

Downtown Madera Capital Preventative Maintenance and Road Diet

On State Route 145 from south of Avenue 13 to south of the
East Madera Underpass Bridge in the City of Madera in Madera County

06-MAD-145-Post Miles 8.0 to 12.0

06-0Y180/0619000005

Initial Study with Proposed Negative Declaration

Volume 1 of 2



Prepared by the
State of California Department of Transportation

October 2021



General Information About This Document

What's in this document:

The California Department of Transportation (Caltrans) has prepared this Initial Study, which examines the potential environmental impacts of alternatives being considered for the proposed project in Madera County in California. The document explains why the project is being proposed, the alternatives being considered for the project, the existing environment that could be affected by the project, potential impacts of each of the alternatives, and proposed avoidance, minimization, and/or mitigation measures.

What you should do:

- Please read the document. Additional copies of the document and the related technical studies are available for review at the Caltrans District 6 office at 1352 West Olive Avenue, Fresno, California 93728, and the Madera County Library at 121 North G Street, Madera, California 93637. The document can also be accessed electronically at <https://dot.ca.gov/caltrans-near-me/district-6>.
- Tell us what you think. If you have any comments regarding the proposed project, please attend the public hearing, and/or send your written comments to Caltrans by the deadline. Submit comments via U.S. mail to: Juergen Vespermann, District 6 Environmental, California Department of Transportation, 2015 East Shields Avenue, Suite 100, Fresno, California 93726. Submit comments via email to: juergen.vespermann@dot.ca.gov.
- Submit comments by the deadline: March 11, 2022.

What happens next:

After comments are received from the public and reviewing agencies, Caltrans may 1) give environmental approval to the proposed project, 2) do additional environmental studies, or 3) abandon the project. If the project is given environmental approval and funding is appropriated, Caltrans could design and construct all or part of the project.

Printing this document: To save paper, this document has been set up for two-sided printing (to print the front and back of a page). Blank pages occur where needed throughout the document to maintain proper layout of the chapters and appendices.

For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please write to or call Caltrans, Attention: Juergen Vespermann, District 6 Environmental, 2015 East Shields Avenue, Suite 100, Fresno, California 93726; phone number 559-832-0051 (Voice), or use the California Relay Service 1-800-735-2929 (TTY), 1-800-735-2929 (Voice), or 711.

Preserve pavement, replace sign panels, conduct Transportation Management System work, and incorporate Complete Streets elements with a road diet along State Route 145 from south of Avenue 13 to south of the East Madera Underpass Bridge in the City of Madera in Madera County

Downtown Madera Capital Preventative Maintenance and Road Diet

INITIAL STUDY with Proposed Negative Declaration

Submitted Pursuant to: (State) Division 13, California Public Resources Code

THE STATE OF CALIFORNIA
Department of Transportation



Jennifer H. Taylor
Office Chief, District 6
Southern San Joaquin Valley Environmental Office
California Department of Transportation
CEQA Lead Agency

10/15/2021

Date

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DRAFT
Proposed Negative Declaration

Pursuant to: Division 13, Public Resources Code

District-County-Route-Post Mile: 06-MAD-145-PM 8.0/12.0
EA/Project Identification Number: 06-0Y180/0619000005

Project Description

The California Department of Transportation (Caltrans) proposes to restore drainage systems, replace sign panels, conduct Transportation Management System work, and incorporate Complete Streets elements with a road diet along State Route 145 in the City of Madera in Madera County.

Determination

An Initial Study has been prepared by the California Department of Transportation (Caltrans), District 6.

On the basis of this study, it is determined that the proposed action would not have a significant effect on the environment for the following reasons:

The project would have no effect on agriculture and forest resources, air quality, biological resources, cultural resources, energy, geology and soils, paleontological resources, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, tribal cultural resources, utilities and service systems, and wildfires.

The project would have no significant effect on aesthetics, greenhouse gas emissions, land use and planning, recreation, and transportation.

Jennifer H. Taylor
Office Chief, District 6
Southern San Joaquin Valley Environmental Office
California Department of Transportation

Date

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Chapter 1 Proposed Project

1.1 Introduction

The California Department of Transportation (Caltrans) proposes to replace distressed pavement, update existing facilities, install Complete Streets features, and implement a “road diet” (reducing the number of lanes from four to two from E Street to Fig Street and adding a two-way left-turn lane in the center of the roadway and Class II bike lanes on both sides of the roadway) on State Route 145, from post miles 8.0 to 12.0, in the City of Madera in Madera County. See Figures 1-1 and 1-2 for the project vicinity and location maps. See Figure 1-3 for the road diet cross sections.

