General Plan Update. No mitigation required.

Fresno County – Significant and unavoidable. No feasible mitigation measures beyond implementation of General Plan Update Policy, Policy MT-2-j and MT-2-I.

City of Clovis – Significant and unavoidable. No feasible mitigation measures beyond implementation of General Plan Update Policy, Policy MT-2-j and MT-2-I.

Caltrans – Significant and unavoidable. No feasible mitigation measures beyond implementation of General Plan Update Policy, Policy MT-2-j and MT-2-l.

Madera, Merced, San Benito, Kings, Tulare Counties – Speculative. No mitigation required.

Cumulative

City of Fresno – Less than significant with the General Plan Update. No mitigation required.

Fresno County – Significant and unavoidable. No feasible mitigation measures beyond implementation of General Plan Update Policy, Policy MT-2-j and MT-2-l.

City of Clovis – Significant and unavoidable. No feasible mitigation measures beyond implementation of General Plan Update Policy, Policy MT-2-j and MT-2-l.

Caltrans – Significant and unavoidable. No feasible mitigation measures beyond implementation of General Plan Update Policy, Policy MT-2-j and MT-2-l.

Madera, Merced, San Benito, Kings, Tulare Counties – Speculative. No mitigation required.

Congestion Management Program

Impact TRANS-2 **The project would not conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.**

Policies or Ordinances Related to Congestion Management Programs

The passage of California Assembly Bill 2419 in 1996 allowed counties to “opt out” of the California Congestion Management Program, reference above, if a majority of local governments elected to exempt themselves from California’s congestion management plans. On September 25, 1997, the Fresno COG Policy Board rescinded the Fresno County Congestion Management Program at the request of the local member agencies. Therefore, this impact criteria is not applicable and this impact is less than significant.

Air Traffic Patterns

Impact TRANS-3 **The project would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.**

Policies or Ordinances Related To Air Traffic Patterns

A review of the City of Fresno General Plan Update revealed no potential internal policy inconsistencies or discrepancies with other adopted plans or programs supporting the provision of aviation facilities or services in the City of Fresno. In addition, demand for aviation facilities or services, which may increase with population and employment growth in the City of Fresno in not expected to result in a change to air traffic patterns, a change to the location of airports, or result in a substantial safety risks.

The City of Fresno General Plan Update includes the following objectives and policies to support civic and institutional land use compatibility, public safety, service expansion, and funding for capital improvements of Fresno Chandler Executive Airport and Fresno Yosemite International Airport. These policies encourage improvements to the airport facilities and air carrier and air cargo service.

Policy LU-8-a. Civic and Institutional Use Compatibility. Protect civic and institutional areas from incompatible uses that could affect their vitality and contributions to the City.

Objective MT-12. Operate the City's municipal airport facilities to meet present and anticipated demands in a manner that maintains compliance with federal regulations, enhances safety to the public, minimizes the adverse effects of aircraft operations on people, and promotes the economic health of the community.

Policy MT-12-a. Funding for Airport Capital Improvements. Pursue appropriate funding sources and capital improvement budget enhancements that will:

- Provide a modern, safe, and efficient municipal airport terminal facility including the Federal Inspection Station, and airfield.
- Maintain airfield compliance with FAA Part 139 operating requirements.
- Maintain financial self-sufficiency and long-term sustainability.
- Continue to implement the master plans for FYI Airport and Fresno Chandler Executive Airport to meet projected air passenger travel, air cargo transportation and general aviation demands.

Policy MT-12-b. Airport Ground Movement Improvements. Obtain and install a FAA-approved Surface Movement Guidance and Control System to allow for ground movement on the airfield in lower visibility conditions.

Policy MT-12-c. Airport Management and Viability. Pursue management policies to keep Fresno Yosemite International Airport and Fresno Chandler Executive Airport self-sustaining and financially viable in compliance with FAA grant assurances.

- Implement aircraft rescue and firefighting transition plan.
- Implement the policy transition plan.
- Seek alternate ways to improve the financial viability of the airports.
- Seek non-reimbursable Port of Entry status with the United States Department of Homeland Security.

Policy MT-13-c. Expanding Service. Continually solicit new airlines and seek expanded service from incumbent air carriers for both domestic and international flights. Provide incentives as market conditions dictate.

As a result, implementation of the City of Fresno General Plan Update would result in a less-than-significant impact related to aviation policy conflicts and would not result in substantial safety risks.

Hazards

Impact TRANS-4 **The project would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).**

Policies or Ordinances Related to Hazards

A review of the City of Fresno General Plan Update revealed no potential internal policy inconsistencies or discrepancies related to hazards associated with design features and incompatible uses. Implementation of the City of Fresno General Plan Update would increase the amount of vehicle traffic, which would require the improvement and expansion of the City of Fresno's roadway system. The proposed General Plan update identifies a roadway system, bikeway and trail connections, and transit system that will be constructed to facilitate transportation in the City. However, new transportation facilities will be designed according to applicable federal, state, and local design appropriate standards, which will minimize traffic hazards.

