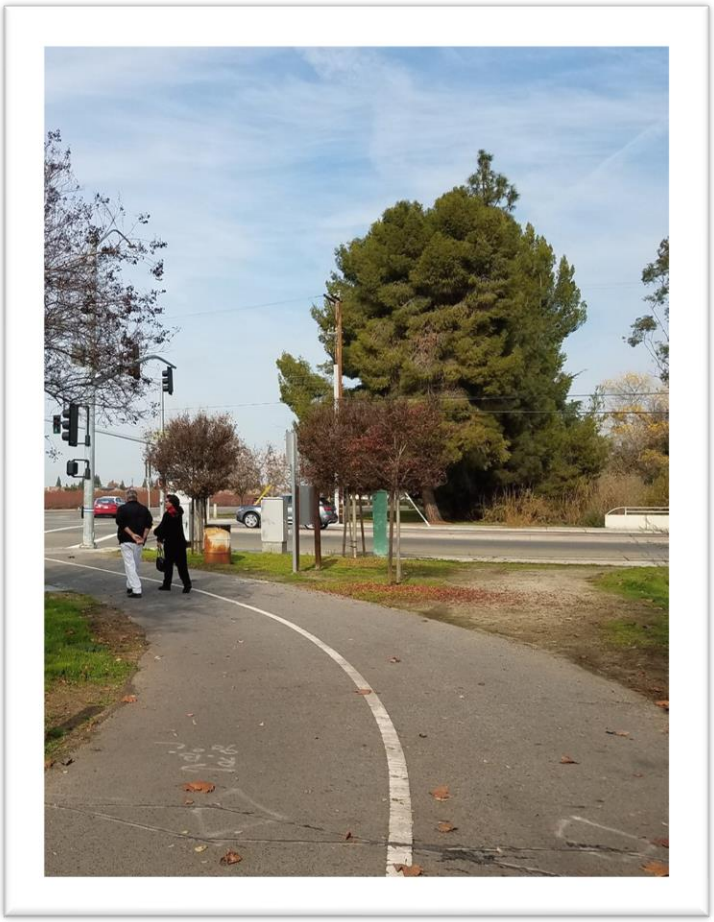

NEGATIVE DECLARATION

City of Clovis – 2022 Active Transportation Plan Update

February 2022

PREPARED FOR:

City of Clovis
1033 Fifth Street
Clovis, CA 93612

PREPARED BY:

Crawford & Bowen Planning, Inc.
113 N. Church Street, Suite 302
Visalia, CA 93291

Initial Study/ Negative Declaration

City of Clovis – 2022 Active Transportation Plan Update

Prepared for:

City of Clovis
1033 Fifth Street
Clovis, CA 93612
(559) 324-2387
Contact: Claudia Cázares, Management Analyst

Prepared by:

Crawford & Bowen Planning, Inc.
113 N. Church Street, Suite 302
Visalia, CA 93291
(559) 840-4414
Contact: Travis Crawford, AICP

February 2022

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INTRODUCTION

INTRODUCTION

1.1 Project Summary

This document is the Initial Study / Negative Declaration (IS/ND) on the potential environmental effects of the adoption of the City of Clovis's (City) 2021 Active Transportation Plan Update (Plan). The Plan is a comprehensive document outlining the future of walking and bicycling in Clovis. The proposed Project is more fully described in Chapter Two – Project Description.

The City of Clovis will act as the Lead Agency for this project pursuant to the *California Environmental Quality Act (CEQA)* and the *CEQA Guidelines*.

1.2 Document Format

This IS/ND contains four chapters, and appendices. Section 1, Introduction, provides an overview of the project and the CEQA environmental documentation process. Chapter 2, Project Description, provides a detailed description of project objectives and components. Chapter 3, Initial Study Checklist, presents the CEQA checklist and environmental analysis for all impact areas, mandatory findings of significance, and feasible mitigation measures. If the proposed project does not have the potential to significantly impact a given issue area, the relevant section provides a brief discussion of the reasons why no impacts are expected. If the project could have a potentially significant impact on a resource, the issue area discussion provides a description of potential impacts, and appropriate mitigation measures and/or permit requirements that would reduce those impacts to a less than significant level. Chapter 4, List of Preparers, provides a list of key personnel involved in the preparation of the IS/ND.

Environmental impacts are separated into the following categories:

Potentially Significant Impact. This category is applicable if there is substantial evidence that an effect may be significant, and no feasible mitigation measures can be identified to reduce impacts to a less than significant level. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

Less Than Significant After Mitigation Incorporated. This category applies where the incorporation of mitigation measures would reduce an effect from a "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measure(s), and briefly explain how they would reduce the effect to a less than significant level (mitigation measures from earlier analyses may be cross-referenced).

Less Than Significant Impact. This category is identified when the project would result in impacts below the threshold of significance, and no mitigation measures are required.

No Impact. This category applies when a project would not create an impact in the specific environmental issue area. "No Impact" answers do not require a detailed explanation if they are adequately supported by the information sources cited by the lead agency, which show that the impact does not apply to the specific project (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis.)

Regardless of the type of CEQA document that must be prepared, the basic purpose of the CEQA process as set forth in the CEQA Guidelines Section 15002(a) is to:

(1) Inform governmental decision makers and the public about the potential, significant environmental effects of proposed activities.
(2) Identify ways that environmental damage can be avoided or significantly reduced.
(3) Prevent significant, avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible.
(4) Disclose to the public the reasons why a governmental agency approved the project in the manner the agency chose if significant environmental effects are involved.

According to Section 15070(b), a Mitigated Negative Declaration is appropriate if it is determined that:

(1) Revisions in the project plans or proposals made by or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and
(2) There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.

The Initial Study contained in Section Three of this document has determined that the environmental impacts are less than significant and therefore a Negative Declaration will be adopted.

Chapter 2

PROJECT DESCRIPTION

Project Description

2.1 Project Background

The City of Clovis, in conjunction with Toole Design Group, has developed the 2022 Clovis Active Transportation Plan Update (Plan) with the intent of providing a comprehensive document outlining projects and programs that support walking and bicycling for a variety of trip purposes in the City. The Plan is included in this document as Appendix A.

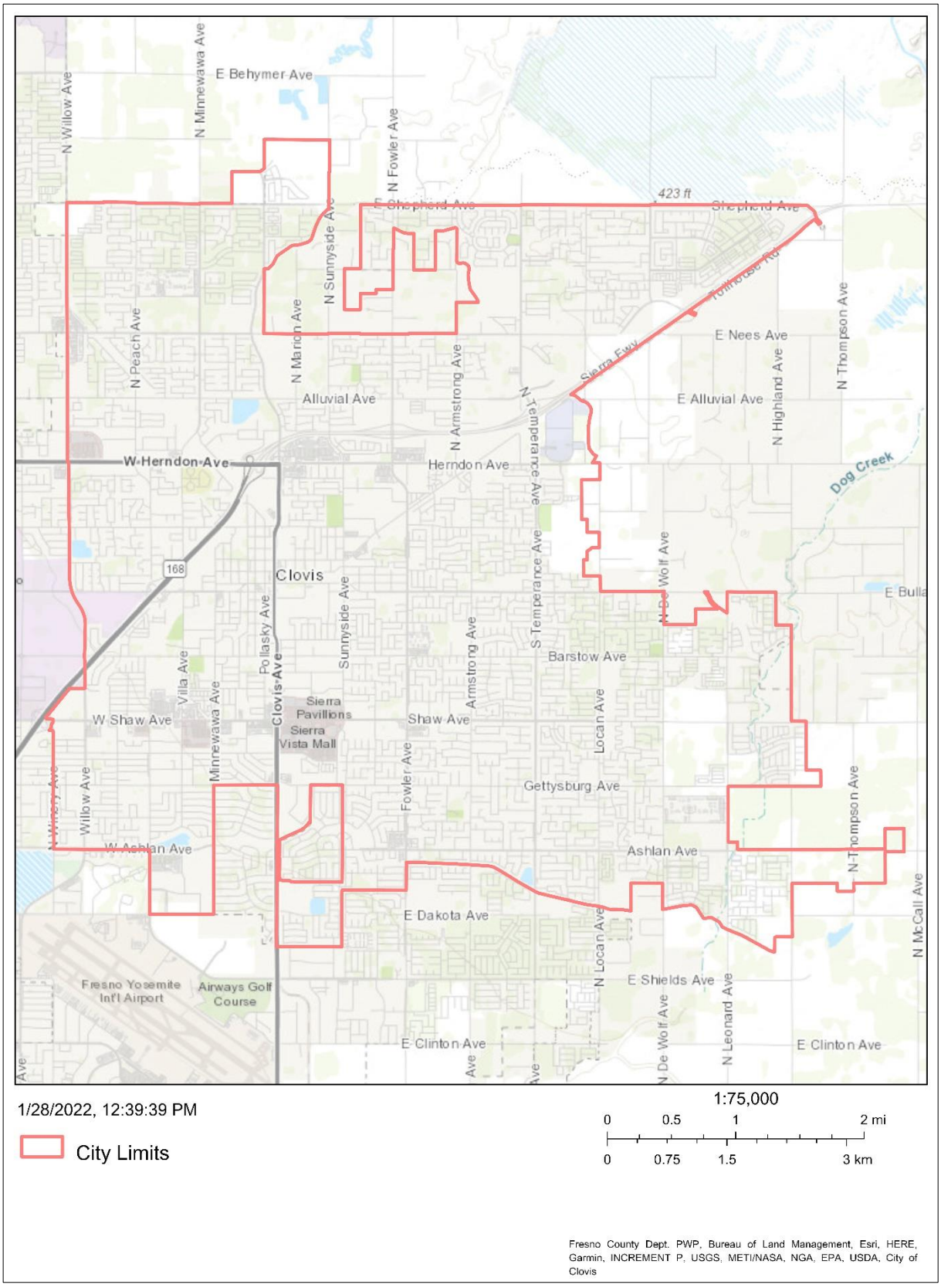
The Plan identifies strategies to improve safety and accessibility for active forms of travel and supplements previous plans of the City of Clovis General Plan (2014) and the City of Clovis Active Transportation Plan (2016). The Plan meets all of the Active Transportation Program Guidelines specified by the California Transportation Commission.

As discussed in greater detail in Section 2.7 (Program vs Project Level CEQA Analysis), specific development is not being proposed under the Plan and adoption of this CEQA document would not authorize any development. The City's Plan is a programmatic document that proposes goals and policies pertaining to the future of active modes of transportation, such as walking and bicycling, in the City of Clovis. It is intended as a guidance document with the ultimate vision of a connected and complete network of trails, walkways, and bikeways that provides convenient and intuitive connections to key destinations, supports travel within and between neighborhoods, and encourages walking and bicycling for transportation and recreation around the City.

2.2 Project Location

The various components/improvements recommended by the Plan are located throughout the City limits of Clovis. Figure 2-1 shows the City limits of Clovis. Refer to Section 2.6 – Project Description for more specific information pertaining to potential locations of the Plan's components.

Figure 2-1
City of Clovis – City Limits



2.3 Review of Existing Plans and Policy Documents/Guidelines

Existing Plans and Policy Documents

As part of the Plan, existing local and regional plans and policies were reviewed to ensure consistency with these efforts. These include the following:

City of Clovis Active Transportation Plan (2016)

The 2016 Clovis Active Transportation Plan is a comprehensive document outlining the future of walking and bicycling in Clovis.

City of Clovis General Plan (2014)

The City of Clovis General Plan is a long-range plan which identifies the goals, policies, and implementation actions to preserve and expand the City's existing community while orienting growth towards three urban centers. The Circulation Element of the 2014 General Plan presents the goals, policies, and implementation actions that will guide transportation decisions in Clovis for the next 25 years. The City is updating the Circulation Element to comply with Senate Bill 743 requirements regarding Vehicle Miles Traveled (VMT). It is anticipated that the update will be completed and approved in 2022.

Fresno Council of Governments Regional Active Transportation Plan (2018)

This Regional Active Transportation Plan is a comprehensive guide outlining the vision for biking, walking, and other human-powered transportation in Fresno County. While this particular plan focuses on the unincorporated areas of Fresno County, active transportation plans for the County's four cities, that have active transportation plans, were integrated into the Plan to ensure consistency between jurisdictions.

Central Clovis Specific Plan (2016)

The Central Clovis Specific Plan reflects on the history of the central core of Clovis and outlines land uses and design guidelines that aim to maintain the character and quality of downtown Clovis. The Specific Plan includes active transportation improvements as a goal in downtown Clovis, including lane reconfigurations, strategies for increasing pedestrian access, encouraging and identifying areas for bicycle facilities, creating a wayfinding program, and encouraging community events that encourage walking and bicycling.

Existing Design Guidelines

The following local design guidelines were reviewed as part of the development of the Plan to ensure consistency between existing design guidelines and the recommendations included in the Plan:

Loma Vista Specific Plan (2003, revised 2015)

Loma Vista is one of three Urban Centers identified by the City of Clovis General Plan (1993). This Specific Plan provides design guidance for landscaping and streetscaping along streets and trails. It also provides design guidelines for different land uses, such as residential, commercial, community centers, open spaces, and commercial and business campuses.

Heritage Grove Master Plan (2016)

Heritage Grove is one of three Urban Centers identified by the City of Clovis General Plan (1993). This Master Plan provides design guidance for internal circulation and mobility, access to Clovis' existing active transportation network, and street cross-section concepts.

Fresno-Clovis Class IV Bikeway Design Guide (2017)

This design guide provides guidance on determining the appropriate bikeway type, a comparison of institutional guidance on facility design, and feasibility of Class IV segments in Fresno and Clovis. Corridors recommended for Class IV facilities as part of this study will be assessed for the ATP Update.

Standard Specifications (2020)

This document details the process for designing, contracting, and constructing projects within the city of Clovis. It includes design and material specifications for improvements in the public right-of-way, including utilities, sewer and stormwater facilities, sidewalks, curbs, pavement markings, and other surface improvements.

2.4 Plan Vision & Goals

Vision

The Plan is guided by the following vision:

> A city with a complete and connected network of trails, walkways, and bikeways that provides convenient and intuitive connections to key destinations and supports travel within and between neighborhoods. The network improves quality of life by encouraging walking and bicycling for transportation and recreation.

Goals

Through implementation of the Plan, the City seeks to achieve the following goals:

- Safety and Comfort: Improve the safety of people walking and bicycling.
- Connectivity: Develop a well-connected network of trails, walkways, and bikeways.
- Equity: Create a network that allows people of all socioeconomic circumstances the ability to travel safely throughout the city without a car.
- Recreation: Increase access to recreation by providing access to trails, walkways, and bikeways.
- Mode Shift: Increase the share of people who walk or ride a bicycle to get to work, school, shopping, and other activities.

2.5 Environmental Setting and Existing Facilities

Environmental Setting

Clovis is in the central portion of Fresno County, approximately 6.5 miles northeast of the City of Fresno downtown area. The City is in the San Joaquin Valley, and the foothills of the Sierra Nevada begin several miles northeast of the City. Clovis is in the northeast part of the Fresno Metropolitan Area and is one of two incorporated cities – the other being Fresno – in the metropolitan area. The City is surrounded by portions of unincorporated Fresno County to the north, east and south, and by the City of Fresno to the west and southwest.

The majority of the City is urbanized, with residential and nonresidential development, mobility, and public facilities all contributing to Clovis' existing built environment. The City's incorporated boundaries encompass approximately 14,859 acres (23 square miles) of which approximately half

is occupied by residential land uses. Other land uses include commercial, educational, park / open space, industrial and public / right-of-way uses.

Description of Bikeway Classifications

Caltrans provides the following descriptions of the types of bikeway facilities:

- **Class I Bikeway (Bike Path):** Class I bikeways, also known as bike paths or shared-use paths, are facilities with exclusive right of way for bicyclists and pedestrians, away from the roadway and with cross flows by motor traffic minimized. Some systems provide separate pedestrian facilities. Class I facilities support both recreational and commuting opportunities. Common applications include along rivers, shorelines, canals, utility rights-of-way, railroad rights-of-way, within school campuses, or within and between parks.
- **Class II Bikeway (Bike Lane):** Class II bikeways are bike lanes established along streets and are defined by pavement striping and signage to delineate a portion of a roadway for bicycle travel. Bike lanes are one-way facilities, typically striped adjacent to motor traffic travelling in the same direction. Contraflow bike lanes can be provided on one-way streets for bicyclists travelling in the opposite direction.
- **Class III Bikeway (Bike Route):** Class III bikeways, or bike routes, designate a preferred route for bicyclists on streets shared with motor traffic not served by dedicated bikeways to provide continuity to the bikeway network. Bike routes are generally not appropriate for roadways with higher motor traffic speeds or volumes. Bike routes are established by placing bike route signs and optional shared roadway markings (sharrow) along roadways.
- **Class IV Bikeway (Separated Bikeways):** A Class IV separated bikeway, often referred to as a cycle track or protected bike lane, is for the exclusive use of bicycles, physically separated from motor traffic with a vertical feature. The separation may include, but is not limited to, grade separation, flexible posts, inflexible barriers, or on-street parking. Separated bikeways can provide for one-way or two-way travel. By providing physical separation from motor traffic, Class IV bikeways can reduce the level of stress, improve comfort for more types of bicyclists, and contribute to an increase in bicycle volumes and mode share.

Existing Conditions

Existing Conditions Summary

Clovis provides an extensive network of walking and bicycling infrastructure. However, the City has potential to improve existing facilities and build new facilities in such a way that bicycle and pedestrian users are more prominently considered in the design. Roadway conditions for arterials and collector streets consist largely of wide, multilane roadways. These conditions tend to encourage faster vehicular speeds which generally tend to make walking and biking adjacent to such routes less attractive options for getting around. Because they must efficiently move large volumes of vehicular traffic, these streets may also have limited pedestrian crossing opportunities. An analysis of crash data confirms some of these trends and indicates that severe injuries or fatalities can disproportionately impact pedestrians and bicyclists, compared to other road users.

On-street bicycle facilities consist of Class II bicycle lanes, located in most areas of the City. Off-street bicycle facilities include trails, paseos and sidewalks. The City boasts 24 miles of off-street trails and many more miles of paseos that provide protected spaces for people of all ages to walk and ride a bicycle. Also, most streets have sidewalks on both sides of the street; however, there are some areas that lack a continuous sidewalk network. Within residential areas, the prevalence of dead-ends and cul-de-sacs can create barriers to walking and biking, even if destinations are nearby.

Existing Facilities to Support Bicycling

Clovis has approximately 55 miles of Class II bike lanes, which includes the total lane mileage of streets with bike lanes on at least one side of the street. Class II Bike Lanes are located on major arterials and collectors. Many of these facilities have high traffic volumes and posted speeds greater than 40 mph and thus may not provide comfortable riding conditions for most people. The network of bicycle facilities is supported by trails and paseos, which provide off-street, concrete and asphalt paths for bicycling and walking. See Appendix A (Figure 4) for a map of existing bikeways.

Existing Trail and Paseo Facilities

Clovis has a network of paseos in the southeast part of the city, as well as planned connections between existing paseos in the northeast and northwest areas. Community members can walk or bike along paseos in Clovis. Major Class I Trails include Dry Creek Trail, Old Town Trail (Figure 3 of Appendix A), Enterprise Trail, and the Sierra Gateway Trail. See Appendix A (Table 2) for

the 2020 total user counts for these trails. From 2017 to 2020, annual trail use increased by 72 percent. Average daily paseo use in Fall 2020 was approximately 215. This demonstrates a growing interest in off-street trail facilities. See Appendix A (Figure 4) for a map of existing trails.

Existing Facilities to Support Walking

Clovis has an extensive network of pedestrian facilities and growing network of paseos, as discussed previously. Most streets have sidewalks on both sides of the street. However, there are still some areas missing sidewalks, particularly among the recently incorporated areas of Clovis, which had previously been developed under unincorporated County area design guidelines. Along many major arterials, people walking must travel a quarter mile or more to cross the street at a marked crosswalk.

Many arterials have multiple lanes, which elongates crossing times for pedestrians and, at unsignalized crossings, can increase exposure to traffic. At some crossings, there is also a lack of infrastructure, such as high-visibility crosswalks, advance stop bars for motor vehicles, and median refuge islands that can make crossings safer and more comfortable for people walking.

Some parts of Clovis have a disconnected local street network, which can make walking and bicycling less direct and convenient for accessing destinations. Streets that provide key connections between neighborhoods and to frequented destinations are often arterial streets with high volumes of automobile traffic and high posted speeds.

2.6 Project Description

The proposed project is the adoption of the City's Active Transportation Plan Update. The Plan itself contains various programs, policies, and recommendations pertaining to the development of facilities for pedestrians, bicycle, transit, and other emerging modes of personal transport as alternatives to driving. The Plan is included in its entirety in this document as Appendix A.

Bicycle Network

The proposed bicycle network prioritizes connectivity improvements that will help the City of Clovis achieve the vision and goals set forth by the Plan. The network was developed using input from City staff, community feedback on the online map, focus groups, and a community open house. For more information on community involvement, see Appendix A.

The network presented below aligns with the recommendations in the Multi-jurisdictional Local Road Safety Plan (forthcoming in 2022) which identified the following recommendations for Clovis:

- Install bike lanes,
- Install bike lane extensions through intersections, and
- Install bike boxes.

Table 2-1 below presents the mileage of bicycle facility types for existing and proposed bikeways. For a detailed list of prioritized bicycle projects, see Appendix A.

Table 2-1
Existing and Proposed Bicycle Network Mileage by Facility Type

Facility Type	Existing (miles)	Proposed (miles)	Total (miles)
Trail (Class I)*	12.5	<1	13
Bicycle Lane (Class II)	55	34	89
Buffered Bicycle Lane (Class II)	0	24	24
Bicycle Route (Class III)	0	8	8
Total	79	66	146

*Excludes paseos and planned trails
Note: Bikeway mileage in terms of lane mileage by street and does not differentiate streets with facilities on both sides of the street.
Source: Appendix A [2022 Clovis Active Transportation Plan Update]

When planning and designing bikeways, it is important to recognize that not all people bicycling feel comfortable on every type of bikeway. A bicycle network that addresses the needs of all types of bicyclists is comprised of low-stress bikeways that are connected, comfortable, and appealing to both new and experienced bicyclists of all ages.

Long-Term Vision for Bicycling in Clovis

The recommended bicycle network presented in Figure 2-2 presents a network the City can reasonably achieve in the short term. In the long term, the City will work to revise this network and consider roadway and bikeway changes that include facilities suitable for all types of bicyclists, including "Interested but concerned" riders. This may include upgrading existing or recommended Class II Bike Lanes and Class II Buffered Bike Lanes to Class IV Separated Bike Lanes, where appropriate. Industry standard design guidelines can provide details to assist the City with design of Class II Buffered Bike Lanes, Class IV Separated Bike Lanes, and other bicycle facilities to improve safety and comfort for all types of bicyclists. The City will review all bike

recommendations presented in Figure 2-2 to assess feasibility prior to funding and construction recommendation.

Pedestrian Network

Recommended improvements to the Clovis pedestrian network were identified using a Citywide sidewalk network gap analysis. This analysis identifies locations of existing sidewalks and sidewalk gaps within the city boundary.