The surrounding land use is mainly commercial, with some open space, public and semi-public use, and residential land use with varying levels of density. Within the project area, State Route 145 is mostly a two-lane conventional highway with four lanes in the urban areas. The route is a major arterial in Madera County that runs north and south and provides a connection from Interstate 5 in Fresno County to State Route 41 in Madera County. A build alternative and a no-build (no-action) alternative are being considered.

During the initiation phase of the project, the City of Madera reached out to Caltrans regarding this project. The City requested that Caltrans implement aspects of the City of Madera’s State Route 145 (Yosemite Avenue) Downtown Main Street Final Report dated 2020 into this project’s design. The report lists concepts and goals that reflect a vision to make the downtown area a more attractive destination to live, work and play while boosting economic development opportunities. Enhanced pedestrian amenities, bike facilities, and traffic-calming devices are all listed as key components to the vision. The City is aware that this project is funded through the State Highway Operation and Protection Program, which sets limitations to funding sources and project features. Therefore, not every component described in the City’s report can be implemented into this project’s design. Such features may include but are not limited to planted medians with ornamental trees and shrubs, new vegetative planting between sidewalks and the roadway, and decorative street lighting. However, a road diet and several other Complete Streets elements, as described in Section 1.2, Project Description, would be included in this project in coordination with the City of Madera.

It has been a collaborative effort between Caltrans and the City of Madera to shape the scope of this project, and this effort is ongoing. To date, the following coordination has taken place between Caltrans and the City of Madera:

- July 15, 2020: The City of Madera met with Caltrans to propose additional scope elements to the project's design. The City stated it was in support of a road diet and the transformation of downtown Madera to a more pedestrian- and bicycle-friendly area.
- May 7, 2021: Caltrans met with the City of Madera to discuss plans for the road diet. Caltrans discussed the traffic forecast data and the traffic operational analysis.
- May 26, 2021: Caltrans met with the City of Madera Engineer to prepare for the City Council meeting on June 2, 2021.
- June 2, 2021: Caltrans presented the project plans to the Madera City Council during a working session conducted by the City. The City requested more detailed information on bulb-outs and parking.

During construction, one-way traffic control on State Route 145 would be used, as coordinated with the City of Madera during the Plans, Specifications and Estimate phase and construction phase. The project's escalated construction cost was estimated in 2020 at \$13,400,000. The project is programmed in the 2023/2024 State Highway Operation and Protection Program.

1.2 Purpose and Need

1.2.1 Purpose

The project purpose is to preserve, repair, and extend the life of the existing pavement on State Route 145, update facilities to current standards, and implement community-driven multimodal improvements to downtown Madera along State Route 145.

1.2.2 Need

Based on the Conceptual Report prepared for the Project Initiation Proposal dated 2018 and the City of Madera's State Route 145 (Yosemite Avenue) Downtown Main Street Final Report dated 2020, the project is needed for the following reasons:

- State Route 145 is a major arterial in Madera County showing considerable distress on the existing pavement to the extent that preservation is needed.
- Improvements along State Route 145 (Yosemite Avenue) are needed to increase pedestrian and bicyclist protection from fast-moving traffic.

- Community-based improvements to multimodal transportation facilities are needed to boost the local economy and connectivity in downtown Madera.

1.3 Project Description

This is a Capital Preventative Maintenance (CAPM) project that would replace sign panels, conduct Transportation Management System work, and incorporate Complete Streets elements with a road diet that would reduce the number of lanes from four to two from E Street to Fig Street and add a two-way left-turn lane in the center of the roadway, plus add Class II bike lanes on both sides of the roadway. The work would take 90 work days; the projected construction year is 2024.

State Route 145 would be preserved by removing 3.6 inches of existing asphalt concrete pavement, sealing cracks and replacing failed localized areas, replacing the pavement with 2.4 inches of hot mix asphalt, and then overlaying the entire pavement with a 1.2-inch sacrificial layer. The sacrificial layer is a gap-graded bonded wearing course rubberized asphalt concrete. A bonded wearing course is a thin asphalt mixture applied over a thick emulsion membrane. This emulsion membrane seals the existing surface and allows the mixture to fully bind to the roadway. The mixture will be a gap-graded mix, meaning it will have an open surface texture to allow water to flow through the surface.