The City of Fresno General Plan Update includes the following objectives and policies related to the implementation of the land use and transportation system. These policies are related to the implementation of complete streets, the design of transportation facilities consistent with community character, and design of facilities to support economic development, including railroad, truck route design and safety.

Policy MT-1-h. Update the City's Engineering and Street Design Standards to ensure that roadway and streetscape design specifications reflect the Complete Streets concept, while also addressing the needs of through traffic, transit stops, bus turnouts, passenger loading needs, bike lanes, and short- and long-term parking.

Policy MT-1-j. Prioritize transportation improvements that are consistent with the character of surrounding neighborhoods and supportive of safe, functional and Complete Neighborhoods; minimize negative impacts upon sensitive land uses such as residences, hospitals, schools, natural habitats, open space areas, and historic and cultural resources. Design improvement to:

- Facilitate provision of multi-modal transportation opportunities;
- Provide added safety, including appropriate traffic calming measures;
- Promote achievement of air quality standards;
- Provide capacity in a cost effective manner; and
- Create improved and equitable access with increased efficiency and connectivity.

Policy MT-5-d. Minimize vehicular and pedestrian conflicts on both major and non-roadways through implementation of traffic access design and control standards addressing street

intersections, median island openings and access driveways to facilitate accessibility while reducing congestion and increasing safety. Increase safety and accessibility for pedestrians with vision disabilities through the installation of Accessible Pedestrian Signals at signalized intersections.

Objective MT-11. Achieve necessary capacity increasing and inter-modal connectivity enhancing improvements to the goods movement transportation system to support the growth in critical farm product and value added industries.

Policy MT-11-b. Continue to participate in and advocate for collaborative efforts to improve railroad transportation facilities and reduce conflicts with the street system, including relocation and/or consolidation of the BNSF and UP mainline railroad track facilities.

Policy MT-11-d. Appropriate Truck Route Roadway Design. Incorporate provisions for trucks in design of routes designated for truck movement. Ensure that truck routes meet federal standards for intersections, pavement, and turning movements.

Policy MT-11-e. Railroad Crossing Improvements. Continue to improve and maintain the condition and safety of existing railroad crossings by upgrading surface conditions and installing signs and signals where warranted.

Implementation of the City of Fresno General Plan Update would increase the amount of vehicle traffic, which will require improvement and expansion of the City's transportation system. However, new and upgraded roadways will be designed according to applicable federal, state, and local design standards. In addition, the selected policy outlined above from the City of Fresno General Plan Update support development of the transportation system based on complete street concepts that accommodate mobility of all system users and trip purposes. As a result, implementation of the City of Fresno General Plan Update would result in a less-than-significant impact related to hazards due to roadway design features or incompatible uses.

Emergency Access

Impact TRANS-5 The project would not result in inadequate emergency access

Policies or Ordinances Related to Emergency Access

A review of the City of Fresno General Plan Update revealed no potential internal policy inconsistencies or discrepancies related to emergency access. Implementation of the City of Fresno General Plan Update would increase the amount of vehicle traffic, which would require the improvement and expansion of the City of Fresno's roadway system, consistent with functional classifications exhibit provided in Appendix H-12, to accommodate forecasts travel demand as well as maintaining acceptable traffic operations (LOS) in the City (see Impact Trans-1). An enhanced roadway network that accommodates forecasted travel demand would also provide adequate emergency access. In addition, the City of Fresno General Plan Update will accommodate planned population and employment growth without expanding its current SOI. This will be achieved through intensification of the downtown planning area, high capacity transit corridors, intensive urban activity centers, and multi-modal districts, which will help to locate population and

employment closer to services, serving to minimize the need to expand emergency response service areas (i.e., compared to conditions with an expanding SOI).

The City of Fresno General Plan Update includes the following objectives and policies that will support its implementation and provide adequate emergency access.

Policy LU-1-a. Promote Development within the Existing City Limits as of December 31, 2012. Promote new development, infill, and rehabilitation of existing building stock in Downtown Planning Area, along BRT corridors, in established neighborhoods generally south of Herndon Avenue, and on other infill sites and vacant land within the City.

Policy LU-1-c. Provision of Public Facilities and Services. Promote orderly land use development in pace with public facilities and services needed to serve development.

Policy LU-1-g. SOI Expansion. Maintain the City's current SOI boundaries without additional expansion, except to allow for the siting of a maintenance yard for the California High Speed Train project and related industrial and employment priority areas proximate to and south of the SOI boundary between State Route 41 and State Route 99. Prohibit residential uses in the expansion area.