The sidewalk network presented below aligns with the recommendations in the Multi-jurisdictional Local Road Safety Plan (forth coming, 2022) which identified the following recommendations for Clovis:

- Install sidewalks or other pathways
- Install and upgrade pedestrian crossings with enhanced features
- Install pedestrian countdown signal heads
- Install raised medians and pedestrian refuge islands

Figure 2-3 shows the locations of existing sidewalks and missing sidewalks. This analysis excluded identifying existing and missing sidewalks on industrial land, large apartment complexes, and private developments. Locations in the city where sidewalk infill is needed are primarily located in southwest and southeast Clovis. No sidewalk data was available for areas in the Spheres of Influence or county islands adjacent to the City of Clovis. See Appendix A for a complete list of sidewalk infill projects.

Figure 2-2
Recommended Bike Network

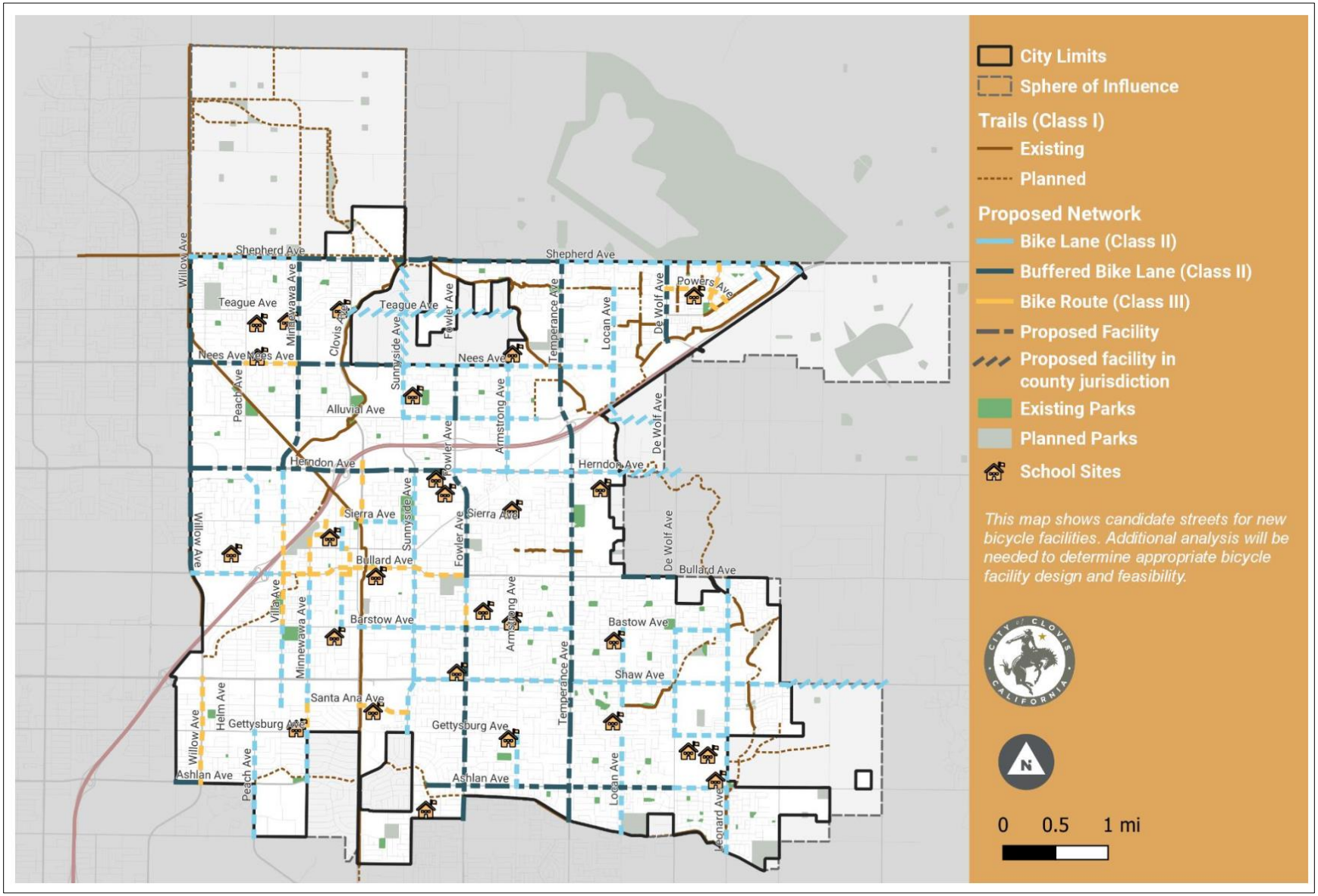
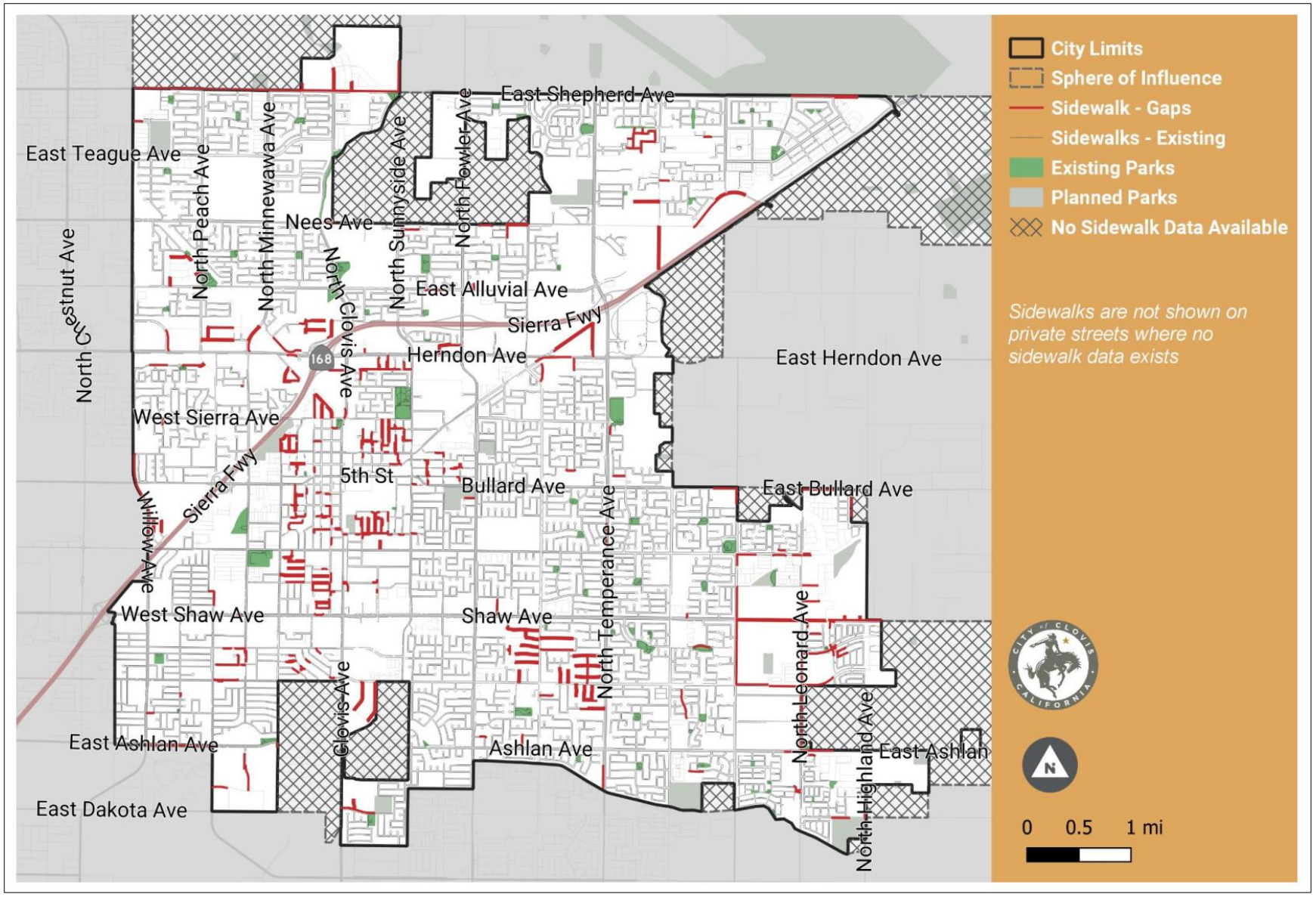


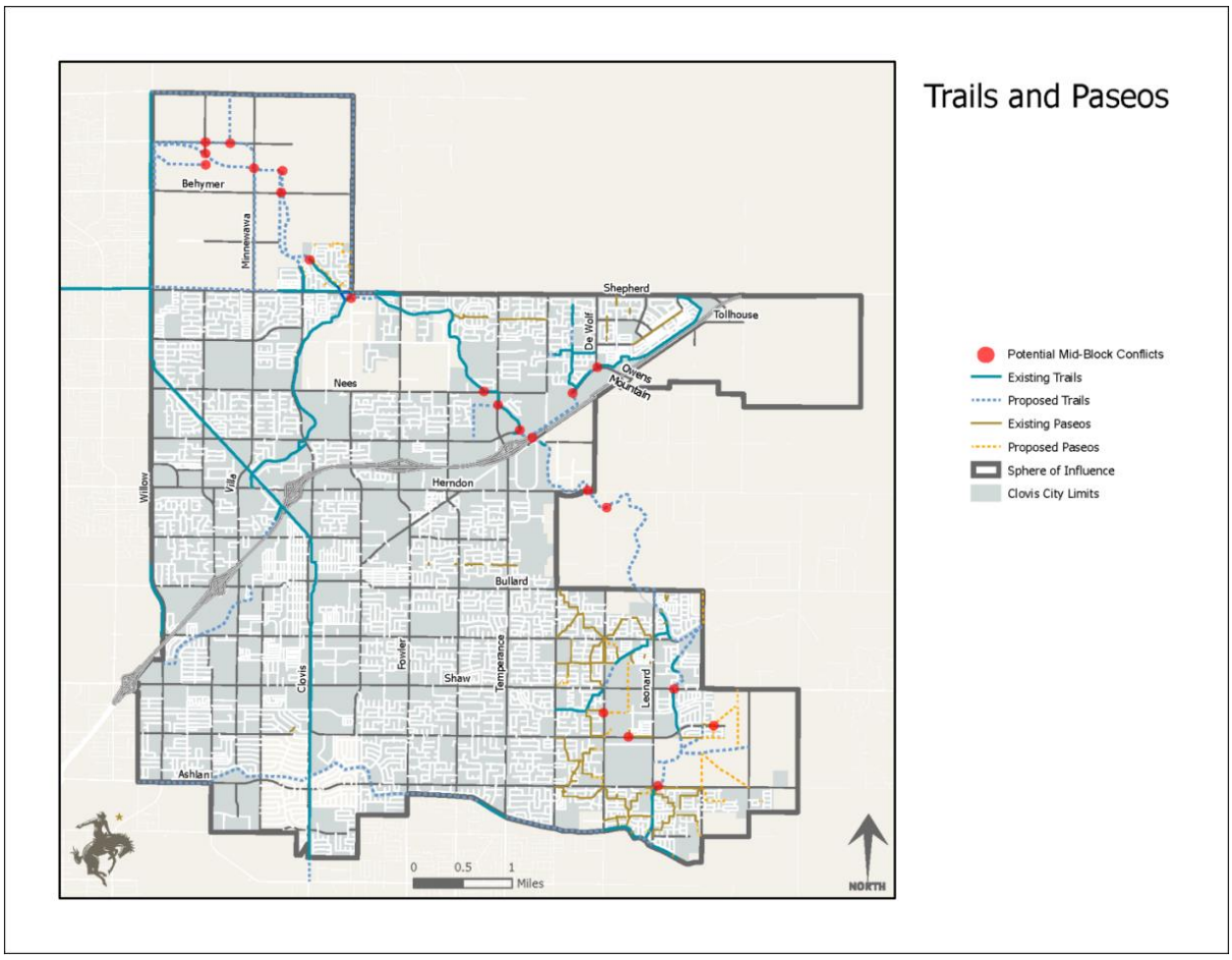
Figure 2-3
Existing and Missing Sidewalks



Mid-Block Trail Crossings

The City of Clovis has identified several potential locations to install mid-block crossings to increase trail connectivity throughout Clovis. The red dots in Figure 2-4 show locations where the City is considering installing mid-block trail crossings. These locations will be further reviewed by City staff in the future to determine if a mid-block crossing is feasible. The City will also identify the type of crossing that should be installed based on the City's guidelines for mid-block crossings in place at that time.

Figure 2-4
Potential Mid-Block Crossing Locations



Support Programs

Programs that focus on safe travel behaviors and provide amenities that make it easier and more comfortable for people to walk and bike will help the City achieve the vision and goals presented in the Plan. This section describes a variety of programs that should be explored and implemented by the City of Clovis and partner agencies and organizations. These programs will help increase the utility of the network recommendations presented in Appendix A (Chapters Three and Four). The City can partner with adjacent jurisdictions, and local and regional organizations and businesses to help implement the programs discussed below. For example, local organizations and business are important partners to implementing bike parking programs, and school districts and adjacent jurisdictions could partner with the City to implement educational programs or promote encouragement events.

Bicycle Parking

The City of Clovis should develop a bicycle parking program to increase the supply of bicycle parking on public and private property throughout Clovis. Providing bike parking at popular destinations and at transit facilities is a critical component to increasing bike trips. The City of Clovis may partner with local organizations and agencies to increase the number and quality of bicycle parking in the public right-of-way by providing guidance and potentially funding. Ensuring there is safe and convenient bike parking within the public right-of-way will encourage people to ride a bike with an increased level of comfort and assurance that there is a secure place to store their bicycle when they reach their destination. Bike parking provided within the public right-of-way is typically intended for short-term use.

Typical rack placement for short-term parking in the public right-of-way may be placed on sidewalks or on-street by repurposing vehicle parking spots. Racks placed on sidewalks should minimize obstruction to people walking and they should be placed in the sidewalk amenity zone. On-street bicycle parking spots are ideally bicycle corrals, and have space at both ends of the corral to allow for bicyclist dismount. The City should consider placing on-street bicycle corrals near intersections as a strategy to improve visibility at intersections (also called daylighting).

Conducting a citywide bike parking inventory could determine baseline conditions to identify areas where additional bike parking is needed. Information such as type of rack, bike rack capacity, condition, obstructions (such as racks installed too close to a fence or building), protection from weather elements, and overall security is helpful to know when selecting and installing public bicycle parking.

E-Bicycle Policy

Electric bicycles, or e-bikes, are becoming an increasingly popular option for bicycling. They provide a way for people to take longer trips by bike, appeal to a wider audience of riders, and can help make bicycling more accessible to community members who are interested in bicycling. E-bikes, with the right policies in place, can encourage bicycling as both a recreational and utilitarian mode of transportation. With their increased popularity, state regulations and local policy are critical to supporting the use of the growing bicycle network in Clovis. E-Bicycle regulations and policies are listed below:

> ***State Regulations:*** In 2015, California passed legislation to create a three-class system to categorize electric bicycles and properly regulate them based on their maximum assisted speed. State law permits most low-speed e-bikes (Class 1 and Class 2, less than 20mph) and restricts higher-speed e-bikes (Class 3 and all other e-bikes).
>
> ***Opportunities for Local Policy*****:** Current City of Clovis policies for e-bikes restricts "motor-driven cycle[s]" on freeways, canal banks, on private property, and on Sierra Vista Mall roadways and parking facilities (Policy 4.5.880, 4.5.890, 4.5.891, 4.5.892, and 4.5.893). Additionally, Chapter 10 of the city code prohibits the use of "cycle[s]" to any part of public parks aside from the roads (10.3.01.4). The City of Clovis has the opportunity to change policy to regulate e-bike use on trails and paseos. A policy could be developed to regulate e-bike user speed to under 20 mph on trails via signage at trailheads and other key access points. This policy could be accompanied by a map displaying which trails allow e-bikes, and which do not. An additional policy could create speed limits that apply to all trails. A design-focused policy could regulate path width to ensure that users are comfortable with a variety of other trail users on a wider path. With any policy change, it is important to note the value of a public education campaign to promote the policy.

Encouragement Programs

Encouragement programs complement active transportation and can support mode shift by encouraging behavior change and promoting new infrastructure. The City can partner with community organizations to spark interest and excitement by creating special events that motivate community members to try new modes of transportation. Encouragement programs often include, but are not limited to, open street events, and Safe Routes to School.

Open Streets

Open street events are popular methods to encourage people to walk or get on their bikes and have fun with their friends, family, and community members. Open street events are essentially a block party that closes a roadway to motor vehicle traffic and only allows people to access the roadway using active transportation modes (e.g., walking, biking, skateboarding, scooters, etc.). Hosting open street events can demonstrate to communities that the City supports and encourages bicycling and other forms of active transportation.

Events to encourage people to walk, bike, or skate for recreation and transportation can be included in branded/marketed events created by communities or events that already exist. Marketing weeks or months for walking or bicycling while hosting events can generate a buzz within communities to encourage people to walk or bike instead of drive.

Safe Routes to School

The City should partner with the school district to pursue funding to support the coordination of resources to ensure consistent funding for Safe Routes to School programming at schools throughout Clovis.

Safe Routes to School (SRTS) programs are intended to create safe, fun, and social opportunities for children to bike and walk to and from school. SRTS support healthier children by encouraging them to use active modes of transportation to commute to school rather than be driven in a car. Furthermore, SRTS can lead to children using active modes of transportation into adulthood because they see these modes as a normal everyday activity.

Walk or bike audits near schools can identify infrastructure improvements needed, and partnerships with school districts can leverage funding and lead to more grant opportunities and applications.

The National Center for Safe Routes to School programs (http://guide.saferoutesinfo.org/steps/ and the Safe Routes Partnership (http://www.saferoutespartnership.org/ have created guides and conducted research to help people interested in creating and improving SRTS programs. Proximity to schools is included as part of the prioritization framework used in the Plan. Refer to Appendix A (Chapter Six) for more information about how proximity to schools was incorporated into the project prioritization process for bicycle recommendations and sidewalk infill projects.

Education Campaigns

Education campaigns can help encourage safe road user behavior and complement infrastructure improvements. Campaigns can be broad, or they can be more specific by targeting a certain mode of transportation or a certain travel behavior.

Driver-Oriented Materials

The City of Clovis can implement educational campaigns directed towards educating the general public on safe travel behaviors and the impacts of reckless or inconsiderate behaviors. Education can be conducted through advertising campaigns, roadside or trailside events, or one- or two-day training courses in classrooms. Successful events include large signage, paper handouts, issuance of verbal warnings, praising good behavior with prizes, and in-depth conversations about the importance of safe travel behaviors. Topics could include yielding to other road users, traveling at safe speeds, and clarifying the bicycle rules of the road.

Bicycle- and Pedestrian-Oriented Materials

Education materials oriented to people who walk or ride a bicycle can be implemented using a variety of strategies and messaging. One strategy includes using a bicycling ambassador program, which can be an effective way to educate the public on traffic safety for all roadway users. Some of the services that the bicycle ambassadors could provide include bike mentorship, event attendance, community bicycling workshops, safe cycling rewards, organized rides, commuter pit stops, and bike lane stewardship.

The program could be implemented in partnership with other transportation or health-focused organizations, such as Fresno County Department of Public Health, to host outreach events aimed at encouraging people to make trips by bicycle, follow safe travel behaviors, and develop a relationship with the community to foster an engaged community of bicyclists. A similar pedestrian ambassador program could be developed to educate the public on trail etiquette, and promote social walking events, local walking tours, and more.

Both the bicycle and pedestrian ambassador program could partner with local schools as part of a Safe Routes to School program to deliver workshops and events tailored to elementary, middle, and high school students. Posting educational materials on the City's website can also increase awareness.

Implementation Strategy

All projects identified in the Plan are important to improving local pedestrian and bicycle network connectivity, safety, and access. However, due to the realities of finite financial and staffing resources, it will likely be necessary to implement projects gradually over time. Prioritizing projects helps guide investments toward projects that provide the greatest benefits. In addition, the prioritization process can help identify projects and their applicability to different grant and funding opportunities.

As part of the Plan, bikeway and sidewalk recommendations presented earlier in this Chapter were prioritized using the criteria as shown in Chapter 6 of Appendix A. These criteria were developed to align with the Plan's vision and goals and City objectives. The scores reflect a relative ranking of each criteria. The top ten recommended bicycle projects are shown in Table 2-2 and the recommended sidewalk infill projects are shown in Table 2-3.

Table 2-2
Top 10 Recommended Bicycle Projects

Rank	Corridor	From	To	Recommended Facility	Length (mi)
1*	Fowler Ave	Barstow Ave	Gettysburg Ave	Class II Buffered Bicycle Lane	1.0
2*	Fowler Ave	Bullard Ave	Nees Ave	Class II Buffered Bicycle Lane	1.5
3	Shaw Ave	Sunnyside Ave	Montana Ave	Class II Bicycle Lane	3.6
4	Minnewawa Ave	Santa Ana Ave	Bullard Ave	Class II Bicycle Lane	1.7
5**	Ashlan Ave	De Wolf Ave	Leonard Ave	Class II Bicycle Lane	0.5
6	Gettysburg Ave	DeWolfe Ave	Leonard Ave	Class II Bicycle Lane	0.5
7	Sunnyside Ave	Gettysburg Ave	Nees Ave	Class II Bicycle Lane	3.0
8	Villa Ave	Sierra Ave	Herndon Ave	Class II Bicycle Lane	0.5
9	Barstow Ave	Clovis Ave	Leonard Ave	Class II Bicycle Lane	2.5
10	De Wolf Ave	Gettysburg Ave	Barstow Ave	Class II Bicycle Lane	1.0

*All Class II Buffered Bicycle Lanes will require further study to assess feasibility.
**Project has a bike lane only on one side of the street.

Table 2-3
Recommended Sidewalk Infill Projects

Rank	Corridor	From	To	Length (mi)	Prioritization Rank
1	Ashlan Ave.	Willow Ave.	Helm Ave.	0.49	High
2	Willow Ave.*	W. Escalon Ave.	W. Barstow Ave.	0.72	High
3	Gettysburg Ave.*	Peach Ave.	Homsy Ave.	0.17	Medium – High
4	Villa Ave.	300 ft. south of W. Ashlan Ave.	W. Pontiac Way	0.30	Medium – High
5	Temperance Ave.	Griffith Ave.	Bellaire Way	0.17	Medium – High
6	Villa Ave.	Fresno Clovis Trail	W. Herndon Ave.	0.34	Medium – High
7	Nees Ave.*	N. Whittier Ave.	Armstrong Ave.	0.25	Medium – Low
8	Alluvial Ave.*	N. Fordham Ave.	West of N. Renn Ave.	0.14	Medium - Low

* Indicates a project within one-half mile of a school.