Concrete portions of the road, gutters and curbs would not be affected unless sidewalks are installed or a ramp needs to be altered to accommodate the installation of bulb-outs (extensions in the sidewalk into the parking lane to narrow the roadway, provide additional pedestrian space near crosswalks and intersections, increase pedestrian visibility, and shorten pedestrian crossing distances). Bulb-outs would be installed from E Street to Lake Street. Sidewalk gaps within the project limits would be filled with concrete sidewalks in developed areas. South of Magnolia Street, about 200 feet of parking would be removed to allow the new sidewalks to extend into the existing roadway, avoiding the removal of existing trees. A thin asphalt overlay extending outside the traveled way would be placed on undeveloped lots between Pecan Avenue and East Almond Avenue, instead of a concrete sidewalk. Because Caltrans right-of-way extends past the existing curb and gutter along State Route 145, all sidewalks constructed in front of businesses and residences would remain within Caltrans right-of-way. No additional right-of-way is expected.

Transportation Management System work includes installing accessible pedestrian signals, replacing damaged loop detectors, installing new loop stations, replacing roadside sign panels, and installing cameras. The road diet would reduce the number of lanes from four to two from E Street to Fig Street.

The road diet would also add a two-way left-turn lane in the center of the roadway and Class II bike lanes on both sides of the roadway. Figure 1-2 shows the boundary and lane configuration of the proposed road diet. Figure 1-3 shows a cross section of the road diet roadway. Additional Complete Streets elements may include but are not limited to installing bike parking, new or upgraded transit stations, shades, benches, bulb-outs, sidewalks, and Americans with Disabilities Act ramps. Lastly, several existing crosswalks would be replaced with high-visibility crosswalks.