Objective MT-1. Create and maintain a transportation system that is safe, efficient, provides access in an equitable manner, and optimizes travel by all modes.

Policy MT-1-k. Multi-Modal Level of Service Standards. Develop and use a tiered system of flexible, multi-modal Level of Service standards for streets designated by the Circulation Diagram (Figure MT-1). Strive to accommodate a peak hour vehicle LOS of D or better on street segments and at intersections, except where Policies MT-1-m through MT-1-p provide greater specificity. Establish minimum acceptable service levels for other modes and use them in the development and environmental review process.

Objective MT-2. Make efficient use of the City's existing and proposed transportation system and strive to ensure the planning and provision of adequate resources to operate and maintain it.

Policy MT-2-f. Optimization of Roadway Operations. Optimize roadway operations by continuing to expand the use of techniques such as the City's intelligent transportation system (ITS) to manage traffic signal timing coordination in order to improve traffic operations and increase traffic-carrying capacity, while reducing unnecessary congestion and decreasing air pollution emissions.

Policy MT-2-j. Continue to seek and secure adequate financing to construct and maintain a complete multi-modal system through such measures as development impact fees, local sales tax measures, special tax measures, assessment/improvement districts, and regional, state and federal transportation funds and grants.

Policy MT-6-n. Emergency Vehicle Access along Paths and Trails. Provide points of emergency vehicle access within the path and trail corridors, via parking areas, service roads, emergency access gates in fencing, and firebreaks.

As a result of the City of Fresno General Plan Update policy, implementation of the General Plan would result in a less-than-significant impact related to emergency access.

Conflict with Alternative Transportation

Impact TRANS-6 **The project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.**

Project Specific Impact Analysis

A review of the City of Fresno General Plan Update revealed no potential internal policy inconsistencies or conflicts with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities or the performance or safety of those facilities. Implementation of the City of Fresno General Plan Update would increase demand for public transit, bicycle, and pedestrian facilities, which would require the improvement and expansion.

The City of Fresno General Plan Update will accommodate planned population and employment growth without expanding its current SOI, accommodating 180,000 more people than the current General Plan in the same area. The intent is to accommodate anticipated growth through compact, walkable, infill, new complete neighborhoods, and mixed-use development through intensification of the downtown planning area, high capacity transit corridors, intensive urban activity centers, and multi-modal districts. This focus will locate population and employment closer to services. As discussed under Impact TRANS-1, increased development density and intensity is correlated with reduced vehicle trips. Mixing complementary uses in a neighborhood setting increases internal trip “capture,” and different urban design approaches increase transportation connectivity and provide high-quality bicycle, pedestrian, and transit facilities by increasing the relative attractiveness of non-automobile modes of travel to promote travel mode shifts. The City of Fresno General Plan Update also provides a complete streets approach, which considers all modes of transportation, in the planning, design and implementation of facilities to support planned population and employment growth.

The City of Fresno General Plan Update includes the following objectives and policies that address public transit, bicycle, and pedestrian facilities.

Policy LU-1-a. Promote Development within the Existing City Limits as of December 31, 2012. Promote new development, infill, and rehabilitation of existing building stock in Downtown Planning Area, along BRT corridors, in established neighborhoods generally south of Herndon Avenue, and on other infill sites and vacant land within the City.

Policy LU-1-c. Provision of Public Facilities and Services. Promote orderly land use development in pace with public facilities and services needed to serve development.

Objective MT-1. Create and maintain a transportation system that is safe, efficient, provides access in an equitable manner, and optimizes travel by all modes.

Policy MT-1-g. “Complete Streets” Concept Implementation. Provide transportation facilities based upon a Complete Streets concept that facilitates the balanced use of all viable travel modes (pedestrians, bicyclists, motorists, and transit users), meeting the transportation needs of all ages and abilities and providing mobility for a variety of trip purposes, while also supporting other City goals. Implementation actions will include:

- Meeting the needs of all users within the street system as a whole; each individual street does not need to provide all modes of travel, but travel by all modes must be accommodated throughout the Planning Area;
- Continuing to adopt refined street cross-section standards as appropriate in response to needs identified;
- Encourage conversion of one-way streets to two-way streets to improve location circulation, access, and safety;
- Considering the impact of streets on public health by addressing storm water runoff quality, air quality, and water conservation among other factors; and
- Adhering to the water efficient landscape standards adopted by the City for median and streetscape plantings and irrigation methods.

Policy MT-1-h. Update the City’s Engineering and Street Design Standards to ensure that roadway and streetscape design specifications reflect the Complete Streets concept, while also addressing the needs of through traffic, transit stops, bus turnouts, passenger loading needs, bike lanes, and short- and long-term parking.