Implementation Phasing

Each project recommended in the Plan could be implemented one at a time; however, to build a complete network, it is beneficial to combine recommendations with the aim of building connected bikeways or sidewalks, or to fill a gap. For example, implementing connected Class II Bicycle Lanes along a single route would be advantageous for bicycle connectivity. The means by which bicycle infrastructure is implemented varies depending on the bikeway type. Pedestrian recommendations are primarily focused on filling in gaps in the sidewalk network.

Short-Term

The recommended bicycle and pedestrian facilities presented in the Plan are intended to create a connected network for people walking and bicycling. In many cases, short-term projects may consist of simple restriping of roadways to install or upgrade bike lanes. All planned street resurfacing and reconstruction projects should be reviewed in conjunction with the bicycle and pedestrian project recommendations to identify potential opportunities to incorporate projects recommended in the Plan in the near future.

Long-Term

Some proposed projects, such as Class I Trails or future Class IV Separated Bike Lanes, may require a longer-term effort for the project to come to fruition. While it may take longer to implement these projects, City departments should start considering what steps are needed to construct these projects either through capital projects or as part of future development. This will

allow the City of Clovis to be better situated to take advantage of implementation and grant opportunities as they arise.

2.7 Program vs Project Level CEQA Analysis

As discussed previously, the project (under CEQA), is the adoption of the proposed Plan. The Plan is a program/policy-level document, which means it does not provide project-specific construction details that would allow for project-level CEQA analysis. Furthermore, specific development is not being proposed under the Plan and adoption of this CEQA document would not authorize any development. Information such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings will be required in order for future "project-level" CEQA analysis to occur. Therefore, this CEQA document has been prepared at a "program-level." Under CEQA, a programmatic document is prepared on a series of actions that can be characterized as one large project and/or for a project that will be implemented over a long period of time. This CEQA document, prepared at a program level, is therefore adequate for adoption of the Plan by the City of Clovis.

Implementation of the physical components of the Plan will occur over several years as funding and/or approval occur. Many of the individual projects contained in the Plan will be subject to various CEQA Exemptions, while others may likely be analyzed using a Mitigated Negative Declaration, or additional National Environmental Policy Act (NEPA) documentation depending on funding source.

2.8 Other Required Approvals

The proposed Plan would include, but not be limited to, the following regulatory requirements:

- The adoption of this Negative Declaration by the City of Clovis.
- Compliance with other federal, state, and local requirements.
- The Plan is also intended to improve the City's access to funding through the State's Active Transportation Program and the regional funding programs.

Chapter 3

IMPACT ANALYSIS

Initial Study Checklist

3.1 Environmental Checklist Form

Project title:

City of Clovis - 2022 Active Transportation Plan Update

Lead agency name and address:

City of Clovis
1033 Fifth Street
Clovis, CA 93612

Contact person and phone number:

Claudia Cázares
City of Clovis
(559) 324-2387

Project location:

The various component/improvements recommended by the Plan are located throughout the City limits of Clovis. Figure 2-1 shows the approximate City limits of Clovis. The Plan (Appendix A) provides location maps of potential project components.

Project sponsor's name/address:

City of Clovis
1033 Fifth Street
Clovis, CA 93612

General plan designation:

Various – located throughout the City

Zoning:

Various – located throughout the City

Description of project:

The proposed project is the adoption of the City's 2022 Active Transportation Plan Update. The Plan itself contains various programs, policies, and

recommendations pertaining to the future development of walking, bicycling, transit, and other emerging modes of personal transport as alternatives to driving.

The City's Plan proposes expansion of and improvements to the City's existing shared-use paths, bike lanes and routes, sidewalks. The proposed networks are designed to build upon existing shared-use paths and paseos, to connect to Clovis' neighborhoods, to improve safety and accessibility for active forms of travel. See Chapter Two – Project Description for details.

Surrounding land uses/setting:

Various – located throughout the City

Other public agencies whose approval or consultation is required (e.g., permits, financing approval, participation agreements):

- California State Clearinghouse

3.2 Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture Resources and Forest Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Energy
☐ Geology / Soils	☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials
☐ Hydrology / Water Quality	☐ Land Use / Planning	☐ Mineral Resources
☐ Noise	☐ Population / Housing	☐ Public Services
☐ Recreation	☐ Transportation	☐ Tribal Cultural Resources
☐ Utilities / Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

3.3 Determination

On the basis of this initial evaluation:

☒ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the

environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Claudia Cázares — Date

City of Clovis

I. AESTHETICS

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and regulations governing scenic quality?	☐	☐	☐	☒
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

The City of Clovis features a flat landscape and is largely suburban in character. It is surrounded by rural/agricultural land on three sides along the City's northeastern, eastern, southeastern and southern edges. The City of Fresno lies generally to the northwest, west and southwest. The Sierra Nevada Mountains and associated foothills begin just beyond the northeast boundary of the City and views of the mountains are visible on clear days. The City itself contains no substantial, undeveloped natural resources other than grasslands. However, Clovis features numerous parks and green space areas as well as irrigation canals that lend a scenic water quality to the rural character of the area. There are no officially

designated scenic highways in the area, however, the City's General Plan discusses scenic "Landscape features" in its Open Space and Conservation Element.[1]

RESPONSES

a. Have a substantial adverse effect on a scenic vista?

b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

c. Substantially degrade the existing visual character or quality of the site and its surroundings?

d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

No Impact. Construction and operation of project components contained in the Plan could potentially impact scenic resources and vistas; degrade the existing visual character of the area; and/or create a new source of light or glare. Although most of the project components are at ground level and would not impose a significant visual impact, there are components such as signage, trail lighting, bicycle racks, pedestrian bridges etc. that could potentially impact visual resources. Individual projects would be subject to site-specific environmental review, at which time the City would identify the potential impacts to aesthetic resources.

The City's Plan is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in the City of Clovis. It is intended as a guidance document with the ultimate vision of a connected and complete network of trails, walkways and bikeways that provides safe convenient and enjoyable connections to key destinations around the City. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the City will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the Plan would be required to comply with the goals and policies under the City's General Plan, Development Code, and other relevant regulatory documents.

Adoption of the Plan alone would not create any aesthetic impacts because specific development is not being proposed under this Plan and it would not authorize any development. Therefore, there is ***no impact***.

Mitigation Measures: None are required.

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[1] Clovis General Plan EIR, pages 5.1- (3-4)

II. AGRICULTURE AND FOREST RESOURCES

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

Clovis is located in Fresno County, which is a nationally-leading agricultural producer. There are currently 10,199 acres designated Agriculture within the City of Clovis General Plan Area. Of this, only 389 acres are located within the City's Sphere of Influence.[2] There are no agricultural lands within the City limits.

RESPONSES

a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?

c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

d. Result in the loss of forest land or conversion of forest land to non-forest use?

e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. The City is bordered by agricultural lands on three sides, however, no lands within the City limits are designated agriculture.[3] In addition, there are no forest lands within or adjacent to the City.

The City's Plan is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in the City of Clovis. It is intended as a guidance document with the ultimate vision of a connected and complete network of trails, walkways and bikeways that provides safe convenient and enjoyable connections to key destinations around the City. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and

[2] Clovis General Plan EIR, page 5.2-2

[3] Ibid.

ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the City will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the Plan would be required to comply with the goals and policies under the City's General Plan, Development Code, and other relevant regulatory documents.

Adoption of the Plan alone would not create any agricultural impacts because specific development is not being proposed under this Plan and it would not authorize any development. In addition, there are no lands within the City that are designated as Agriculture or Forest. Therefore, there is ***no impact***.

Mitigation Measures: None are required.

III. AIR QUALITY

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☐	☒
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
d. Result in other emissions (such as those leading to odors or adversely affecting a substantial number of people)?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

The climate of the City of Clovis and the San Joaquin Valley is characterized by long, hot summers and stagnant, foggy winters. Precipitation is low and temperature inversions are common. These characteristics are conducive to the formation and retention of air pollutants and are in part influenced by the surrounding mountains which intercept precipitation and act as a barrier to the passage of cold air and air pollutants.

The proposed Project lies within the San Joaquin Valley Air Basin, which is managed by the San Joaquin Valley Air Pollution Control District (SJVAPCD or Air District). National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) have been established for the following criteria pollutants: carbon monoxide (CO), ozone (O_3), sulfur dioxide (SO_2), nitrogen dioxide (NO_2), particulate matter (PM_{10} and $PM_{2.5}$), and lead (Pb). The CAAQS also set standards for sulfates, hydrogen sulfide, and visibility.

Air quality plans or attainment plans are used to bring the applicable air basin into attainment with all state and federal ambient air quality standards designed to protect the health and safety of residents within that air basin. Areas are classified under the Federal Clean Air Act as either

"attainment", "non-attainment", or "extreme non-attainment" areas for each criteria pollutant based on whether the NAAQS have been achieved or not. Attainment relative to the State standards is determined by the California Air Resources Board (CARB). The San Joaquin Valley is designated as a State and Federal extreme non-attainment area for O_3, a State and Federal non-attainment area for $PM_{2.5}$, a State non-attainment area for PM_{10}, and Federal and State attainment area for CO, SO_2, NO_2, and Pb.

Standards and attainment status for listed pollutants in the Air District can be found in Table 1. Note that both state and federal standards are presented.

Table 1
Standards and Attainment Status for Listed Pollutants in the Air District

	Federal Standard	California Standard
Ozone	0.075 ppm (8-hr avg)	0.07 ppm (8-hr avg) 0.09 ppm (1-hr avg)
Carbon Monoxide	9.0 ppm (8-hr avg) 35.0 ppm (1-hr avg)	9.0 ppm (8-hr avg) 20.0 ppm (1-hr avg)
Nitrogen Dioxide	0.053 ppm (annual avg)	0.30 ppm (annual avg) 0.18 ppm (1-hr avg)
Sulfur Dioxide	0.03 ppm (annual avg) 0.14 ppm (24-hr avg) 0.5 ppm (3-hr avg)	0.04 ppm (24-hr avg) 0.25 ppm (1hr avg)
Lead	1.5 µg/m3 (calendar quarter) 0.15 µg/m3 (rolling 3-month avg)	1.5 µg/m3 (30-day avg)
Particulate Matter (PM10)	150 µg/m3 (24-hr avg)	20 µg/m3 (annual avg) 50 µg/m3 (24-hr avg)
Particulate Matter (PM2.5)	15 µg/m3 (annual avg)	35 µg/m3 (24-hr avg) 12 µg/m3 (annual avg)

µg/m3 = micrograms per cubic meter

Additional State regulations include:

CARB Portable Equipment Registration Program – This program was designed to allow owners and operators of portable engines and other common construction or farming equipment to register their equipment under a statewide program so they may operate it statewide without the need to obtain a permit from the local air district.

U.S. EPA/CARB Off-Road Mobile Sources Emission Reduction Program – The California Clean Air Act (CCAA) requires CARB to achieve a maximum degree of emissions reductions from off-road mobile sources to attain State Ambient Air Quality Standards (SAAQS); off- road mobile sources include most construction equipment. Tier 1 standards for large compression-ignition engines used in off-road mobile sources went into effect in California in 1996. These standards, along with ongoing rulemaking, address

emissions of nitrogen oxides (NOX) and toxic particulate matter from diesel engines. CARB is currently developing a control measure to reduce diesel PM and NOX emissions from existing off-road diesel equipment throughout the state.

California Global Warming Solutions Act – Established in 2006, Assembly Bill 32 (AB 32) requires that California's GHG emissions be reduced to 1990 levels by the year 2020. This will be implemented through a statewide cap on GHG emissions, which will be phased in beginning in 2012. AB 32 requires CARB to develop regulations and a mandatory reporting system to monitor global warming emissions levels.

RESPONSES

a. Conflict with or obstruct implementation of the applicable air quality plan?

b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

d. Expose sensitive receptors to substantial pollutant concentrations?

e. Create objectionable odors affecting a substantial number of people?

No Impact. The State Legislature and SB99 specified that one of the main goals of the Active Transportation Program is to:

> "Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals as established pursuant to Senate Bill 375 (Chapter 728, Statutes of 2008) and Senate Bill 391 (Chapter 585, Statutes of 2009)."

By definition, the City's Plan would potentially reduce vehicle trips and therefore have a beneficial impact by helping to reduce emissions of greenhouse gas, particulate matter, and other pollutants. In addition, adoption of the Plan would not affect population or employment growth and as a result would not result in growth that exceeds growth estimates of the City's General Plan nor would it generate emissions beyond what have been accounted for in regional air quality plans.

Construction of some components of the Plan, however, has the potential to produce short-term emissions and odors through the use of construction equipment, movement of dirt, etc. Individual

projects would be subject to site-specific environmental review, at which time the City would identify the potential air quality impacts. As previously discussed, the City's Plan is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in the City of Clovis. It is intended as a guidance document with the ultimate vision of a connected and complete network of trails, walkways and bikeways that provides safe convenient and enjoyable connections to key destinations around the City. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the City will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the Plan would be required to comply with the goals and policies under the City's General Plan, Development Code, and other relevant regulatory documents.

Adoption of the Plan alone would not create any air quality impacts because specific development is not being proposed under this Plan and it would not authorize any development. In addition, one of the goals of the Plan is to reduce vehicle miles traveled. Therefore, there is ***no impact***.

Mitigation Measures: None are required.

IV. BIOLOGICAL RESOURCES

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒

IV. BIOLOGICAL RESOURCES

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

The proposed Project site is located in a portion of the central San Joaquin Valley that has, for decades, experienced intensive agricultural and urban disturbances. Current agricultural endeavors in the region include dairies, groves, and row crops.

Like most of California, Clovis and the Central San Joaquin Valley experiences a Mediterranean climate. Warm dry summers are followed by cool moist winters. Summer temperatures usually exceed 90 degrees Fahrenheit, and the relative humidity is generally very low. Winter temperatures rarely raise much above 70 degrees Fahrenheit, with daytime highs often below 60 degrees Fahrenheit. Annual precipitation within the proposed Project site is about 10 inches, almost 85% of which falls between the months of October and March. Nearly all precipitation falls in the form of rain and storm-water readily infiltrates the soils of the surrounding the sites.

Native plant and animal species once abundant in the region have become locally extirpated or have experienced large reductions in their populations due to conversion of upland, riparian, and aquatic habitats to agricultural and urban uses. Remaining native habitats are particularly valuable to native wildlife species including special status species that still persist in the region.

Over the years, the Clovis area has been substantially disturbed by agricultural and residential activities, with lands within the City itself having primarily been converted to urban development. However,

remnant natural habitats remain in the City, such as relatively undisturbed grasslands and associated drainages and wetlands, including vernal pools.[4]

RESPONSES

a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The proposed adoption of the Plan would not result in direct physical changes, but future development of project components contained in the Plan could potentially affect protected biological species and/or habitats. Construction and operation of trails, paths, signage, etc. may occur in biologically sensitive areas. Individual projects would be subject to site-specific environmental review, at which time the City would identify the potential presence of endangered or listed species.

As previously discussed, the City's Plan is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in the City of Clovis. It is intended as a guidance document with the ultimate vision of a connected and complete network of trails, walkways and bikeways that provides safe convenient and enjoyable connections to key destinations around the City.

[4] Clovis General Plan EIR, page 5.4-3

Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the City will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the Plan would be required to comply with the goals and policies under the City's General Plan, Development Code, and other relevant regulatory documents.

Adoption of the Plan alone would not create any biological impacts because specific development is not being proposed under this Plan and it would not authorize any development. Therefore, there is ***no impact***.

Mitigation Measures: None are required.

V. CULTURAL RESOURCES

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	☒
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☒
c. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

Archaeological resources are places where human activity has measurably altered the earth or left deposits of physical remains. Archaeological resources may be either prehistoric (before the introduction of writing in a particular area) or historic (after the introduction of writing). The majority of such places in this region are associated with either Native American or Euroamerican occupation of the area. The most frequently encountered prehistoric and early historic Native American archaeological sites are village settlements with residential areas and sometimes cemeteries; temporary camps where food and raw materials were collected; smaller, briefly occupied sites where tools were manufactured or repaired; and special-use areas like caves, rock shelters, and sites of rock art. Historic archaeological sites may include foundations or features such as privies, corrals, and trash dumps.

RESPONSES

a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

c. Disturb any human remains, including those interred outside of formal cemeteries?

No Impact. The proposed adoption of the Plan would not result in direct physical changes, but future development of project components contained in the Plan could potentially affect protected cultural resources. Construction and operation of trails, paths, signage, etc. may occur in culturally sensitive areas. Individual projects would be subject to site-specific environmental review, at which time the City would identify the potential presence of cultural or historical resources.

As previously discussed, the City's Plan is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in the City of Clovis. It is intended as a guidance document with the ultimate vision of a connected and complete network of trails, walkways and bikeways that provides safe convenient and enjoyable connections to key destinations around the City. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the City will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the Plan would be required to comply with the goals and policies under the City's General Plan, Development Code, and other relevant regulatory documents.

Adoption of the Plan alone would not create any cultural or historical impacts because specific development is not being proposed under this Plan and it would not authorize any development. Therefore, there is ***no impact***.

Mitigation Measures: None are required.

VI. ENERGY

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☐	☒
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

California's total energy consumption is second-highest in the nation, but in 2018 the state's per capita energy consumption ranked the fourth-lowest, due in part to its mild climate and its energy efficiency programs.[5] In 2018, California was the top-ranking producer of electricity from solar, geothermal and biomass energy, and second in the nation in conventional hydroelectric power generation.

Energy usage is typically quantified using the British thermal unit (BTU)[7]. As a point of reference, the approximately amounts of energy contained in common energy sources are as follows:

Energy Source	BTUs[6]
Gasoline	120,286 per gallon
Natural Gas	1,037 per cubic foot
Electricity	3,412 per kilowatt-hour

[5] U.S. Energy Information Administration. Independent Statistics and Analysis. California Profile Overview. https://www.eia.gov/state/?sid=CA#tabs-1. Accessed January 2022.

[6] U.S. Energy Information Administration. Energy Units and Calculators Explained. https://www.eia.gov/energyexplained/units-and-calculators/british-thermal-units.php. Accessed January 2022.

California electrical consumption in 2020 was 853.6 trillion BTU[7], as provided below, while total electrical consumption by Fresno County in 2020 was 8017.83 GWh.[8]

Electricity Consumption Estimates 2020[9]

End User	BTU of energy consumed (in trillions)	Percentage of total consumption
Residential	323.9	37.94
Commercial	365.1	42.77
Industrial	162.5	19.04
Transportation	2.1	0.25
Total	**853.6**	--

The California Department of Transportation (Caltrans) reports that approximately 36.42 million vehicles were registered in the state in 2019, while in 2018 a total estimated 347.2 billion vehicles miles were traveled (VMT).[10]

RESPONSES

a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

No Impact. The proposed adoption of the Plan would not result in direct physical changes, but future development of project components contained in the Plan could potentially affect protected energy use. Construction and operation of trails, paths, signage, etc. may affect short-term and long-term energy demand. Individual projects would be subject to site-specific environmental review, at which time the City would identify the potential energy requirements.

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[7] U.S. Energy Information Administration. Electricity Consumption Estimates. https://www.eia.gov/state/seds/sep_fuel/html/pdf/fuel_use_es.pdf. Accessed January 2022.

[8] California Energy Commission. Electricity Consumption by County. http://ecdms.energy.ca.gov/elecbycounty.aspx. Accessed January 2022.

[9] Ibid.

[10] Caltrans. 2020. California Transportation Fact Booklet. https://dot.ca.gov/-/media/dot-media/programs/research-innovation-system-information/documents/caltrans-fact-booklets/2020-cfb-v2-a11y.pdf. Accessed January 2022.

Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the City will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the Plan would be required to comply with the goals and policies under the City's General Plan, Development Code, and other relevant regulatory documents.

Adoption of the Plan alone would not create any energy resource impacts because specific development is not being proposed under this Plan and it would not authorize any development. Therefore, there is ***no impact***.

Mitigation Measures: None are required.

VII. GEOLOGY AND SOILS

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving::				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii. Strong seismic ground shaking?	☐	☐	☐	☒
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv. Landslides?	☐	☐	☐	☒
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☒
d. Be located on expansive soil, as defined in Table 18-1-B of the most recently	☐	☐	☐	☒

VII. GEOLOGY AND SOILS

Would the project:

		Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
	adopted Uniform Building Code creating substantial risks to life or property?				
e.	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

The City of Clovis is underlain by Quaternary alluvial fan sedimentary deposits and Pleistocene nonmarine sedimentary deposits (CGS 2012). The Quaternary Period extends from the present to 1.8 million years before the present (mybp), and the Pleistocene Epoch extends from 11,500 years before present to 1.8 mybp. The area is on a very slight southwest slope of about 0.2 percent grade; elevations in the incorporated portion of the City range from about 335 feet above mean sea level (amsl) at the southwest corner of the City to 435 feet amsl at the northeast corner. The Clovis Fault extends northwest-southeast from just north of the City, across the northeastern corner, to just east of the southeast boundary. The Fault is not mapped as active.[11]

RESPONSES

a-i. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent

[11] Clovis General Plan EIR, page 5.6-3

Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

a-ii. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

a-iii. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

a-iv. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

b. Result in substantial soil erosion or the loss of topsoil?

c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

d. Be located on expansive soil, as defined in Table 18-1-B of the most recently adopted Uniform Building Code creating substantial risks to life or property?

e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No Impact. The proposed adoption of the Plan would not result in direct physical changes, however future development of project components contained in the Plan (trails, bridges, small structures, etc.) would be subject to existing building codes, the Alquist-Priolo Earthquake Zoning Act, and other state and federal regulations related to seismic and geological hazards. Implementation of General Plan policies and Best Management Practices (BMPs) would further minimize such potential impacts. Examples of BMPs include hydroseeding, erosion control blankets, installing silt fences, etc.

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that specific individual projects are implemented, the City will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the Plan would be required to comply with the goals and policies under the City's General Plan, Development Code, and other relevant regulatory documents.

Adoption of the Plan alone would not create any geological or seismic hazards because specific development is not being proposed under this Plan and it would not authorize any development. Therefore, there is ***no impact***.

Mitigation Measures: None are required.

VIII. GREENHOUSE GAS EMISSIONS

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☐	☒
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

The City of Clovis prepared a 2012 Greenhouse Gas Emission Inventory as part of their General Plan Update process. The inventory was composed of the following sources:

- Transportation
- Areas Sources
- Energy
- Solid Waste Disposal
- Water/Wastewater
- Permitted Sources

Various gases in the earth's atmosphere play an important role in moderating the earth's surface temperature. Solar radiation enters earth's atmosphere from space and a portion of the radiation is absorbed by the earth's surface. The earth emits this radiation back toward space, but the properties of the radiation change from high-frequency solar radiation to lower-frequency infrared radiation. GHGs are transparent to solar radiation, but are effective in absorbing infrared radiation. Consequently, radiation that would otherwise escape back into space is retained, resulting in a warming of the earth's atmosphere. This phenomenon is known as the greenhouse effect. Scientific research to date indicates that some of the observed climate change is a result of increased GHG emissions associated with human activity. Among the GHGs contributing to the greenhouse effect are water vapor, carbon dioxide (CO_2), methane (CH_4), ozone, Nitrous Oxide (NO_x), and chlorofluorocarbons. Human-caused emissions of these GHGs in excess of natural ambient concentrations are considered responsible for enhancing the greenhouse effect. GHG emissions contributing to global climate change are attributable, in large part,

to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors.

In California, the transportation sector is the largest emitter of GHGs, followed by electricity generation. Global climate change is, indeed, a global issue. GHGs are global pollutants, unlike criteria pollutants and TACs (which are pollutants of regional and/or local concern). Global climate change, if it occurs, could potentially affect water resources in California. Rising temperatures could be anticipated to result in sea-level rise (as polar ice caps melt) and possibly change the timing and amount of precipitation, which could alter water quality. According to some, climate change could result in more extreme weather patterns; both heavier precipitation that could lead to flooding, as well as more extended drought periods. There is uncertainty regarding the timing, magnitude, and nature of the potential changes to water resources as a result of climate change; however, several trends are evident.

Snowpack and snowmelt may also be affected by climate change. Much of California's precipitation falls as snow in the Sierra Nevada and southern Cascades, and snowpack represents approximately 35 percent of the state's useable annual water supply. The snowmelt typically occurs from April through July; it provides natural water flow to streams and reservoirs after the annual rainy season has ended. As air temperatures increase due to climate change, the water stored in California's snowpack could be affected by increasing temperatures resulting in: (1) decreased snowfall, and (2) earlier snowmelt.

RESPONSES

a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

No Impact. The State Legislature and SB99 specified that one of the main goals of the Active Transportation Program is to:

"Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals as established pursuant to Senate Bill 375 (Chapter 728, Statutes of 2008) and Senate Bill 391 (Chapter 585, Statutes of 2009)."

By definition, the City's Plan would potentially reduce vehicle trips and therefore have a beneficial impact by helping to reduce emissions of greenhouse gas, particulate matter, and other pollutants. In addition, adoption of the Plan would not affect population or employment growth and as a result would

not result in growth that exceeds growth estimates of the City's General Plan nor would it generate emissions beyond what have been accounted for in regional air quality plans.

Construction of some components of the Plan, however, has the potential to produce short-term emissions and odors through the use of construction equipment, movement of dirt, etc. Individual projects would be subject to site-specific environmental review, at which time the City would identify the potential GHG impacts.

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Adoption of the Plan alone would not create any greenhouse gas impacts because specific development is not being proposed under this Plan and it would not authorize any development. In addition, one of the goals of the Plan is to reduce greenhouse gases. Therefore, there is ***no impact***.

Mitigation Measures: None are required.

IX. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒

IX. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g. Expose people or structures either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

Hazardous materials refer generally to hazardous substances that exhibit corrosive, poisonous, flammable, and/or reactive properties and have the potential to harm human health and/or the environment. Accidental releases of hazardous materials can occur from a variety of causes including roadway accidents, fires, train derailments, shipping accidents and industrial accidents.

The various project components contained in the Plan are proposed to be located throughout the City and are likely to be near places such as airports, schools, residential neighborhoods and commercial areas.

RESPONSES

a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

g. Expose people or structures either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?

No Impact. The proposed adoption of the Plan would not result in direct physical changes, however future development of project components contained in the Plan (trails, sidewalks, bike lanes, etc.) could potentially involve the use and/or transport of hazardous materials that could be located near sensitive areas such as airports, schools, residential or commercial areas. This could occur during the construction stage and may include items such as petroleum, natural gas, cleaners, solvents, paint, pesticides, etc. No on-going use or transport of hazardous materials is anticipated once construction is complete. Use and transport of such materials would be subject to existing state and federal regulations related to hazards and hazardous materials. Implementation of General Plan policies and Best Management Practices (BMPs) would further minimize such potential impacts. Individual projects would be subject to site-specific environmental review, at which time the City would identify the potential hazard-related impacts.

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Adoption of the Plan alone would not create any hazard-related impacts because specific development is not being proposed under this Plan and it would not authorize any development. Therefore, there is ***no impact***.

Mitigation Measures: None are required.

X. HYDROLOGY AND WATER QUALITY

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☐	☒
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would				
i) result in substantial erosion or siltation on- or off-site;	☐	☐	☐	☒
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☐	☒
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☐	☒
iv) impede or redirect flood flows?	☐	☐	☐	☒

X. HYDROLOGY AND WATER QUALITY

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

The City of Clovis is underlain by the Kings Groundwater Basin that spans 1,530 square miles of central Fresno County and small areas of northern Kings and Tulare counties. The City is located in three hydrologic areas, all of which are parts of the South Valley Floor hydrologic unit. Generally, the southwest half of the area is in the Fresno hydrologic area, most of the remainder of the area is in the Academy hydrologic area and parts of the northernmost area in in the Humphreys Station hydrologic area.[12] The Clovis area is also within the drainages of three streams: Dry Creek, Dog Creek, and Redbank Slough. A network of storm-drains in the City and surrounding area discharges into 31 retention basins.

The City's Public Utilities Department delivers water to approximately 106,000 residents and in 2013, supplied 20,160 acre-feet of groundwater and 6,963 acre-feet of surface water. The City relies upon groundwater, surface water and recycled water for its water supply.[13]

RESPONSES

a. Violate any water quality standards or waste discharge requirements?

b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater

[12] Clovis General Plan EIR, page 5.9-10

[13] Ibid, page 5.17-3

table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

   i. result in substantial erosion or siltation on- or offsite;

   ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;

   iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

   iv. impede or redirect flood flows?

d. In flood hazard, tsunami or seiche zones, risk release of pollutants due to project inundation?

e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact. The proposed adoption of the Plan would not result in direct physical changes, however future development of project components contained in the Plan (bikeways, trails, bridges, small structures, etc.) could potentially increase the impervious surface areas and utilize water supply during construction and for potential landscaping. Individual future projects would be required to comply with the National Pollutant Discharge Elimination System (NPDES) Permit and implementation of the construction Storm Water Pollution Prevention Plan (SWPPP) that require the incorporation of BMPS. In addition, construction water usage will be minimal and temporary; and any proposed landscaping will be installed pursuant to the City's guidance and regulations, thereby minimizing water use. Individual projects would be subject to site-specific environmental review, at which time the City would identify the potential hydrological impacts.

As previously discussed, the City's Plan is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in the City of Clovis. It is intended as a guidance document with the ultimate vision of a connected and complete network of trails, walkways and bikeways that provides safe convenient and enjoyable connections to key destinations around the City. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the City will conduct site-specific CEQA analysis as

necessary. Furthermore, implementation of the Plan would be required to comply with the goals and policies under the City's General Plan, Development Code, and other relevant regulatory documents.

Adoption of the Plan alone would not create any hydrology-related impacts because specific development is not being proposed under this Plan and it would not authorize any development. Therefore, there is ***no impact***.

Mitigation Measures: None are required.

XI. LAND USE AND PLANNING

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Physically divide an established community?	☐	☐	☐	☒
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

The City's General Plan Area encompasses approximately 47,804 acres (75 square miles) and comprises a number of land uses including commercial, industrial, and single-family residential. Zoning designations within the City's incorporated boundaries include residential, commercial, industrial, office and public facilities. By far the largest zoning designation within the City boundaries is single-family residential, with commercial occupying the second largest. The majority of the commercial designations are generally concentrated along Shaw and Clovis Avenues.[14]

RESPONSES

a. Physically divide an established community?

b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the General Plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

[14] Clovis General Plan EIR, page 5.10-5

No Impact. The proposed adoption of the Plan would not result in direct physical changes, however future development of project components contained in the Plan (bikeways, trails, bridges, small structures, etc.) could occur at various places throughout the City. None of the proposed projects would physically divide an established community, nor would they conflict with any applicable land use plans or habitat conservation plans.

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Adoption of the Plan alone would not create any land use impacts because specific development is not being proposed under this Plan and it would not authorize any development. In addition, all of the proposed development is consistent with approved land use documents. Therefore, there is ***no impact***.

Mitigation Measures: None are required.

XII. MINERAL RESOURCES

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

The entire City of Clovis boundary is mapped as MRZ-3 by the California Geological Survey, which means the significance of mineral deposits cannot be determined from available data. The nearest potential significant mineral resource areas are the San Joaquin River and Kings River, each located several miles from the City.[15]

RESPONSES

a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. The proposed adoption of the Plan would not result in direct physical changes, however future development of project components contained in the Plan (bikeways, trails, bridges, small structures, etc.) could occur at various places throughout the City. According to the City's General Plan

[15] Clovis General Plan EIR, page 5.11-2

EIR, there are no known mineral resource sectors in or adjacent to the City.[16] Therefore, it is unlikely that any of the projects listed in the Plan will impact mineral resources.

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Adoption of the Plan alone would not create any mineral resource impacts because specific development is not being proposed under this Plan and it would not authorize any development. Therefore, there is ***no impact***.

Mitigation Measures: None are required.

[16] Ibid.

XIII. NOISE

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☐	☒
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

Noise is most often described as unwanted sound. Although sound can be easily measured, the perception of noise and the physical response to sound complicate the analysis of its impact on people. The City of Clovis is impacted by a multitude of noise sources. Mobile sources of noise, especially cars and trucks, are the most common and significant sources of noise in most communities, and they are predominant sources of noise in the City. The Fresno-Yosemite International Airport also generates noise from general aviation and commercial aircraft activity. In addition, commercial, industrial, and

institutional land uses throughout the City (i.e., schools, fire stations, utilities) generate stationary-source noise.[17]

RESPONSES

a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies

b. Generation of excessive groundborne vibration or groundborne noise levels?

c. For a project located within the vicinity of a private airstrip or an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The proposed adoption of the Plan would not result in direct physical changes, however future development of project components contained in the Plan (bikeways, trails, bridges, small structures, etc.) could potentially increase noise due to construction (temporary impact) and possibly operation (due to increased use or establishment of a new trail). Noise from these sources is not expected to be substantial, particularly with regard to on-going use, because there is little noise generated from walking and bicycling. Individual projects would be subject to site-specific environmental review, at which time the City would identify the potential noise-related impacts.

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[17] Clovis General Plan EIR, page 5.12-10

Adoption of the Plan alone would not create any noise-related impacts because specific development is not being proposed under this Plan and it would not authorize any development. Therefore, there is ***no impact***.

Mitigation Measures: None are required.

XIV. POPULATION AND HOUSING

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

The population of Clovis steadily increased from 2000-2004, but after 2004 continued to increase but at a lower rate. Between the 2000 and 2010 Census, the City experienced a population increase of 39.7 percent. Since the 2010 Census, the Department of Finance estimates the City's population to be 100,091. Following the population growth, the City's housing rate also increased, as Clovis gained 11,324 dwelling units between 2000 and 2013. The total number of housing units (single and multi-family) was 36,589 by 2013.[18]

RESPONSES

a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

[18] Clovis General Plan EIR, pages 5.13-(4-5)

No Impact. Adoption of the Plan would not affect population or employment growth and as a result would not result in growth that exceeds growth estimates of the City's General Plan nor would it result in the displacement or relocation of people or housing.

As previously discussed, the City's Plan is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in the City of Clovis. It is intended as a guidance document with the ultimate vision of a connected and complete network of trails, walkways and bikeways that provides safe convenient and enjoyable connections to key destinations around the City. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the City will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the Plan would be required to comply with the goals and policies under the City's General Plan, Development Code, and other relevant regulatory documents.

Adoption of the Plan alone would not create any population or housing impacts because specific development is not being proposed under this Plan and it would not authorize any development. Therefore, there is ***no impact***.

Mitigation Measures: None are required.

XV. PUBLIC SERVICES

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☐	☒
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

The City of Clovis provides full service police and fire protection services. There are numerous schools, parks, libraries and other public facilities located throughout the City.

RESPONSES

a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?

Police Protection?

Schools?

Parks?

Other public facilities?

No Impact. Adoption of the Plan would not affect population or employment growth and as a result would not result in growth that would require the assemblage of additional fire or police resources, or the expansion of any schools or other public facilities. The proposed adoption of the Plan would not result in direct physical changes, however future development of project components contained in the ATP (trails, bridges, small structures, etc.) could potentially increase the need for security for pedestrians and bicyclists utilizing these facilities.

As previously discussed, the City's Plan is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in the City of Clovis. It is intended as a guidance document with the ultimate vision of a connected and complete network of trails, walkways and bikeways that provides safe convenient and enjoyable connections to key destinations around the City. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the City will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the Plan would be required to comply with the goals and policies under the City's General Plan, Development Code, and other relevant regulatory documents.

Adoption of the Plan alone would not create any public service impacts because specific development is not being proposed under this Plan and it would not authorize any development. Therefore, there is ***no impact***.

Mitigation Measures: None are required.

XVI. RECREATION

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

The City of Clovis Public Utilities Department builds and maintains public parks. Currently, approximately 160 acres are developed as park space. The parks in the City range from 0.06 acres to 17.9 acres, and each provides varied amenities and facilities, such as playgrounds, shelters, picnic tables, sports fields, drinking fountains, restrooms, and parking.[19]

RESPONSES

a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact. Adoption of the Plan would not affect population or employment growth and as a result would not result in growth that would require expansion of existing recreational facilities. More so, the

[19] Clovis General Plan EIR, page 5.15-2

Plan is intended to increase the pedestrian and bicycle recreational opportunities for the residents of the City.

As previously discussed, the City's Plan is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in the City of Clovis. It is intended as a guidance document with the ultimate vision of a connected and complete network of trails, walkways and bikeways that provides safe convenient and enjoyable connections to key destinations around the City. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the City will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the Plan would be required to comply with the goals and policies under the City's General Plan, Development Code, and other relevant regulatory documents.

Adoption of the Plan alone would not create any recreational impacts because specific development is not being proposed under this Plan and it would not authorize any development. Therefore, there is ***no impact***.

Mitigation Measures: None are required.

XVII. TRANSPORTATION/ TRAFFIC

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☐	☒
b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☐	☒
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
d. Result in inadequate emergency access?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

Roadways in the City of Clovis are categorized according to the type of service they provide. Functional classifications in Clovis include Freeways, State Routes, Expressways, Arterials, Collectors, and Local Streets. Two major functions of roadways are to provide mobility for through-traffic and provide direct access to adjacent properties. Roadways also provide bicycle and pedestrian access and allow for the circulation of non-vehicular traffic.

RESPONSES

a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

No Impact. The proposed adoption of the Plan would not result in direct physical changes, however future development of project components contained in the Plan (bikeways, trails, bridges, small structures, etc.) could potentially impact existing roadways and intersections. For instance, if new crosswalks or bicycle lanes are proposed, these projects could require additional analysis to determine their impacts to (and safety from) roadway and vehicular activity. Additionally, construction activities will require various vehicular trips to and from the various project sites. However, these will be minimal and temporary. In the event that partial or full road closure is necessary during project construction, the contractor will be required to adhere to any and all regulations from the City, Caltrans and/or other regulatory agency. Individual projects would be subject to site-specific environmental review, at which time the City would identify the potential transportation-related impacts.

As previously discussed, the City's Plan is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in the City of Clovis. It is intended as a guidance document with the ultimate vision of a connected and complete network of trails, walkways and bikeways that provides safe convenient and enjoyable connections to key destinations around the City. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the City will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the Plan would be required to comply with the goals and policies under the City's General Plan, Development Code, and other relevant regulatory documents.

Adoption of the Plan alone would not create any transportation-related impacts because specific development is not being proposed under this Plan and it would not authorize any development. Therefore, there is ***no impact***.

Mitigation Measures: None are required.

XVIII. TRIBAL CULTURAL RESOURCES

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☒	☐
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of the Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐

ENVIRONMENTAL SETTING

A Tribal Cultural Resource (TCR) is defined under Public Resources Code section 21074 as a site, feature, place, cultural landscape that is geographically defined in terms of size and scope, sacred place, and object with cultural value to a California Native American tribe that are either included and that is listed or eligible for inclusion in the California Register of Historic Resources or in a local register of historical resources, or if the City of Clovis, acting as the Lead Agency, supported by substantial evidence, chooses at its discretion to treat the resource as a TCR.

RESPONSES

a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

   i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

   ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

No Impact. The proposed adoption of the Plan would not result in direct physical changes, however future development of project components contained in the Plan (bikeways, trails, bridges, small structures, etc.) could potentially impact tribal cultural resources. Individual projects would be subject to site-specific environmental review, at which time the City would identify the potential tribal cultural resource-related impacts.

As previously discussed, the City's Plan is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in the City of Clovis. It is intended as a guidance document with the ultimate vision of a connected and complete network of trails, walkways and bikeways that provides safe convenient and enjoyable connections to key destinations around the City. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the City will conduct site-specific CEQA analysis as

necessary. Furthermore, implementation of the Plan would be required to comply with the goals and policies under the City's General Plan, Development Code, and other relevant regulatory documents.

However, the Native American Heritage Commission (NAHC) provided a consultation list of tribal governments with traditional lands or cultural places located within the project area. An opportunity has been provided to Native American tribes listed by the Native American Heritage Commission during the CEQA process as required by AB 52. No responses were received by the City in response to the consultation request within the mandatory response timeframes; therefore, this Initial Study has been completed consistent and compliant with AB 52. Adoption of the Plan alone would not create any tribal cultural resource-related impacts because specific development is not being proposed under this Plan and it would not authorize any development. Therefore, there is ***no impact***.

Mitigation Measures: None are required.

XIX. UTILITIES AND SERVICE SYSTEMS

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☐	☒
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	☒
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☐	☒
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

The City's Public Utilities Department delivers water to approximately 106,000 residents and in 2013, supplied 20,160 acre-feet of groundwater and 6,963 acre-feet of surface water. The City relies upon groundwater, surface water and recycled water for its water supply.[20]

The City constructed a wastewater treatment plant that began service in 2009. The facility produces a disinfected, tertiary-treated water supply, which is used for both landscaping and agricultural uses. In 2010, this facility produced 1,784 acre feet of treated water for use within the City service area. Production at this facility is expected to grow to 6,273 acre feet per year by 2025.[21]

RESPONSES

a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

No Impact. The proposed adoption of the Plan would not result in direct physical changes, however future development of project components contained in the Plan (bikeways, trails, bridges, small structures, etc.) could potentially utilize water supply during construction and for potential landscaping. Once the various project components are in operation, no wastewater generation is expected and solid waste generation will be limited mostly to construction activity. Individual projects would be subject to

[20] Clovis General Plan EIR, page 5.17-3

[21] Ibid, page 5.17-7

site-specific environmental review, at which time the City would identify the potential utility-related impacts.

As previously discussed, the City's Plan is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in the City of Clovis. It is intended as a guidance document with the ultimate vision of a connected and complete network of trails, walkways and bikeways that provides safe convenient and enjoyable connections to key destinations around the City. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the City will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the ATP would be required to comply with the goals and policies under the City's General Plan, Development Code, and other relevant regulatory documents.

Adoption of the Plan alone would not create any utility-related impacts because specific development is not being proposed under this Plan and it would not authorize any development. Therefore, there is ***no impact***.

Mitigation Measures: None are required.

XX. WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

Human activities such as smoking, debris burning, and equipment operation are the major causes of wildland fires.

RESPONSES

a. Substantially impair an adopted emergency response plan or emergency evacuation plan?

b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. The proposed adoption of the Plan would not result in direct physical changes, however future development of project components contained in the Plan (bikeways, trails, bridges, small structures, etc.) could potentially require installation or maintenance of associated infrastructure. Individual projects would be subject to site-specific environmental review, at which time the City would identify the potential utility-related impacts.

As previously discussed, the City's Plan is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in the City of Clovis. It is intended as a guidance document with the ultimate vision of a connected and complete network of trails, walkways and bikeways that provides safe convenient and enjoyable connections to key destinations around the City. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the City will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the ATP would be required to comply with the goals and policies under the City's General Plan, Development Code, and other relevant regulatory documents.

Adoption of the Plan alone would not create any wildfire-related impacts because specific development is not being proposed under this Plan and it would not authorize any development. Therefore, there is ***no impact***.

Mitigation Measures: None are required.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☒
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☐	☒
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

RESPONSES

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

No Impact. The City's Plan is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in the City of Clovis. It is intended as a guidance document with the ultimate vision of a connected and complete network of trails, walkways and bikeways that provides safe convenient and enjoyable connections to key destinations around the City. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the City will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the Plan would be required to comply with the goals and policies under the City's General Plan, Development Code, and other relevant regulatory documents.

Adoption of the Plan alone would not create any impacts because specific development is not being proposed under this Plan and it would not authorize any development. Therefore, there is ***no impact***.

Chapter 4

List of Preparers

LIST OF PREPARERS AND CONSULTATIONS

List of Preparers

Crawford & Bowen Planning, Inc.

- Travis Crawford, AICP, Principal Environmental Planner
- Deepesh Tourani, Associate Environmental Planner

Persons and Agencies Consulted

City of Clovis

- Claudia Cázares, Management Analyst

Toole Design Group

- Michael Hintze, AICP

Appendices

Appendix A

City of Clovis – 2022 Active Transportation Plan Update

City of Clovis

Active Transportation Plan Update

2022- PUBLIC REVIEW DRAFT

Acknowledgments

The City of Clovis thanks the residents of Clovis, local and regional agencies, our non-profit partners, stakeholders, and all others who participated in the development and review of the Active Transportation Plan Update.

TOOLE DESIGN

Contents

Chapter 1: Plan Purpose

The 2021 Clovis Active Transportation Plan Update (Plan) supports walking, bicycling, transit, and use of other emerging modes of personal transport as alternatives to driving within Clovis, to neighboring cities, and regional destinations. The Plan defines a clear vision for the city's active transportation network and proposes a framework for implementing projects, programs, and policies to turn the vision into a reality.

The Plan identifies strategies to improve safety and accessibility for active forms of travel such as walking and bicycling. It supplements the City of Clovis General Plan (2014) and the City of Clovis Active Transportation Plan (2016) and will help the City create a sustainable and multi-modal transportation network.

Vision

A city with a complete and connected network of trails, walkways, and bikeways that provides convenient and intuitive connections to key destinations and supports travel within and between neighborhoods. The network improves quality of life by encouraging walking and bicycling for transportation and recreation.

Building Upon Current and Past Plans

As part of the City of Clovis Active Transportation Plan Update (Plan), the project team reviewed local and regional plans and policies to ensure consistency with these efforts.

Local and Regional Plans

City of Clovis Active Transportation Plan (2016)

- **Summary:** The 2016 Clovis Active Transportation Plan is a comprehensive document outlining the future of walking and bicycling in Clovis.
- **Relevance**: The Plan builds off the vision, goals, and strategies outlined in the 2016 plan.
- **Goals:**
    - Increase the number of residents who use walking and bicycling to get to work, school, shopping, and other activities.
    - Reduce the number of collisions within the city involving pedestrians and bicyclists.
    - Close gaps within the bicycle and pedestrian networks.