Policy MT-1-k. Multi-Modal Level of Service Standards. Develop and use a tiered system of flexible, multi-modal Level of Service standards for streets designated by the Circulation Diagram (Figure MT-1). Strive to accommodate a peak hour vehicle LOS of D or better on street segments and at intersections, except where Policies MT-1-m through MT-1-p provide greater specificity. Establish minimum acceptable service levels for other modes and use them in the development and environmental review process.

Policy MT-1-o. LOS Deviations Outside of Activity Centers and Areas Designated for Mixed-Use. Accept vehicle LOS E or F conditions outside of identified multi-modal districts only if provisions commensurate with the level of impact and approved by the City Traffic Engineer are made to sufficiently improve the overall transportation system and/or promote non-vehicular transportation as part of a development project or City-initiated project.

Policy MT-2-j. Funding for Multi-Modal Transportation system. Continue to seek and secure adequate financing to construct and maintain a complete multi-modal system through such

measures as development impact fees, local sales tax measures, special tax measures, assessment/improvement districts, and regional, state and federal transportation funds and grants.

Policy MT-2-k. Funding of Complete Streets Retrofits. Continue to participate in a comprehensive analysis of transportation needs and the funding of transportation improvements, including State and federal grant funding to support Complete Street retrofit improvements, within the Fresno-Clovis Metropolitan Area.

Objective MT-4. Establish and maintain a continuous, safe, and easily accessible bikeways system throughout the metropolitan area to reduce vehicle use, improve air quality and the quality of life, and provide public health benefits.

Policy MT-4-a. Bicycle, Pedestrian and Trails Master Plan. To the extent consistent with this General Plan, continue to implement and periodically update the Bicycle, Pedestrian, and Trails Master Plan to meet State standards and requirements for recommended improvements and funding proposals as determined appropriate and feasible.

Policy MT-4-i. Bicycling and Public Transportation. Promote the integration of bicycling with other forms of transportation, including public transit. Continue to provide bike racks or space for bicycles on FAX buses.

Objective MT-5. Establish a well-integrated network of pedestrian facilities to accommodate safe, convenient, practical, and inviting travel by walking, including for those with physical mobility and vision impairments.

Policy MT-5-f. Modifications to Street Standards. Continue to evaluate and adopt modifications to City street standards to achieve overall objectives of providing good access and travel opportunities while calming traffic, promoting pedestrian and other transportation options, and reducing the amount of land devoted to streets.

Objective MT-6. Establish a network of multi-purpose pedestrian and bicycle paths, as well as limited access trails, to link residential areas to local and regional open spaces and recreation areas and urban Activity Centers in order to enhance Fresno's recreational amenities and alternative transportation options.

Policy MT-6-b. Multi-Agency Planning for Paths and Trail System. Continue to participate in multi-agency planning and implementation partnerships for the coordinated development of the Fresno-Clovis Metropolitan Area planned path and trail system and with Madera County for the San Joaquin River Parkway trail system.

Policy MT-6-f. Path and Trail Designation Process. Develop a network of multi-purpose path and trail corridors by using the Official Plan Line process or other processes as provided by the Development Code to obtain appropriate linear rights-of-way along riparian corridors, drainage and irrigation easements, utility easements, abandoned railroad rights of way, and major street corridors.

Objective MT-7. Pursue a variety of funding sources to maximize implementation and development of the City's path and trail system.

Objective MT-8. Provide public transit options that serve existing and future concentrations of residences, employment, recreation and civic uses and are feasible, efficient, safe, and minimize environmental impacts.

Policy MT-8-e. Regional Coordination. Continue to work with local and regional governmental institutions to promote efficient transportation policies and coordinated programs.

Objective MT-9. Provide public transit opportunities to the maximum number and diversity of people practicable in balance with providing service that is high in quality, convenient, frequent, reliable, cost- effective, and financially feasible.

Policy MT-9-b. Transit Service Productivity Evaluation. Continue evaluation of transit service productivity and cost efficiency indicators, through a Short-Range Transit Plan established in accordance with mandated federal transportation requirements, and make necessary and appropriate service adjustments when operationally and financially feasible.

Policy MT-9-c. Addressing Unmet Transit Needs. Continue to participate in the Council of Fresno County Governments' annual unmet transit needs evaluation process, particularly with respect to identifying need for access to medical and educational services; perform market analysis to identify potential transit choice riders; and pursue public education and information programs to identify changes in demand characteristics and opportunities to increase ridership.

As a result of the City of Fresno General Plan Update policy, implementation of the General Plan would result in a less-than-significant impact related to adopted policies, plans, or programs regarding public transit, bicycle, and pedestrian facilities.