City of Clovis General Plan (2014)

- **Summary:** This long-range plan identifies the goals, policies, and implementation actions to preserve and expand the City's existing community while orienting growth toward three urban centers.
- **Relevance:** The Circulation Element presents the goals, policies, and implementation actions that will guide transportation decisions in Clovis for the next 25 years.
- **Circulation Element Goals:**
    - A context-sensitive and "complete streets" transportation network that prioritizes effective connectivity and accommodates a comprehensive range of mobility needs.
    - A roadway network that is well planned, funded, and maintained.
    - A multimodal transportation network that is safe and comfortable in the context of adjacent neighborhoods.
    - A bicycle and transit system that serves as a functional alternative to commuting by car.
    - A complete system of trails and pathways accessible to all residents.
    - Safe and efficient goods movement with minimal impacts on local roads and neighborhoods.
    - A regional transportation system that connects Clovis to the San Joaquin Valley region.

Fresno Council of Governments Regional Active Transportation Plan (2018)

- **Summary:** This Regional Active Transportation Plan is a comprehensive guide outlining the vision for biking, walking, and other human-powered transportation in Fresno County.
- **Relevance:** While this particular plan focuses on the unincorporated areas of Fresno County, active transportation plans for the County's four cities that have active transportation plans were integrated into this plan to ensure consistency between jurisdictions.
- **Goals:**
    - Create a network of safe and attractive trails, sidewalks, and bikeways that connect Fresno County residents to key destinations, especially local schools and parks.
    - Create a network of regional bikeways that allows bicyclists to safely ride between cities and other regional destinations.
    - Increase walking and bicycling trips in the region by creating user-friendly facilities.
    - Increase safety by creating bicycle facilities and improving crosswalks and sidewalks for pedestrians.

Central Clovis Specific Plan (2016)

- **Summary:** The Central Clovis Specific Plan reflects on the history of the central core of Clovis and outlines land uses and design guidelines that aim to maintain the character and quality of downtown Clovis.
- **Relevance:** The Specific Plan includes active transportation improvements as a goal in downtown Clovis, including lane reconfigurations, strategies for increasing pedestrian access, encouraging and identifying areas for bicycle facilities, creating a wayfinding program, and encouraging community events that encourage walking and bicycling.
- **Goals:**
    - A thriving local economy enriched with successful businesses.
    - A pedestrian and bicycle friendly downtown that connects to regional assets and all transportation modes.
    - An entertainment, art and cultural center for the region that preserves, promotes and celebrates the historic heritage of Clovis.
    - A place with distinctive gateways and thematic elements.
    - An authentic heart of the Clovis Community that offers employment, housing and lifestyle opportunities for all ages and incomes.

Design Guidelines

The following local design guidelines were reviewed as part of the development of this Plan to ensure consistency between existing design guidelines and the recommendations included in this Plan.

- **Loma Vista Specific Plan (2003, revised 2015):** Loma Vista is one of three Urban Centers identified by the City of Clovis General Plan (1993). This Specific Plan provides design guidance for landscaping and streetscaping along streets and trails. It also provides design guidelines for different land uses, such as residential, commercial, community centers, open spaces, and commercial and business campuses.

- **Heritage Grove Master Plan (2016):** Heritage Grove is one of three Urban Centers identified by the City of Clovis General Plan (1993). This Master Plan provides design guidance for internal circulation and mobility, access to Clovis' existing active transportation network, and street cross-section concepts.

- **Fresno-Clovis Class IV Bikeway Design Guide (2017):** This design guide provides guidance on determining the appropriate bikeway type, a comparison of institutional guidance on facility design, and feasibility of Class IV segments in Fresno and Clovis. Corridors recommended for Class IV facilities as part of this study will be assessed for the ATP Update.

- **Clovis Standard Specifications (2020):** This document details the process for designing, contracting, and constructing projects within the city of Clovis. It includes design and material specifications for improvements in the public right-of-way, including utilities, sewer and stormwater facilities, sidewalks, curbs, pavement markings, and other surface improvements.

Plan Vision and Goals

Vision

A city with a complete and connected network of trails, walkways, and bikeways that provides convenient and intuitive connections to key destinations and supports travel within and between neighborhoods. The network improves quality of life by encouraging walking and bicycling for transportation and recreation.

Goals

The following goals helped guide the recommendations presented in this Plan and define City priorities (see Table 1. The goals can also be used to measure the City's progress towards implementation of the Plan over time.

Table 1. Clovis Active Transportation Plan Update Goals

 **Safety and Comfort**	Improve the safety of people walking and bicycling.
 **Connectivity**	Develop a well-connected network of trails, walkways, and bikeways.
 **Equity**	Create a network that allows people of all socioeconomic circumstances the ability to travel safely throughout the city without a car.
 **Recreation**	Increase access to recreation by providing access to trails, walkways, and bikeways.
 **Mode Shift**	Increase the share of people who walk or ride a bicycle to get to work, school, shopping, and other activities.

How Was This Plan Developed?

The Plan was developed over a one-year period, beginning in Spring 2021. The process was guided by City of Clovis staff, stakeholders, and members of the community.

The City of Clovis used community input to develop:

- A vision and suite of goals to encourage walking and bicycling
- An assessment of existing conditions
- Bicycle and pedestrian network and facility recommendations
- Programmatic recommendations
- An implementation and funding strategy

Existing Conditions Review

The project team assembled and analyzed data about who is walking and biking in Clovis today and whether there are specific demographic population groups in Clovis that might be particularly reliant on walking, bicycling, or transit, or may have specific needs associated with using these types of modes. In addition to reviewing quantitative data, public input was collected to develop a deeper contextual understanding of walking and biking conditions in Clovis. The team also mapped existing walking and bicycling facilities like the Clovis Old Town Trail shown in Figure 1. See Appendix B: Existing Conditions Summary Report for more information.

Public Outreach

To develop the Plan, the City of Clovis used a variety of outreach and engagement strategies to publicize the planning process and gather input from community members on existing conditions and desired bicycle and pedestrian amenities. Throughout the Plan development process, the City provided the following opportunities for input:

- Developed and published a Plan website accessible on the City's website
- Hosted two community open houses
- Published an online map and survey for 20 days
- Facilitated three focus group meetings
- Organized a community meeting and gave a presentation

See Appendix C: Public Participation Summary Report for more information.

Network and Facility Recommendations

The existing conditions review and public input were used to develop a set of recommendations to improve walking and bicycling infrastructure throughout Clovis. These recommendations will help the City achieve the goals stated in this Plan. See Appendix A: Prioritized Bicycle Facilities Project List for a complete list of bicycle project recommendations.

Program Recommendations

To support the development of physical infrastructure for people walking and bicycling, the Plan presents a set of complementary program recommendations. These programmatic recommendations focus on end-of-trip facilities, active transportation policies, educational programs, and encouragement events.

Implementation Strategy

This implementation strategy, found in Chapter 6, will assist the City in focusing financial and staff resources on Plan implementation and building the recommended projects. It will help City staff to build upon the momentum of this Plan and swiftly move from Plan adoption to implementation. To view the prioritized project list, see

Appendix A: Prioritized Bicycle Facilities Project List and for more information about opportunities to fund projects, refer to Appendix D: Funding Sources.

Figure 1. Clovis Old Town Trail

Chapter 2: Walking and Bicycling in Clovis Today

Existing Conditions Summary

Clovis provides an extensive network of walking and bicycling infrastructure. However, the City has potential to improve existing facilities and build new facilities in such a way that bicycle and pedestrian users are more prominently considered in the design. Roadway conditions for arterials and collector streets consist largely of wide, multilane roadways. These conditions tend to encourage faster vehicular speeds which generally tend to make walking and biking adjacent to such routes less attractive options for getting around. Because they must efficiently move large volumes of vehicular traffic, these streets may also have limited pedestrian crossing opportunities. An analysis of crash data confirms some of these trends and indicates that severe injuries or fatalities can disproportionately impact pedestrians and bicyclists, compared to other road users.

On-street bicycle facilities consist of Class II bicycle lanes, located in most areas of the City. Off-street bicycle facilities include trails, paseos and sidewalks. The City boasts 12.5 miles of off-street trails and many more miles of paseos that provide protected spaces for people of all ages to walk and ride a bicycle. Also, most streets have sidewalks on both sides of the street; however, there are some areas that lack a continuous sidewalk network. Within residential areas, the prevalence of dead-ends and cul-de-sacs can create barriers to walking and biking, even if destinations are nearby.

Existing Facilities to Support Bicycling

Clovis has approximately 55 miles of Class II Bike Lanes.[1] Class II Bike Lanes are located on major arterials and collectors, like the example shown in Figure 2. Many of these facilities have high traffic volumes and posted speeds greater than 40 mph and thus may not provide comfortable riding conditions for most people. The network of bicycle facilities is supported by trails and paseos, which provide off-street, concrete and asphalt paths for bicycling and walking.

Figure 2. An existing Class II Bike Lane on Gettysburg Avenue

Existing Trail and Paseo Facilities

Trails provide a comfortable, low-traffic, low-speed bicycling facility for people who may feel uncomfortable bicycling on the street in mixed traffic, or on bike lanes without physical separation between people bicycling and people driving. Trails also serve pedestrian needs as off-street walking facilities.

Clovis has a network of paseos in the southeast part of the city, as well as planned connections between existing paseos in the northeast and northwest areas. Community members can walk or bike along paseos in Clovis. Major Class I Trails include Dry Creek Trail, Old Town Trail (Figure 3), Enterprise Trail, and the Sierra Gateway

[1] 55 miles represents the total lane mileage of streets with bike lanes on at least one side of the street. This means that there may be up to 110 miles of bike lanes in Clovis when counting facilities on each side of the street as separate facilities. However, it is important to note that not all streets have bike lanes on both sides of the street.

Trail. See Table 2 for the 2020 total user counts for these trails. From 2017 to 2020, annual trail use increased by 72 percent. Average daily paseo use in Fall 2020 was approximately 215. This demonstrates a growing interest in off-street trail facilities. See Figure 4 on the next page for a map of existing trails and bicycle lanes.

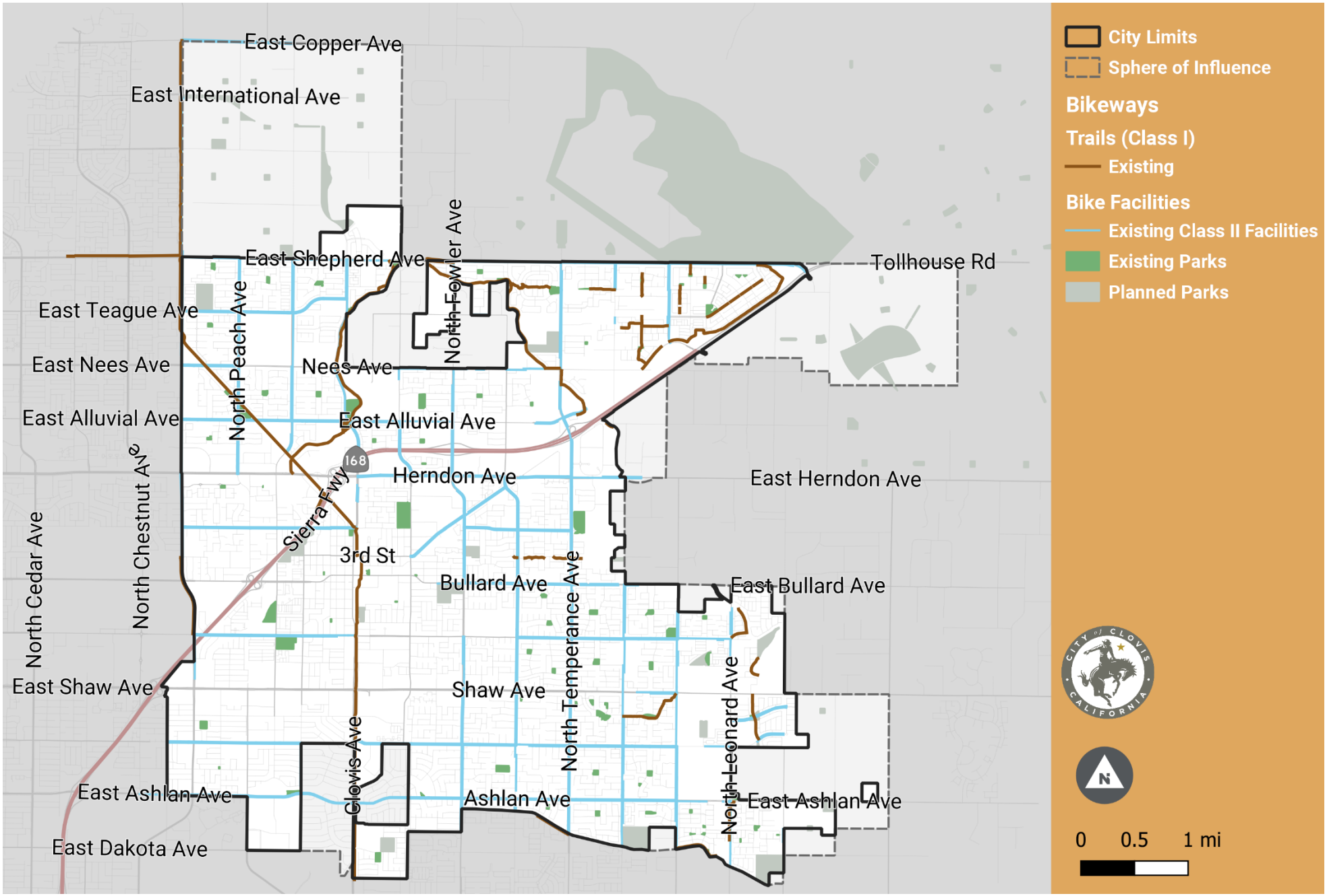
Table 2. Trail/Paseo User Counts

Trail	2020 (Annual Use)
Old Town Trail	787,014
Dry Creek Trail	1,283,655
Enterprise Trail	403,372
Sierra Gateway Trail	315,783
Total	3,004,607

Source: City of Clovis

Figure 3. Clovis Old Town Trail at Dakota Avenue and Clovis Avenue

Figure 4. Existing Bicycle Facilities in Clovis



Existing Facilities to Support Walking

Clovis has an extensive existing network of pedestrian facilities and growing network of paseos, as discussed previously. Most streets have sidewalks on both sides of the street. However, there are still some areas missing sidewalks (Figure 5), particularly among the recently incorporated areas of Clovis, which had previously been developed under unincorporated County area design guidelines. Along many major arterials, people walking must travel a quarter mile or more to cross the street at a marked crosswalk.

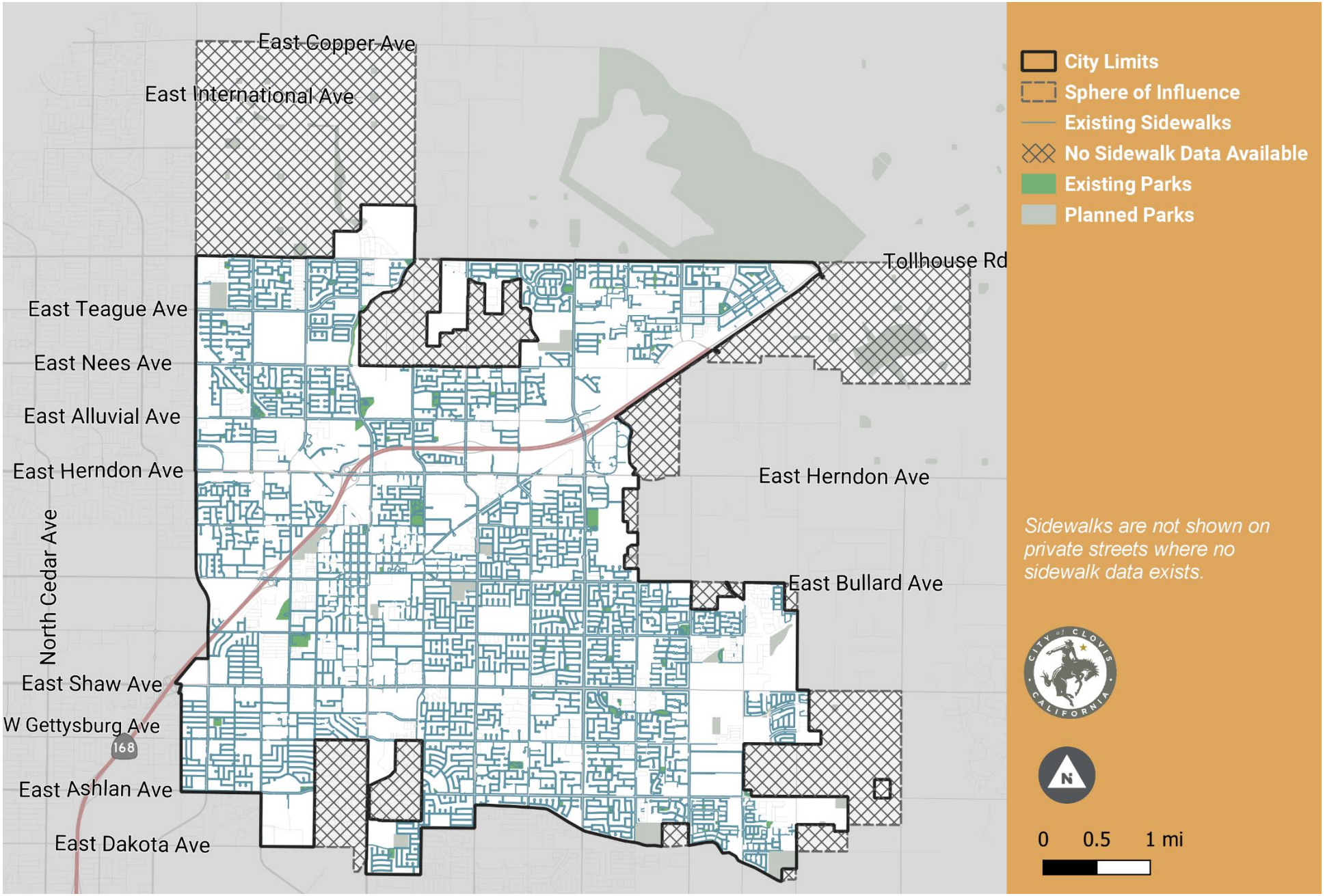
Many arterials have multiple lanes, which elongates crossing times for pedestrians and, at unsignalized crossings, can increase exposure to traffic. At some crossings, there is also a lack of infrastructure, such as high-visibility crosswalks, advance stop bars for motor vehicles, and median refuge islands that can make crossings safer and more comfortable for people walking.

Some parts of Clovis have a disconnected local street network, which can make walking and bicycling less direct and convenient for accessing destinations. Streets that provide key connections between neighborhoods and to frequented destinations are often arterial streets with high volumes of automobile traffic and high posted speeds.

See Figure 6 on the next page for a map of existing sidewalks in Clovis.

Figure 5. The Sidewalk on E Herndon St ends before the Bus Stop

Figure 6. Existing Sidewalk Facilities on Public Streets



Safety Trends Among People Walking and Bicycling

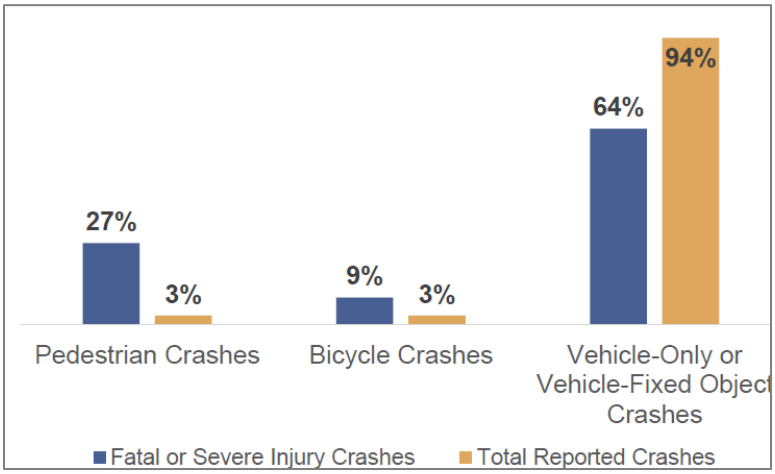
Between 2015 and 2019, 3,507 crashes occurred in Clovis. Of those crashes, six percent involved people walking or biking. In total, there were 118 crashes involving people bicycling and 90 crashes involving people walking. Of the total number of fatal crashes (10), half involved people walking or bicycling. Among crashes that resulted in a severe injury, one-third involved pedestrians (24 percent) or bicyclists (nine percent). This demonstrates that people walking and bicycling are overrepresented in fatal and severe injury crashes compared to people traveling in motor vehicles. See Table 3 for a breakdown of crashes by travel mode and severity. See Figure 7 for a comparison of crash trends among pedestrian, bicycle, and vehicle crashes. Clovis has a higher share of fatal or severe-injury crashes involving people walking or bicycling than the statewide average.[2] Approximately 36 percent of fatal or severe-injury crashes in Clovis involve people walking or bicycling, compared to approximately 24 percent statewide.

Table 3. Crash Severity by Road User Involved

Road Users Involved	Fatal (% of column)	Severe Injury (% of column)	Visible Injury (% of column)	Complaint of Pain (% of column)	Property Damage Only (% of column)	Total (% of column)
Pedestrian involved	4 (40%)	11 (24%)	25 (9%)	41 (4%)	9 (1%)	90 (3%)
Bicycle involved	1 (10%)	4 (9%)	31 (11%)	59 (6%)	23 (1%)	118 (3%)
Vehicle only or vehicle-fixed object	5 (50%)	31 (67%)	221 (80%)	941 (90%)	2,101 (98%)	3,299 (94%)
Total Reported Collisions	10 (100%)	46 (100%)	277 (100%)	1,041 (100%)	2,133 (100%)	3,507 (100%)

Source: Statewide Integrated Traffic Records System, Transportation Injury Mapping System, Kittelson, 2021.

Figure 7. Crash Trends in Clovis, 2015 – 2019



Source: Statewide Integrated Traffic Records System, Transportation Injury Mapping System, Kittelson, 2021.

[2] Fresno Council of Governments. Multijurisdictional Local Road Safety Plan. Forthcoming in 2022.

Bicycle Crash Patterns

Between 2015 and 2019, there were 118 crashes involving people bicycling, including one fatality and four severe injuries. See Table 4 for a breakdown of crashes involving people bicycling. Bicyclists were involved in three percent of all reported crashes but nine percent of fatal or severe injury crashes. The most frequently cited primary collision factor was wrong-side-of-the-road driving/riding (36 percent of crashes), followed by automobile right of way[3] (21 percent of crashes) and traffic signals and signs (18 percent)[4]. Seventy-one percent of crashes involving people bicycling occurred in daylight and 29 percent occurred during dark conditions where streetlights were present. Most crashes involving people bicycling occurred on major streets in southwestern Clovis. See Figure 8 on the next page for a map of the locations of crashes involving people bicycling.

Table 4. Crashes Involving Bicyclists

Type of Crash	Count	Percentage
Fatal	1	1%
Severe Injury	4	3%
Visible Injury	31	26%
Complaint of Pain	59	50%
Property Damage Only	23	19%
Total	118	100%

Source: Statewide Integrated Traffic Records System, 2015-2019, Kittelson, 2021.

Pedestrian Crash Patterns

Between 2015 and 2019, people walking were involved in three percent of reported crashes which constitutes 27 percent of fatal or severe injury crashes. Sixteen percent of crashes involving people walking resulted in a fatal or severe injury (see Table 5). Among crashes involving people walking, 41 percent occurred while pedestrians were crossing midblock (outside of a crosswalk), 28 percent occurred while pedestrians crossed in a crosswalk at an intersection, and 14 percent occurred while pedestrians were walking along the road (includes shoulders). Approximately 42 percent of crashes involving people walking occurred in the daylight and 30 percent occurred during dark conditions where streetlights were present. Most crashes involving people walking occurred on major streets in southwest Clovis. This suggests the need for improved walking infrastructure along major roadways. See Figure 8 on the next page for a map of the locations of crashes involving people walking.

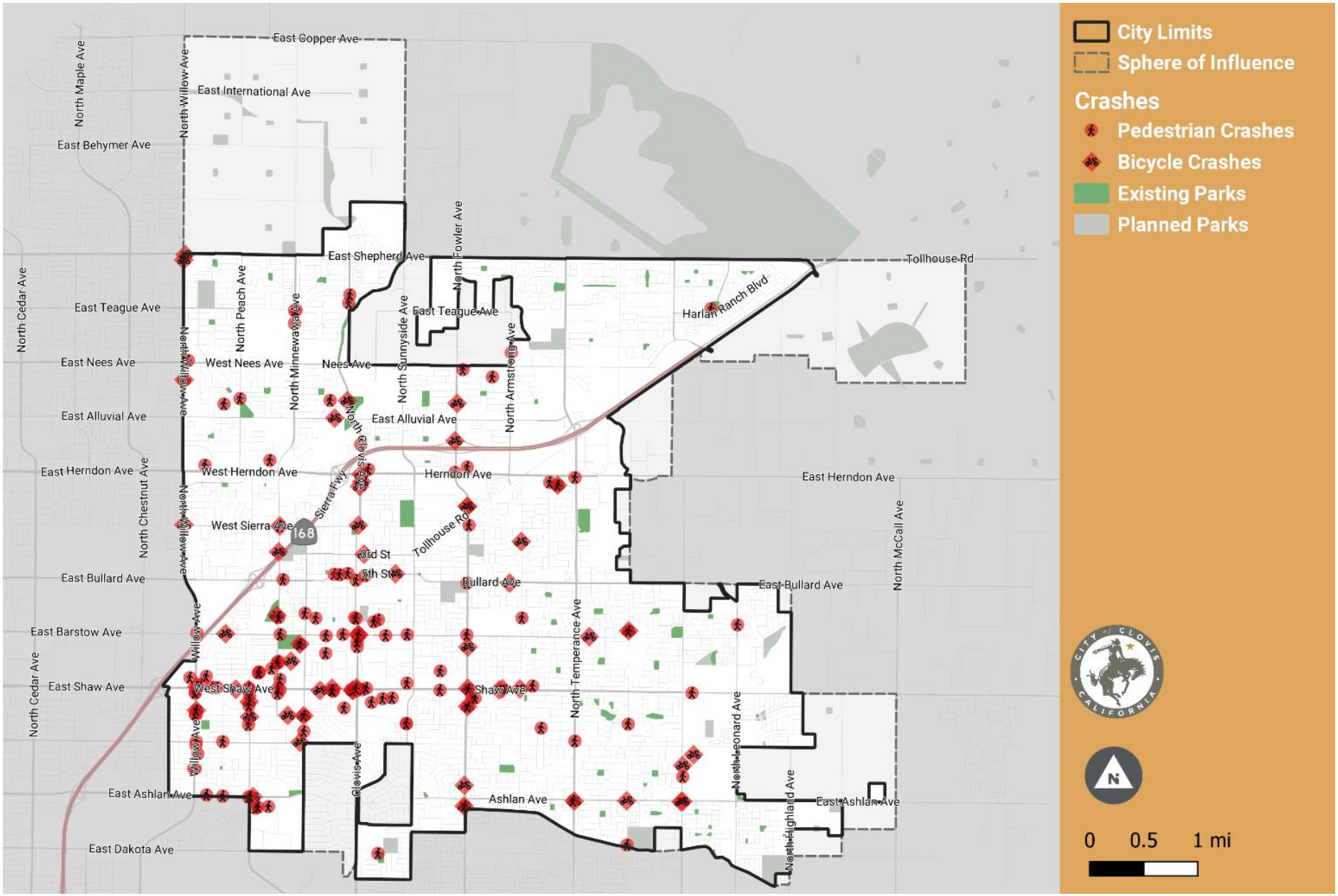
Table 5. Crashes Involving Pedestrians

Type of Crash	Count	Percentage
Fatal	4	4%
Severe Injury	11	12%
Visible Injury	25	28%
Complaint of Pain	41	46%
Property Damage Only	9	10%
Total	90	100%

Source: Statewide Integrated Traffic Records System, 2015-2019, Kittelson, 2021.

[3] The California vehicle violation code indicating that a driver turning failed to yield right of way to oncoming traffic.
[4] The California vehicle violation code indicating running a red light or failure to stop at a stop sign.

Figure 8. Pedestrian and Bicycle Crashes, 2015-2019



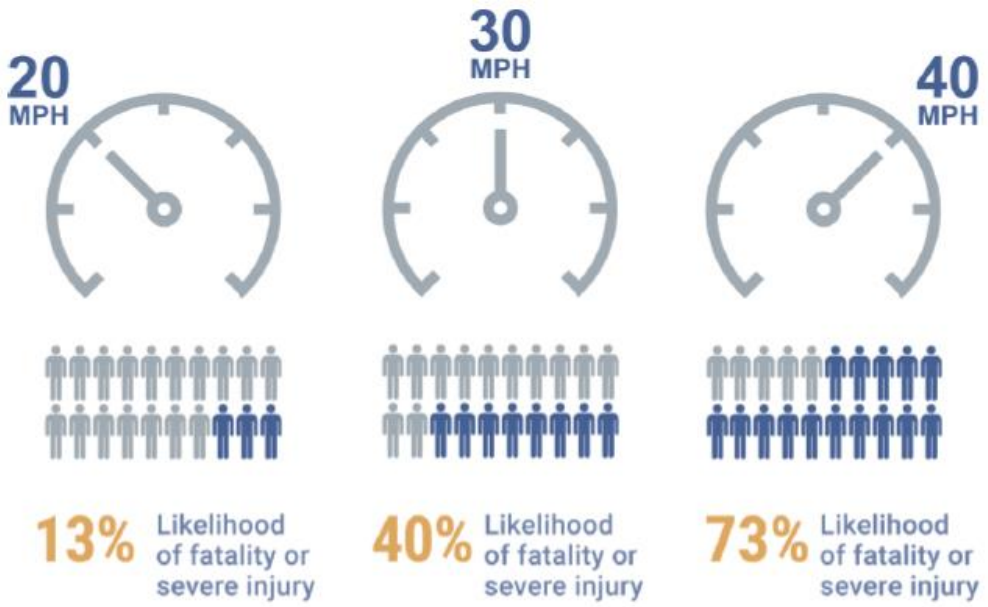
Source: Statewide Integrated Traffic Records System, 2015-2019, Kittelson, 2021.

Speed

Vehicle speeds have a major effect on the comfort and safety of people walking and bicycling. As vehicle speed increases, the risk of a pedestrian experiencing a severe or fatal injury increases greatly. Figure 9 shows the relationship between motor vehicle impact speed and pedestrian risk of injury if involved in a crash. For this reason, addressing high speeds can have a significant impact on reducing the number of fatal or severe injuries for people walking or bicycling.

Posted travel speeds in Clovis range from 25 miles per hour to 50 mile per hour. Most arterial and collector streets have posted speeds of 40 or 45 miles per hour. Among arterials, only four blocks within the City of Clovis have posted speeds below 30 miles per hour. Figure 10 shows a map of posted speeds along arterials in Clovis.

Figure 9. Speed Impact and Risk to People Walking



Source: Brian Tefft, 2013. Impact speed and a pedestrian's risk of severe injury or death.

State and Regional Efforts to Improve Safety in Clovis

Local Road Safety Plans

The planning process for the Clovis Active Transportation Plan Update occurred in parallel to the Multijurisdictional Local Road Safety Plan led by the Fresno Council of Governments. The Multijurisdictional Local Road Safety Plan (MLRSP) provides an evaluation of the safety performance of local roads, identifies high priority locations based on crash severity, and recommends a series of infrastructure and programmatic strategies to improve safety in Clovis and Fresno County. The recommendations in this Plan support local and regional efforts to improve safety for people walking or bicycling.

Findings from the MLRSP, for the City of Clovis, indicate that "unsafe speed" was the primary collision factor for 26 percent of total reported crashes among crashes involving all road users. Unsafe speed refers to drivers who travel above the speed limit. Traveling at an "unsafe speed" is in itself a contributing factor to fatal and severe injuries given the trends shown in Figure 9. Among fatal/several injury crashes, unsafe speed accounted for 13 percent of the primary collision factor amongst all collisions, third behind pedestrian violations and driving or bicycling under the influence of alcohol or drugs. Pedestrian and bicycle crashes were identified as an emphasis

area in the MLRSP, along with broadside crashes, hit object crashes, unsafe speed, and driving under the influence.

Public outreach completed as part of the MLRSP identified the following top safety concerns from 93 community members who live or work in Clovis and provided input on an online map:

- Many unsafe places to walk, bike, or take the bus
- Lack of safe crossings

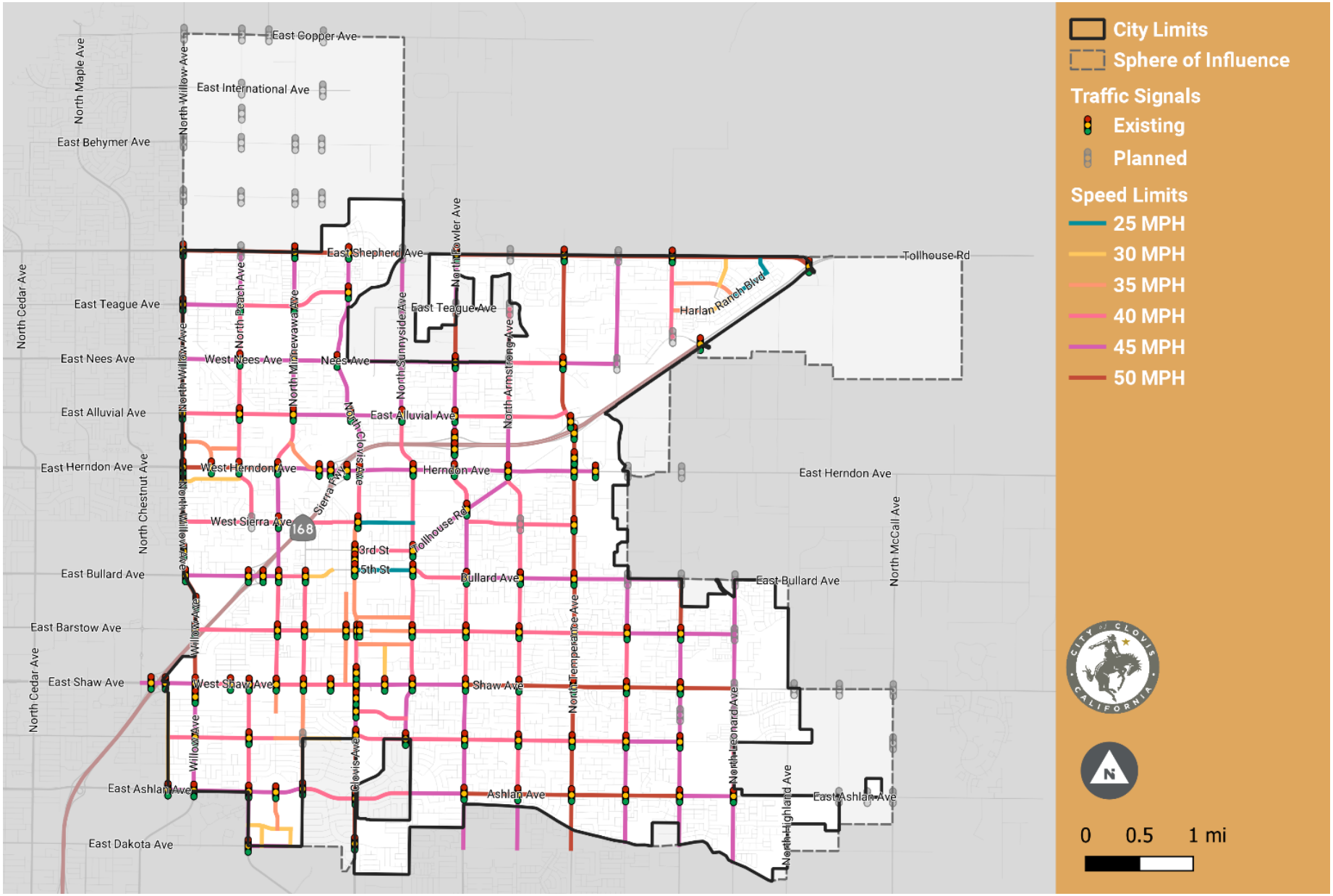
Changes to California Speed Limit Legislation

An effective strategy for improving the safety of people walking, bicycling, or driving is to reduce motor vehicle speeds. This can be accomplished through physical infrastructure treatments that encourage people to travel slower, and through changes to the posted speed limit. Posted speed limit changes can be implemented along a specific corridor or segment of a roadway, as a pilot program, or through citywide policy changes. The City will review other infrastructure treatments to slow motor vehicle speeds on a case-by-case basis, based on industry standards.

Beginning July 30, 2024, Assembly Bill 43 will take effect and provide municipalities in California with new opportunities to reduce posted speeds. This law grants local jurisdictions the flexibility to set speed limits based on the context and needs within their own communities. In doing so, cities will have the authority to quickly respond to traffic safety needs and create safer local conditions for people to walk, bike, ride transit, and travel. Prior to Assembly Bill 43, City engineers could not lower the posted speed by more than five miles per hour as outlined in the Manual on Uniform Traffic Control Devices. Assembly Bill 43 gives cities such as Clovis the authority to reduce speed limits by an additional five miles per hour without conducting a speed study. City engineers are allowed to reduce speeds along areas identified as “safety corridors”, which include areas where engineers have found high incidents of traffic injuries or where high concentrations of people walking or bicycling are observed or anticipated.

In addition, the law allows cities to set a standard speed limit of 20 or 25 miles per hour in business activity districts.

Figure 10. Traffic Signals and Speed Limits along Arterial and Collector Streets in Clovis



Chapter 3: Bicycle Network

Recommendations Overview

The proposed bicycle network prioritizes connectivity improvements that will help the City of Clovis achieve the vision and goals set forth by the Clovis Active Transportation Plan Update (Plan). The network was developed using input from City staff, community feedback on the online map, focus groups, and a community open house. For more information about community feedback, see Appendix C.

The network presented below aligns with the recommendations in the Multi-jurisdictional Local Road Safety Plan (forth coming, 2022) which identified the following recommendations for Clovis:

- Install bike lanes (such as in Figure 11),
- Install bike lane extensions through intersections, and
- Install bike boxes.

Figure 11. Dedicated Bicycle Facilities Can Improve Safety and Comfort for People Riding

Figure 6 below presents the mileage of bicycle facility types for existing and proposed bikeways. Figure 12 presents a map of existing and recommended bike facilities. Bike facility recommendations presented in Figure 12 include facilities in the City of Clovis and Fresno County, where applicable. Facilities in County Islands will need to be built to provide a connected network for people bicycling in Clovis. These projects will require partnerships with Fresno County to develop, and are not included in the bicycle project list identified for this Plan. Some of the projects identified in County Islands are not identified in Fresno Council of Government's *Regional Active Transportation Plan* (2018), however, these projects would improve network connectivity for people living in, or traveling through, Clovis.

The City will review all bike recommendations presented in Figure 12 to assess feasibility prior to construction consideration. This is particularly important for recommendations such as Class II Buffered Bicycle Lanes which are more costly to install compared to Class II Bicycle Lanes, but provide more separation between people bicycling and people driving. Installing Class II Buffered Bicycle Lanes may also require additional studies to determine whether parking or lane removal, if required, is feasible. Refer to Appendix A for a detailed list of prioritized bicycle facilities projects.

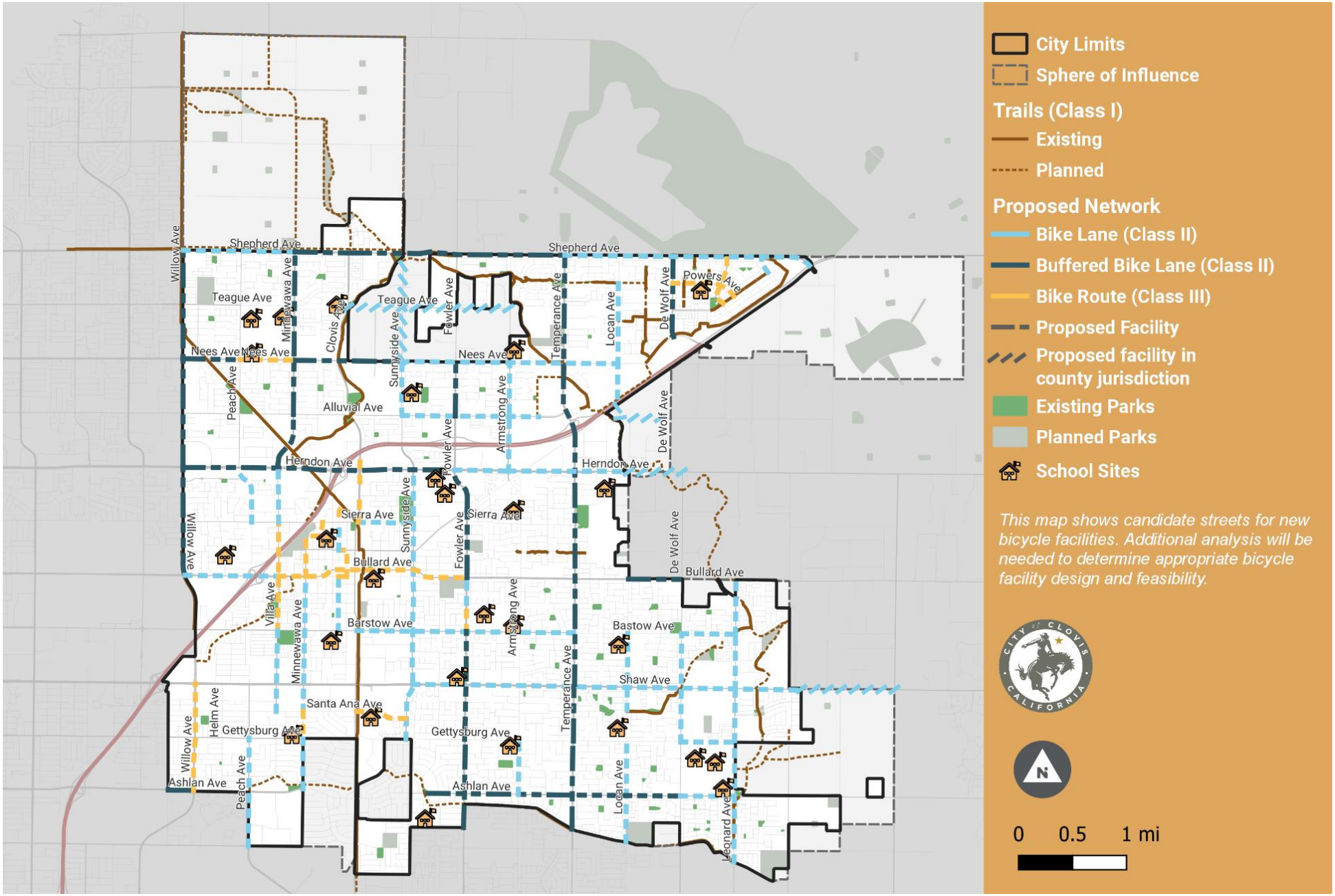
Table 6. Mileage of the Existing and Proposed Bicycle Network by Facility Type

Facility Type	Existing (miles)	Proposed (miles)	Total (miles)
Trail (Class I)*	12.5	<1	13
Bicycle Lane (Class II)	55	34	89
Buffered Bicycle Lane (Class II)	0	24	24
Bicycle Route (Class III)	0	8	8
Total	79	66	146

*Excludes paseos and planned trails

Note: Bikeway mileage in terms of lane mileage by street and does not differentiate streets with facilities on both sides of the street.

Figure 12. Recommended Bicycle Network



Comfort Levels Among Different Types of Bicyclists

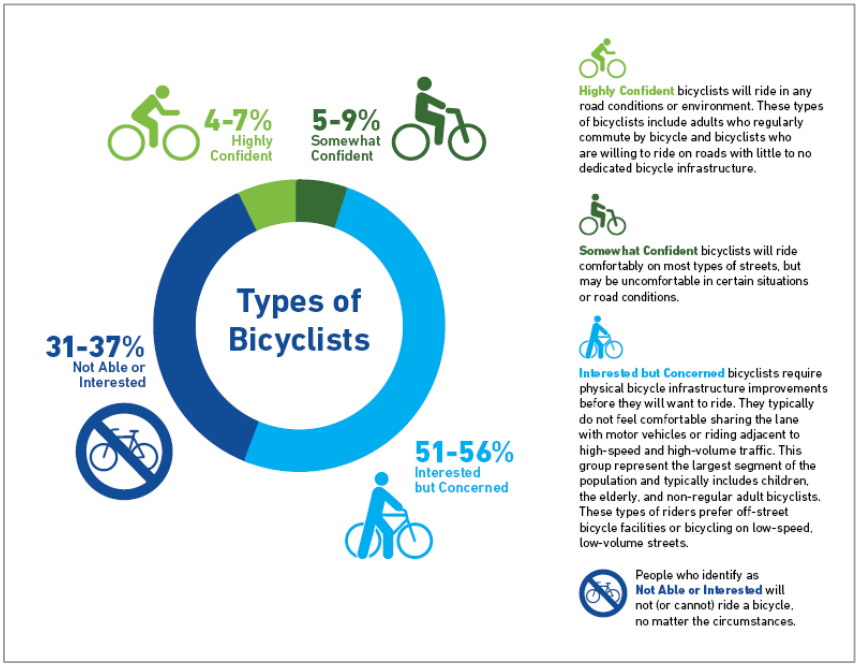
When planning and designing bikeways, it is important to recognize that not all people bicycling feel comfortable on every type of bikeway. A bicycle network that addresses the needs of all types of bicyclists is comprised of low-stress bikeways that are connected, comfortable, and appealing to both new and experienced bicyclists of all ages.

Four Types of Bicyclists

No two bicyclists are alike. National research indicates that bicyclists are better understood as being part of a spectrum (see Figure 13).[5] On one end of the spectrum are people who are comfortable riding with traffic in almost any condition; on the other end are people who might not bike at all if bikeways are not comfortable enough for them. In Figure 13, the four types of bicyclists are defined as follows:

- **Highly confident** bicyclists will ride in any road conditions or environment. These types of bicyclists include adults who regularly commute by bicycle and bicyclists who are willing to ride on roads with little to no dedicated bicycle infrastructure.
- **Somewhat confident** bicyclists will ride comfortably on most types of streets, but may be uncomfortable in certain situations or some road conditions.
- **Interested but concerned** bicyclists require physical bicycle infrastructure improvements before they will want to ride. They typically do not feel comfortable sharing the lane with motor vehicles or riding adjacent to high-speed and high-volume traffic. This group represents the largest share of the population and typically includes children, the elderly, and non-regular adult bicyclists. These riders prefer off-street bicycle facilities or bicycling on low-speed, low-volume streets.
- **Not able or interested**, refers to be people who will not (or cannot) ride a bicycle, no matter the circumstance.

Figure 13. The Four Types of Bicyclists



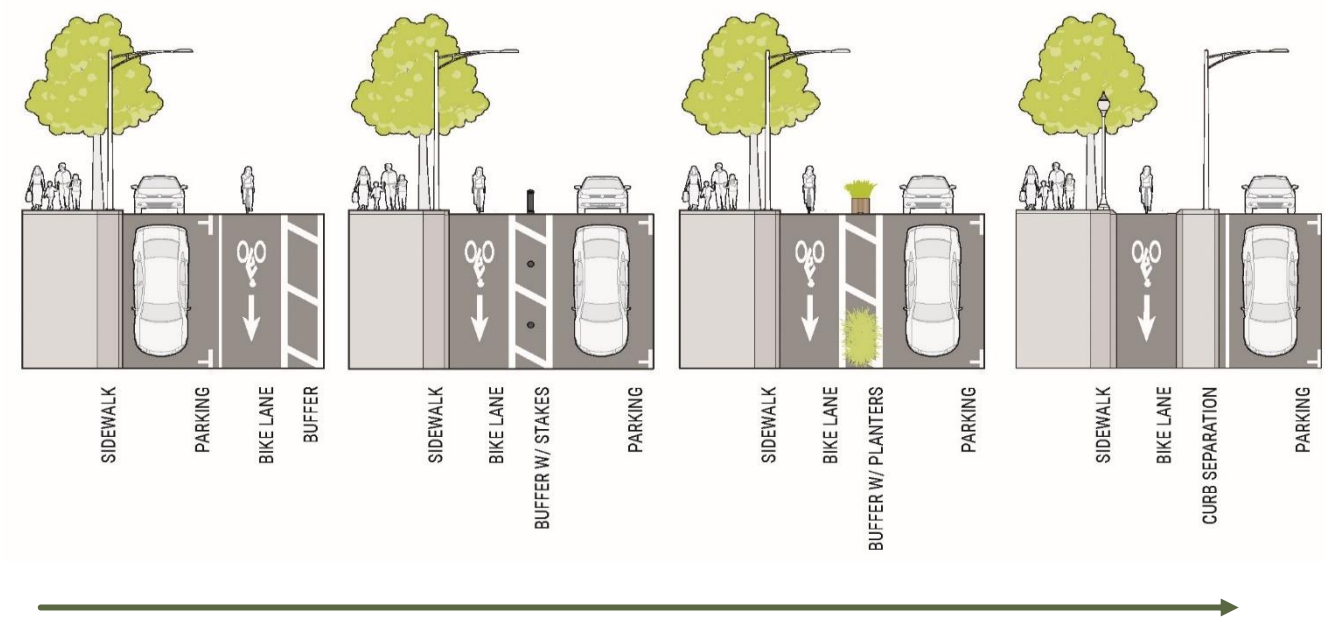
[5] Dill, Jennifer and Nathan McNeil. Revisiting the Four Types of Cyclists: Findings from a National Survey. In Transportation Research Record: Journal of the Transportation Research Board, Issue 2587, Washington, DC, 2016.

Long-Term Vision for Bicycling in Clovis

The recommended bicycle network shown in Figure 12 presents a network the City can reasonably achieve in the short term. In the long term, the City will work to revise this network and consider roadway and bikeway changes that include facilities suitable for all types of bicyclists, including "Interested but concerned" riders. This may include upgrading existing or recommended Class II Bike Lanes and Class II Buffered Bike Lanes to Class IV Separated Bike Lanes, where appropriate. Industry standard design guidelines can provide details to assist the City with installing Class II Buffered Bike Lanes, Class IV Separated Bike Lanes, and other bicycle facilities to improve safety and comfort for all types of bicyclists.

Figure 14 shows the progression of a bike lane from a Class II Buffered Bike Lane to a Class IV Separated Bike Lane. Cities often install Class IV Separated Bike Lanes as low-cost retrofit projects (e.g., using flex posts and paint within the existing right-of-way). More permanent forms of separation, such as curb-protected bike lanes, cost more and are less flexible once implemented. A phased implementation approach, where "pilot" projects transition to permanent separated bike lanes may be a useful approach for Clovis. A pilot approach will allow the City to implement these new facilities slowly and provide time to troubleshoot before permanent materials and high costs are necessary.

Figure 14. Evolution of a Class II Buffered Bicycle Lane to a Class IV Separated Bicycle Lane



Chapter 4: Pedestrian Network

Recommendations Overview

Recommended improvements to the Clovis pedestrian network were identified using a citywide sidewalk network gap analysis. This analysis identifies locations of existing sidewalks and sidewalk gaps within the city boundary.

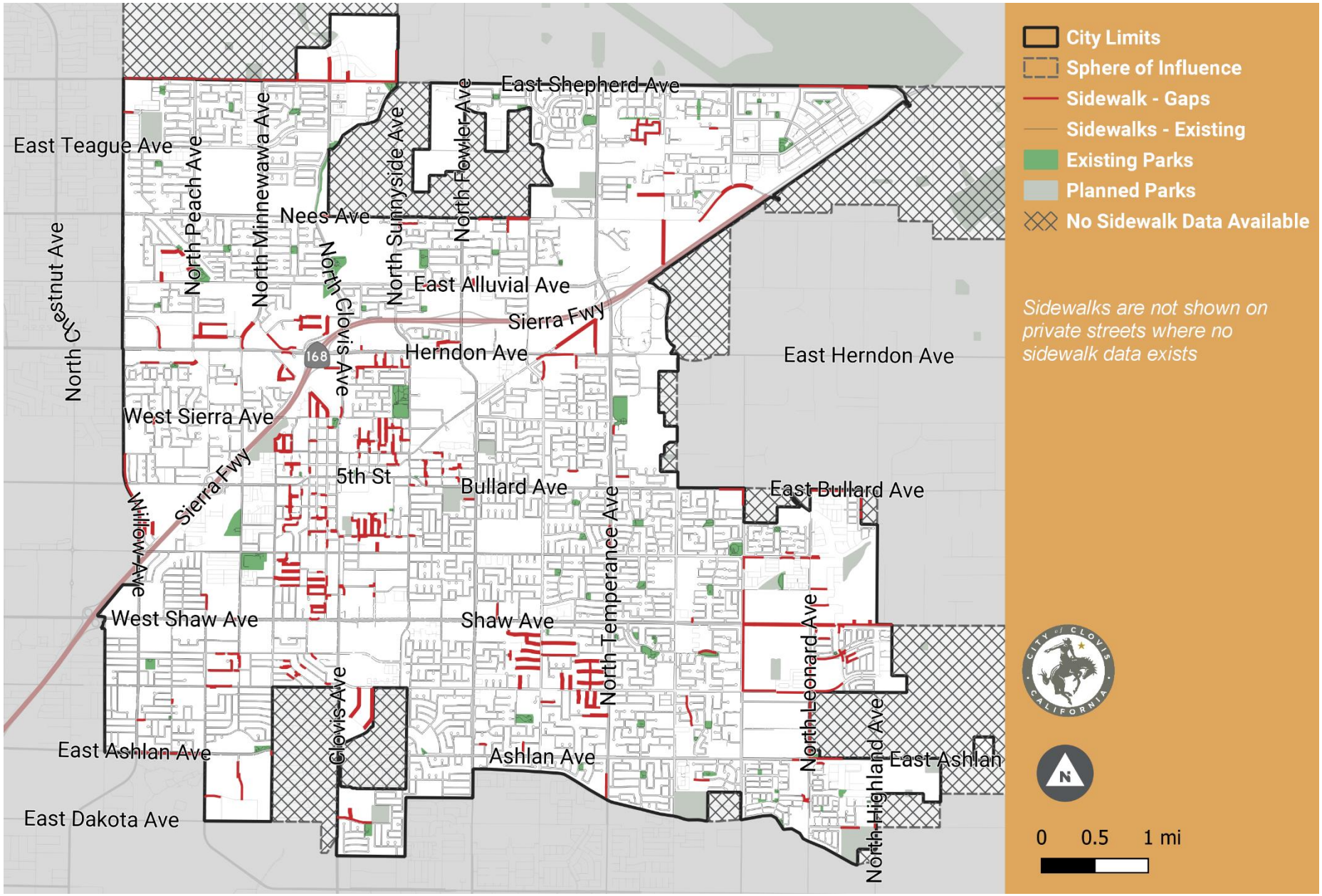
The sidewalk network presented below aligns with the recommendations in the Multi-jurisdictional Local Road Safety Plan (forth coming, 2022) which identified the following recommendations for Clovis:

- Install sidewalks or other pathways,
- Install and upgrade pedestrian crossings with enhanced features (such as in Figure 15),
- Install pedestrian countdown signal heads,
- Install pedestrian crossings, and
- Install raised medians and pedestrian refuge islands.

Figure 15. High-visibility Crossings help Create a Safer and More Comfortable Pedestrian Network

Figure 16 shows the locations of existing and missing sidewalks. This analysis excluded identifying existing and missing sidewalks (called “gaps”) on industrial land, large apartment complexes, and private developments. Locations in the city where sidewalk infill is needed are primarily located in southwest and southeast Clovis. No sidewalk data was available for areas in the Spheres of Influence or County Islands adjacent to the City of Clovis.

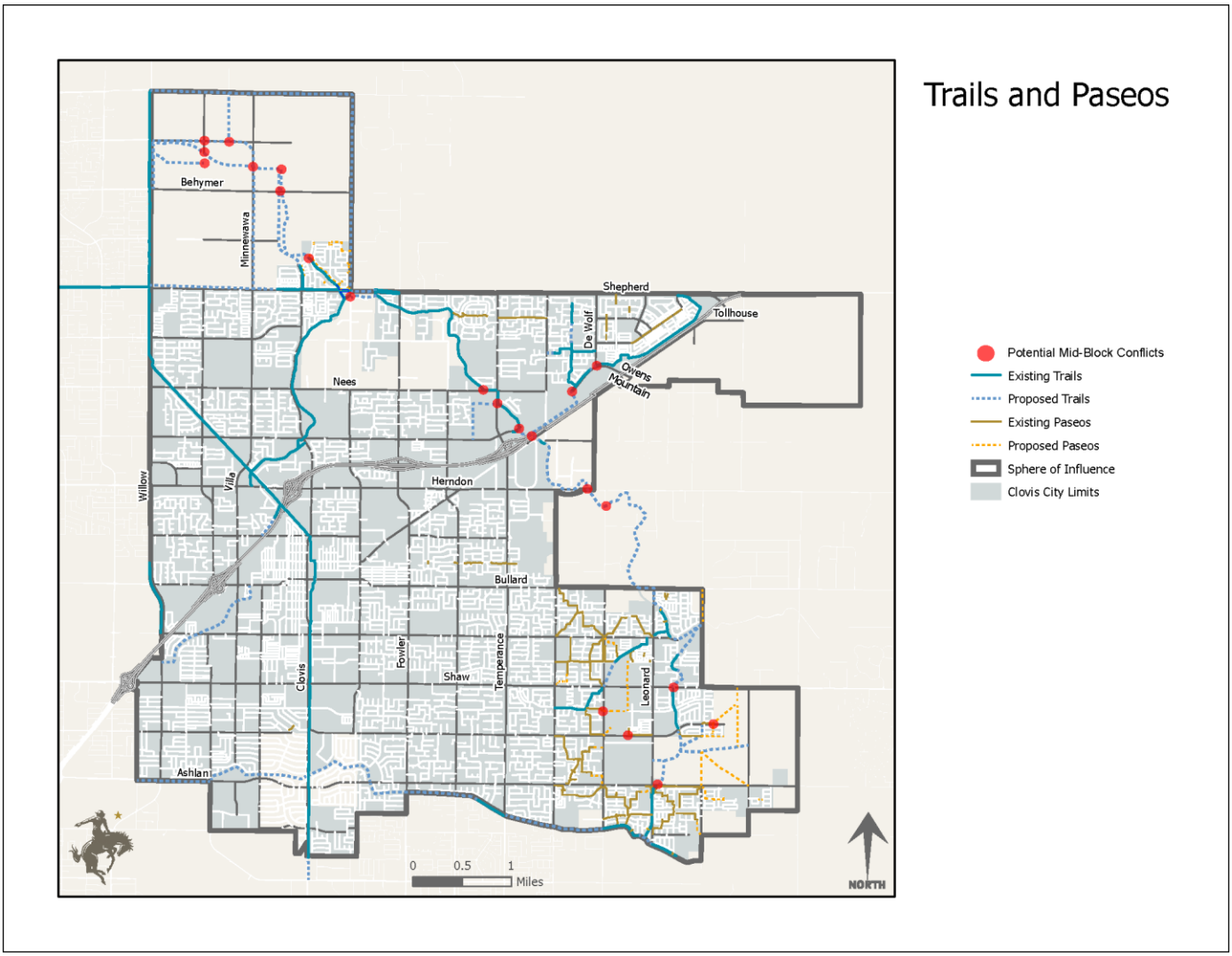
Figure 16. Existing and Missing Sidewalks



Mid-block Trail Crossings

The City of Clovis has identified several potential locations to install mid-block crossings to increase trail connectivity throughout Clovis. The red dots in Figure 17 show locations where the City is considering installing mid-block trail crossings. These locations will be further reviewed by City staff, in the future, to determine if a mid-block crossing is feasible. The City will also identify the type of crossing that should be installed based on the City's guidelines for mid-block crossings in place at that time.

Figure 17. Potential Mid-Block Crossing Locations



Chapter 5: Support Programs

Programs that focus on safe travel behaviors and provide amenities that make it easier and more comfortable for people to walk and bike will help the City achieve the vision and goals presented in this Plan. This chapter describes a variety of programs that should be explored and implemented by the City of Clovis and partner agencies and organizations. These programs will help increase the utility of the network recommendations presented in Chapters Three and Four. The City can partner with adjacent jurisdictions, and local and regional organizations and businesses to help implement the programs discussed below. For example, local organizations and businesses are important partners for implementing bike parking programs, and school districts and adjacent jurisdictions could partner with the City to implement educational programs or promote encouragement events.

Bicycle Parking

The City of Clovis should develop a bicycle parking program to increase the supply of bicycle parking on public and private property throughout Clovis. Providing bike parking at popular destinations and at transit facilities is a critical component to increasing bike trips. The City of Clovis may partner with local organizations and agencies to increase the number and quality of bicycle parking in the public right-of-way by providing guidance and potentially funding. Ensuring there is safe and convenient bike parking within the public right-of-way will encourage people to ride a bike with an increased level of comfort and assurance that there is a secure place to store their bicycle when they reach their destination. Bike parking, such as in Figure 18, provided within the public right-of-way is typically intended for short-term use.

Typical rack placement for short-term parking in the public right-of-way may be placed on sidewalks or on-street by repurposing vehicle parking spots. Racks placed on sidewalks should minimize obstruction to people walking, and they should be placed in the sidewalk amenity zone. On-street bicycle parking spots are ideally bicycle corrals, and also have space at both ends of the corral to allow for bicyclist dismount. The City should consider placing on-street bicycle corrals near intersections as a strategy to improve visibility at intersections (also called daylighting).

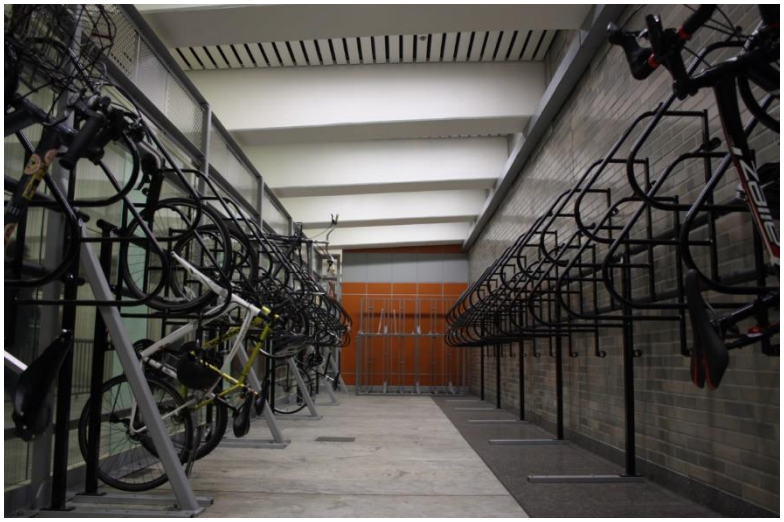
Conducting a citywide bike parking inventory could determine baseline conditions to identify areas where additional bike parking is needed. Information such as type of rack, bike rack capacity, condition, obstructions (such as racks installed too close to a fence or building), protection from weather elements, and overall security is helpful to know when selecting and installing public bicycle parking.

Figure 18. Public Off-street Bicycle Parking (left) and On-street Bicycle Corral (right)

Types of Bicycle Parking

Although bicycle parking provided within the public right-of-way is typically intended for short-term use, the City can still consider providing it both for short-term and long-term parking options. Short-term parking is typically designed for people visiting businesses or at location where the duration of their visit is less than five hours. Typical racks used for short-term parking include inverted U, post and ring, and bike corrals. Bike corrals have a growing popularity throughout the U.S. Bike corrals typically replace one on-street vehicle parking space with eight to twelve bicycle parking spaces while preserving sidewalk space.

Figure 19. Long-term Bicycle Parking Facility in San Francisco, CA



Long-term bicycle parking, like the example shown in Figure 19, is designed toward employees, residents, public transit users, and similar users who need to store their bike for more than four hours. These parking facilities need to have increased security and weather protection to provide assurance that their bike will not be stolen or damaged. Long-term parking facilities include bike lockers and sheltered and secured enclosures.

Section 5.106.4 of the California Green Building Standards Code outlines the bicycle parking minimum requirements for short-term and long-term bicycle parking. Jurisdictions within the State of California must comply with the bicycle parking ordinance unless the jurisdiction has a stricter bicycle parking ordinance (i.e., high bike parking minimum).

The Association of Pedestrian and Bicycle Professional (APBP) has developed the Essentials of Bike Parking: Selecting and Installing Bicycle Parking that Works (2015) and the Bicycle Parking Guidelines, 2nd Edition (2010)[6] that provide widely accepted recommendations and examples of bicycle parking best practices and example policies. City of Clovis staff can also review sample policies, codes, and programs within California in the Bike Parking Sourcebook developed by the Humboldt County Association of Governments (HCAOG)[7].

Ways to Provide Bike Parking

There are multiple ways to provide bicycle parking, including:

- A bicycle rack request program
- A bicycle parking sponsorship program
- Directing fees from new development to bicycle parking, and
- Developing a regional or municipal-level program

Developing a Bicycle Parking program at the municipal level would help to increase the amount of high-quality bicycle parking by improving coordination between public requests, property owners and businesses, city departments and other agencies. The program would also be the point of contact for developers to contact for bicycle parking installation, to address questions or concerns, and ensure bicycle racks are replaced by developers if they are removed during the construction process.

6 http://www.apbp.org/?page=publications
7 http://hcaog.net/sites/default/files/bike_parking_sourcebook_final.pdf

E-Bicycle Policy

Electric bicycles, or e-bikes, are becoming an increasingly popular option for bicycling. They provide a way for people to take longer trips by bike, appeal to a wider audience of riders, and can help make bicycling more accessible to community members who are interested in bicycling. E-bikes, such as in Figure 20, with the right policies in place, can encourage bicycling as both a recreational and utilitarian mode of transportation. With their increased popularity, state regulations and local policy are critical to supporting the use of the growing bicycle network in Clovis.

State Regulations

In 2015, California passed legislation to create a three-class system to categorize electric bicycles and properly regulate them based on their maximum assisted speed.[8]

- A "Class 1 electric bicycle" is a bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour.
- A "Class 2 electric bicycle" is a bicycle equipped with a motor that may be used exclusively to propel the bicycle, and that is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour.
- A "Class 3 electric bicycle" is a bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour, and is equipped with a speedometer.

Figure 20. Example of an E-bike

State law permits most low-speed e-bikes (Class 1 and Class 2, less than 20mph) and restricts higher-speed e-bikes (Class 3 and all other e-bikes).

Opportunities for Local Policy

Current City of Clovis policies for e-bikes restricts "motor-driven cycle[s]" on freeways, canal banks, on private property, and on Sierra Vista Mall roadways and parking facilities (Policy 4.5.880, 4.5.890, 4.5.891, 4.5.892, and 4.5.893)[9]. Additionally, Chapter 10 of the city code prohibits the use of "cycle[s]" to any part of public parks aside from the roads (10.3.01.4).[10]

The City of Clovis has the opportunity to change policy to regulate e-bike use on trails and paseos. A policy could be developed to regulate e-bike user speed to under 20 mph on trails via signage at trailheads and other key access points. This policy could be accompanied by a map displaying which trails allow e-bikes, and which do not. An additional policy could create speed limits that apply to all trails. A design-focused policy could regulate path width to ensure that users are comfortable with a variety of other trail users on a wider path. With any policy change, it is important to note the value of a public education campaign to promote the policy.

Additional resources for e-bike policies can be found at PeopleForBikes.org:

- National Electric Bicycle Law and Policy Overview: https://www.peopleforbikes.org/electric-bikes/policies-and-laws

8 https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201520160AB1096
9 https://www.codepublishing.com/CA/Clovis/#!/html/Clovis04/Clovis0405.html
10 https://www.codepublishing.com/CA/Clovis/#!/html/Clovis10/Clovis1003.html

- Electric Bicycles: Public Perceptions & Policy: https://prismic-io.s3.amazonaws.com/peopleforbikes/69085e0f-5cc3-4988-9427-7b98795c18ee_E_bikes_mini_report.pdf

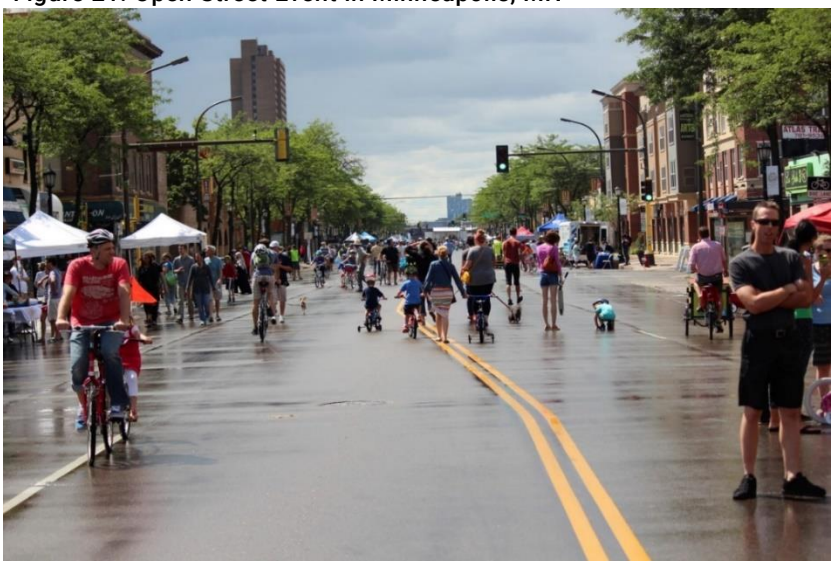
Encouragement Programs

Encouragement programs complement active transportation and can support mode shift by encouraging behavior change and promoting new infrastructure. The City can partner with community organizations to spark interest and excitement by creating special events that motivate community members to try new modes of transportation. Encouragement programs often include, but are not limited to, open street events, and Safe Routes to School.

Open Streets

Open street events are popular methods to encourage people to walk or get on their bikes and have fun with their friends, family, and community members. Open street events, such as the one pictured in Figure 21, are essentially a block party that closes a roadway to motor vehicle traffic and only allows people to access the roadway using active transportation modes (e.g., walking, biking, skateboarding, scooters, etc.). Hosting open street events can demonstrate to communities that the City supports and encourages bicycling and other forms of active transportation.

Figure 21. Open Street Event in Minneapolis, MN



Events to encourage people to walk, bike, or skate for recreation and transportation can be included in branded/marketed events created by communities or events that already exist. Marketing weeks or months for walking or bicycling while hosting events can generate a buzz within communities to encourage people to walk or bike instead of drive.

Safe Routes to School

The City should partner with the school district to pursue funding to support the coordination of resources to ensure consistent funding for Safe Routes to School programming at schools throughout Clovis.

Safe Routes to School (SRTS) programs are intended to create safe, fun, and social opportunities for children to bike and walk to and from school (see Figure 22). SRTS support healthier children by encouraging them to use active modes of transportation to commute to school rather than be driven in a car. Furthermore, SRTS can lead to children using active modes of transportation into adulthood because they see these modes as a normal everyday activity.

Figure 22. Safe Routes to School Programs Educate Children About How to Ride a Bicycle Safely

Walk or bike audits near schools can identify infrastructure improvements needed, and partnerships with school districts can leverage funding and lead to more grant opportunities and applications.

The National Center for Safe Routes to School programs (http://guide.saferoutesinfo.org/steps/ and the Safe Routes Partnership (http://www.saferoutespartnership.org/) have created guides and conducted research to help people interested in creating and improving SRTS programs. Proximity to schools is included as part of the prioritization framework used in this Plan. Refer to Chapter Six for more information about how promixity to schools was incorporated in to the project prioritization process for bicycle recommendations and sidewalk infill projects.

Education Campaigns

Education campaigns can help encourage safe road user behavior and complement infrastructure improvements. Campaigns can be broad, or they can be more specific by targeting a certain mode of transportation or a certain travel behavior.

Driver-Oriented Materials

The City of Clovis can implement educational campaigns directed towards educating the general public on safe travel behaviors and the impacts of reckless or inconsiderate behaviors. Education can be conducted through advertising campaigns, roadside or trailside events, or one- or two-day training courses in classrooms. Successful events include large signage, paper handouts, issuance of verbal warnings, praising good behavior with prizes, and in-depth conversations about the importance of safe travel behaviors. Topics could include yielding to other road users, traveling at safe speeds, and clarifying the bicycle rules of the road.

Bicycle- and Pedestrian-Oriented Materials

Education materials oriented to people who walk or ride a bicycle can be implemented using a variety of strategies and messaging.

One strategy includes using a bicycling ambassador program, which can be an effective way to educate the public on traffic safety for all roadway users. Some of the services that the bicycle ambassadors could provide include bike mentorship, event attendance, community bicycling workshops, safe cycling rewards, organized rides, commuter pit stops, and bike lane stewardship.

The program could be implemented in partnership with other transportation or health-focused organizations, such as Fresno County Department of Public Health, to host outreach events aimed at encouraging people to make trips by bicycle, follow safe travel behaviors, and develop a relationship with the community to foster an engaged community of bicyclists. A similar pedestrian ambassador program could be developed to educate the public on trail etiquette, and promote social walking events, local walking tours, and more.

Both the bicycle and pedestrian ambassador program could partner with local schools as part of a Safe Routes to School program to deliver workshops and events tailored to elementary, middle, and high school students. Posting educational materials on the City's website can also increase awareness.

Chapter 6: Implementation Strategy

Project Prioritization

All projects identified in this Plan are important to improving local pedestrian and bicycle network connectivity, safety, and access. However, due to the realities of finite financial and staffing resources, it will likely be necessary to implement projects gradually over time. Prioritizing projects helps guide investments toward projects that provide the greatest benefits. In addition, the prioritization process can help identify projects and their applicability to different grant and funding opportunities.

As part of this Plan, bikeway recommendations presented in Chapter 3 and sidewalk gaps identified in Chapter 4 were prioritized using the criteria shown in Table 7. These criteria were developed to align with the Plan's vision and goals and City objectives. The scores reflect a relative ranking of each criteria. For a complete list of prioritized projects and cost estimates, see Appendix A.

Table 7. Bicycle and Pedestrian Project Prioritization Criteria

Plan Goal	Criteria	Measure	Notes	Points
Improve safety		**Highest Number of Points Possible**		**40**
Safety	Collision History[11]	Weighted crashes per mile	*Prioritizes segments that have a high concentration of crashes.*	40
Increase connectivity and active transportation trip potential		**Highest Number of Points Possible**		**15**
Connectivity and Mode Shift	# of Schools, Colleges, and Universities	**Ped:** ½ mile	*Prioritizes projects that connect to key destinations.*	5
		Bike: 1 mile		
	# of Commercial Areas	**Ped:** ½ mile		5
		Bike: 1 mile		
	# of Transit stops	**Ped:** ¼ mile		5
		Bike: ½ mile		
Improve transportation options for all people		**Highest Number of Points Possible**		**15**
Equity	Age	% of the population that is under 18 or 65 or older	*Prioritizes projects in areas with a higher percentage of youth or older adults.*	5
	Race/Ethnicity	% of population that is non-white	*Prioritizes projects in areas with a higher percentage of BIPOC population.*	5

[11] A weighted crash total of bicycle crashes that occurred between 2015 and 2019 along each project will be calculated. Crashes to be weighted based on the severity of the most severe injury resulting from the crash: fatal and serious injury crashes at 5 points, all other injury crashes at 3 points.

	Income	Median Household Income	*Prioritizes projects in areas with lower income populations.*	5
Increase access to recreation		**Highest Number of Points Possible**		**20**
Recreation	Park	**Ped:** ½ mile	*Prioritizes projects that connect to recreation areas.*	10
		Bike: 1 mile		
	Trail	**Ped:** ½ mile		10
		Bike: 1 mile		

Figure 23 and Figure 24 present maps of the prioritized bikeway and sidewalk gaps, respectively. The prioritization approach presented here focuses on filling/eliminating sidewalk gaps within city boundaries to improve pedestrian network connectivity. Sidewalk gaps located along undeveloped, primarily agricultural land were not prioritized given that these sidewalks will likely be built as part of future development projects.

Table 8 and Table 9 show the highest priority bicycle facility and sidewalk infill projects based on the results of the prioritization analysis. For more information about the cost estimates, refer to Funding and Cost Estimates on page 34.

Table 8. Top 10 Recommended Bicycle Projects

Rank	Corridor	From	To	Recommended Facility	Length (mi)	Estimated Cost
1*	Fowler Ave	Barstow Ave	Gettysburg Ave	Class II Buffered Bicycle Lane	1.0	$102,225
2*	Fowler Ave	Bullard Ave	Nees Ave	Class II Buffered Bicycle Lane	1.5	$156,804
3	Shaw Ave	Sunnyside Ave	Montana Ave	Class II Bicycle Lane	3.6	$162,140
4	Minnewawa Ave	Santa Ana Ave	Bullard Ave	Class II Bicycle Lane	1.7	$77,112
5**	Ashlan Ave	De Wolf Ave	Leonard Ave	Class II Bicycle Lane	0.5	$22,548
6	Gettysburg Ave	DeWolfe Ave	Leonard Ave	Class II Bicycle Lane	0.5	$22,276
7	Sunnyside Ave	Gettysburg Ave	Nees Ave	Class II Bicycle Lane	3.0	$135,604
8	Villa Ave	Sierra Ave	Herndon Ave	Class II Bicycle Lane	0.5	$22,608
9	Barstow Ave	Clovis Ave	Leonard Ave	Class II Bicycle Lane	2.5	$113,412
10	De Wolf Ave	Gettysburg Ave	Barstow Ave	Class II Bicycle Lane	1.0	$45,143

*All Class II Buffered Bicycle Lanes will require further study to assess feasibility.
**Project has a bike lane only on one side of the street.

Table 9. Recommended Sidewalk Infill Projects

Rank	Corridor	From	To	Length (mi)	Prioritization Rank	Estimated Cost
1	Ashlan Ave	Willow Ave	Helm Ave	0.49	High	$342,711
2	Willow Ave*	W Escalon Ave	W Barstow Ave	0.72	High	$497,366
3	Gettysburg Ave*	Peach Ave	Homsy Ave	0.17	Medium-High	$117,060
4	Villa Ave	300 ft south of W Ashlan Ave	W Pontiac Way	0.30	Medium-High	$205,106
5	Temperance St	Griffith Ave	Bellaire Way	0.17	Medium-High	$114,584
6	Villa Ave	Fresno Clovis Trail	W Herndon Ave	0.34	Medium-High	$236,390
7	Nees Ave*	N Whittier Ave	Armstrong Ave	0.25	Medium-Low	$170,852
8	Alluvial Ave*	N Fordham Ave	West of N Renn Ave	0.14	Medium-Low	$97,971

*Indicates a project within one-half mile of a school

In addition to the eight sidewalk infill projects presented in Table 9, a series of small, sidewalk infill spot improvements were identified at the locations listed below. All spot improvements are less than 500 feet in length.

- Herndon Avenue, between the Fresno-Clovis Trail and Dewitt Avenue
- Clovis Avenue, between the Mariott Driveway and Sierra Avenue
- Shaw Avenue, between 425 Shaw Avenue and 505 Shaw Avenue
- Gettysburg Avenue (south side), between Peach Avenue and 332 Gettysburg Avenue

Figure 23. Prioritized Bikeway Projects

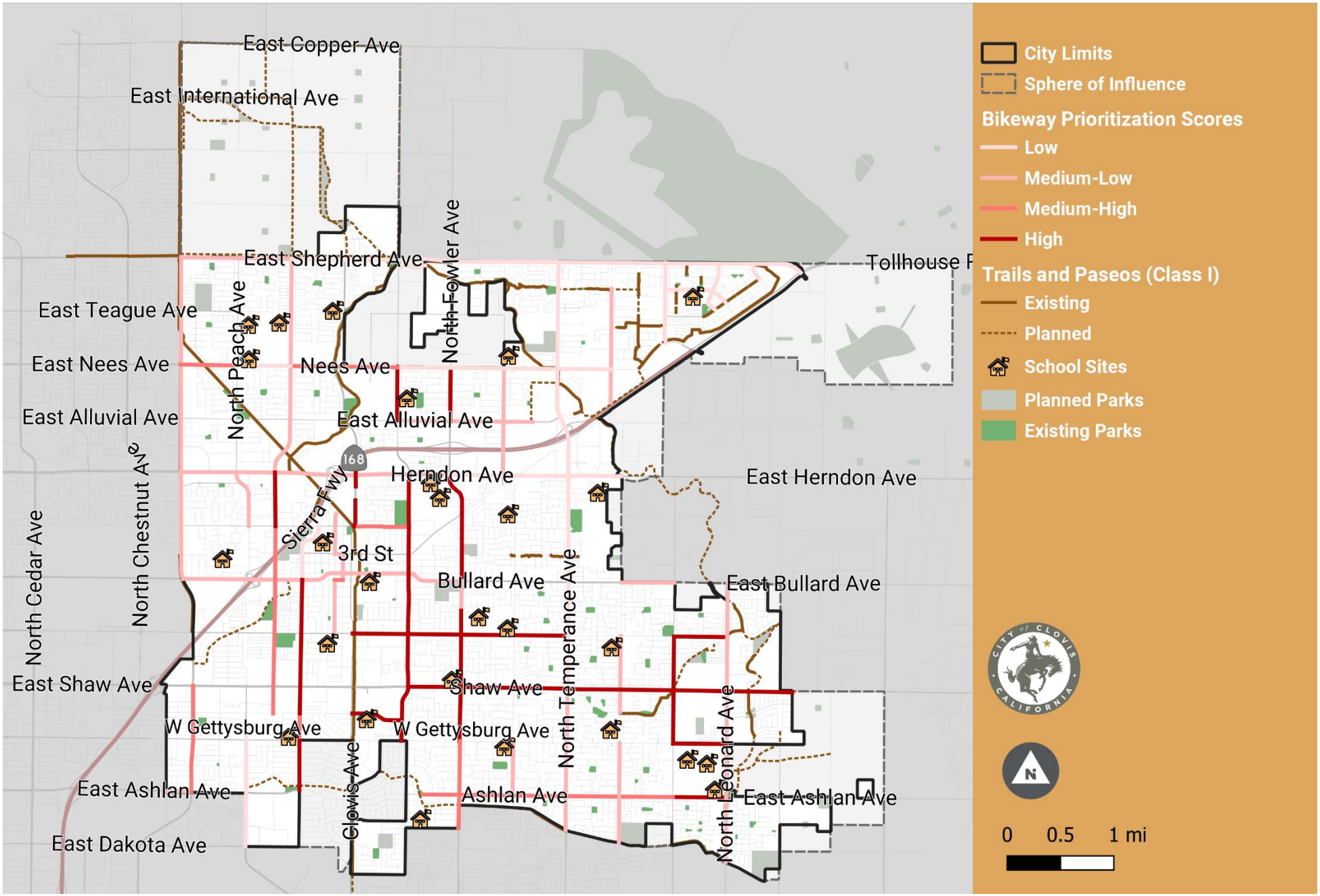
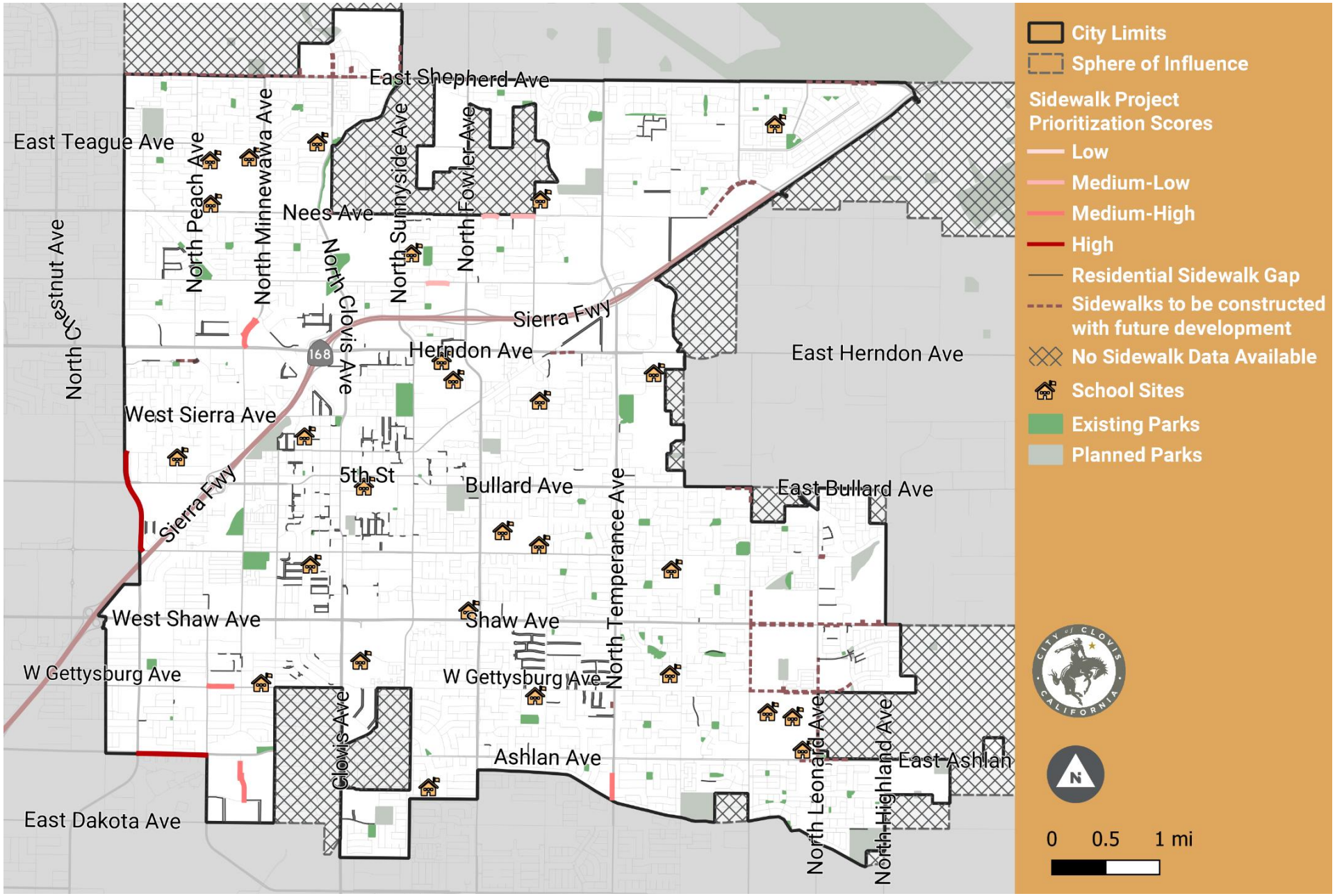


Figure 24. Prioritized Sidewalk Infill Projects



Funding and Cost Estimates

The cost of implementing the active transportation network varies based on the type of bikeway that is planned, and the degree to which existing infrastructure needs to be modified or enhanced. Planning-level cost estimates were developed for the proposed bicycle network's full buildout. Table 10 shows a summary of the cost estimates for the bicycle and pedestrian facilities recommended in this Plan.

Table 10. Summary of Bikeway and Sidewalk Infill Project Cost Estimates

Facility Type	Construction Cost Subtotal per Mile	35% Construction Contingency & Traffic Control	15% Design Costs*	Total Cost Per Mile (Rounded)
Sidewalk Infill**	$437,712	$153,199	$65,657	$692,568
Class II Bicycle Lane	$30,000	$105,000	$4,500	$45,000
Class II Buffered Bicycle Lane	$68,000	$23,800	$10,200	$102,000
Class III Bicycle Route	$9,200	$3,220	$1,380	$13,800

*Represents 20% Utility/Drainage Contingency Costs for sidewalk infill projects.
**Includes concrete curb and gutter

Appendix D: Funding Sources provides a list of funding sources and applicable project types to help the City fund the recommendations identified in this Plan. For example, the Caltrans' Active Transportation Program funds can be used for infrastructure projects, quick-build pilot projects, planning documents such as this one, and non-infrastructure projects, like the programs recommended in this Plan. The prioritization process presented in Table 11 overlaps with some of the screening criteria Caltrans uses for the Active Transportation Program infrastructure projects. Projects recommended in this Plan that scored well for proximity to schools, trails, and disadvantaged communities are well suited to Caltrans Active Transportation Program funds.[12]

Implementation Phasing

Each project recommended in this Plan could be implemented one at a time; however, to build a complete network, it is beneficial to combine recommendations with the aim of building connected bikeways or sidewalks, or to fill a gap. For example, implementing connected Class II Bicycle Lanes along a single route would be advantageous for bicycle connectivity. The means by which bicycle infrastructure is implemented varies depending on the bikeway type. Pedestrian recommendations are primarily focused on filling in gaps in the sidewalk network.

[12] Refer to Caltrans' Active Transportation Program guidelines for more information about project eligibility criteria. https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program/general-and-technical-information

Short-Term

The recommended bicycle and pedestrian facilities presented in this Plan are intended to create a connected network for people walking and bicycling. In many cases, short-term projects may consist of simple restriping of roadways to install or upgrade bike lanes. All planned street resurfacing and reconstruction projects should be reviewed in conjunction with the bicycle and pedestrian project recommendations to identify potential opportunities to incorporate projects recommended in this Plan in the near future.

Long-Term

Some proposed projects, such as Class I Trails or future Class IV Separated Bike Lanes, may require a longer-term effort for the project to come to fruition. While it may take longer to implement these projects, City departments should start considering what steps are needed to construct these projects either through capital projects or as part of future development. This will allow the City of Clovis to be better situated to take advantage of implementation and grant opportunities as they arise.

Design Guidance

This Plan aims to enhance opportunities for walking, bicycling and other forms of active transportation. To achieve the goals set forth in this Plan, bicycle and pedestrian facilities must connect to destinations people want to go, and these facilities must feel safe and comfortable. Below are a few general design guidelines City staff should consider as they implement the projects recommended in this Plan.

- **Minimize conflicts:** Conflict points often occur where pedestrians, bicyclists, and motorists cross paths, such as at intersections and driveways. The potential for conflict may be mitigated by combining conflict points (e.g., reducing the number of driveways or reducing the number of travel lanes) or separating modes at conflict points (e.g., through signal phasing). Other solutions include providing signs and pavement markings that clearly conveys interactions between modes and designing facilities that are intuitive and lead to predictable behavior patterns.
- **Provide safe and convenient crossings:** Safe crossings should be provided at or near transit stops, where bike routes cross major streets, and near parks, schools, and other community destinations. To be considered safe, crossings should be clearly marked and provide enough time for non-motorized users to cross the street at a comfortable pace.
- **Reduce vehicle speeds:** Reducing vehicle speeds is key to decreasing collisions among roadway users and minimizing the severity of injuries if a collision occurs. This is especially true for people walking and biking, as they travel slower and are more vulnerable than motorists. This speed differential can negatively affect a person's perception of safety, particularly where there is a lack of separation between vehicles and active transportation users.
- **Provide consistency:** Infrastructure designed with a level of consistency in terms of aesthetics and function improves safety by promoting predictable behaviors and helps road users feel more comfortable following a route.

Disclaimer: Information contained in this document is for planning purposes and should not be used for final design of any project. All results, recommendations, concept drawings, cost opinions, and commentary contained herein are based on limited data and information and on existing conditions that are subject to change. Further analysis and engineering design are necessary prior to implementing any of the recommendations contained herein. Geographic and mapping information presented in this document is for informational purposes only, and is not suitable for legal, engineering, or surveying purposes. Mapping products presented herein are based on information collected at the time of preparation. Toole Design Group, LLC makes no warranties, expressed or implied, concerning the accuracy, completeness, or suitability of the underlying source data used in this analysis, or recommendations and conclusions derived therefrom.

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