Figure 1-1 Project Vicinity Map

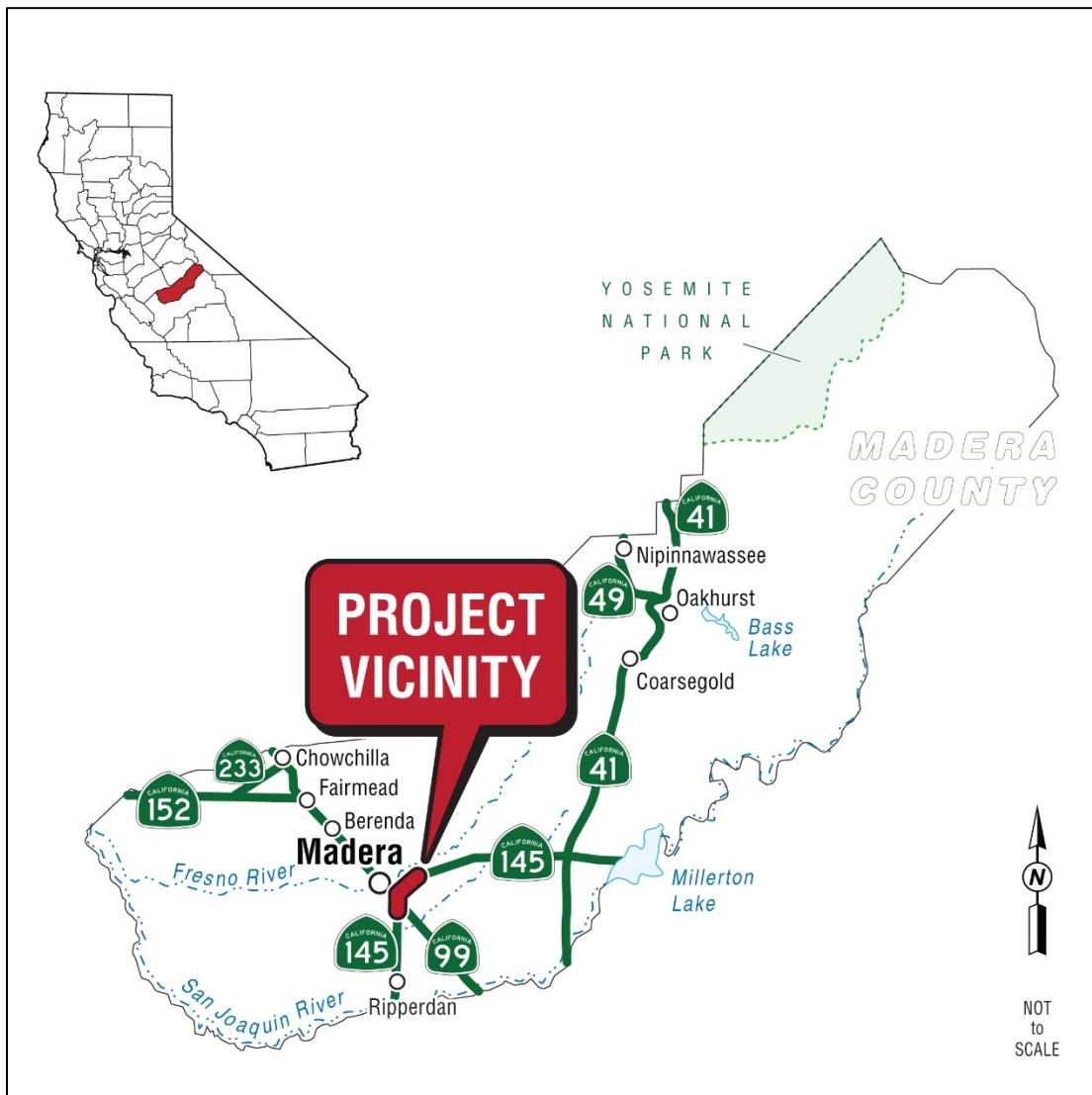


Figure 1-2 Project Location Map

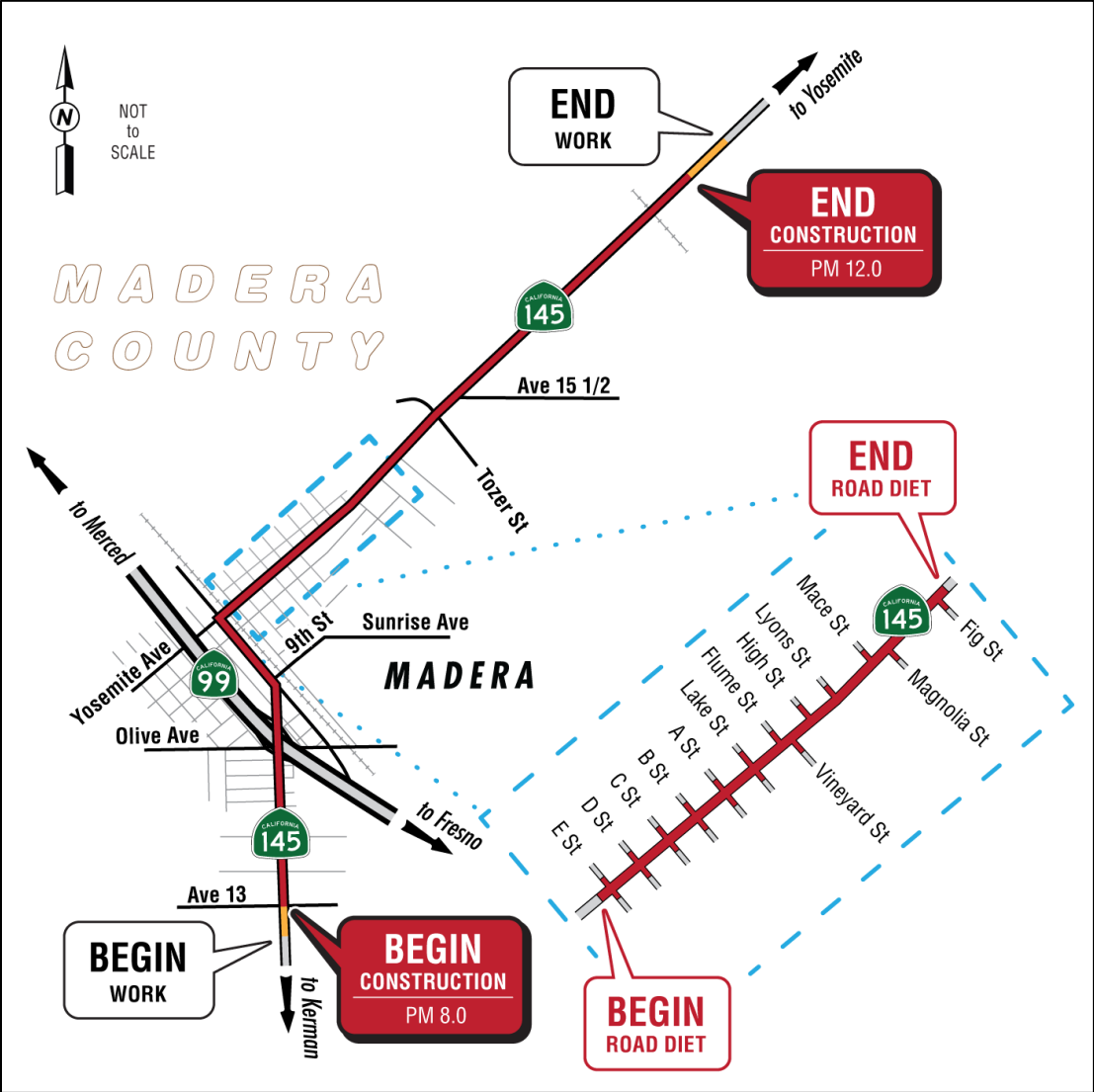
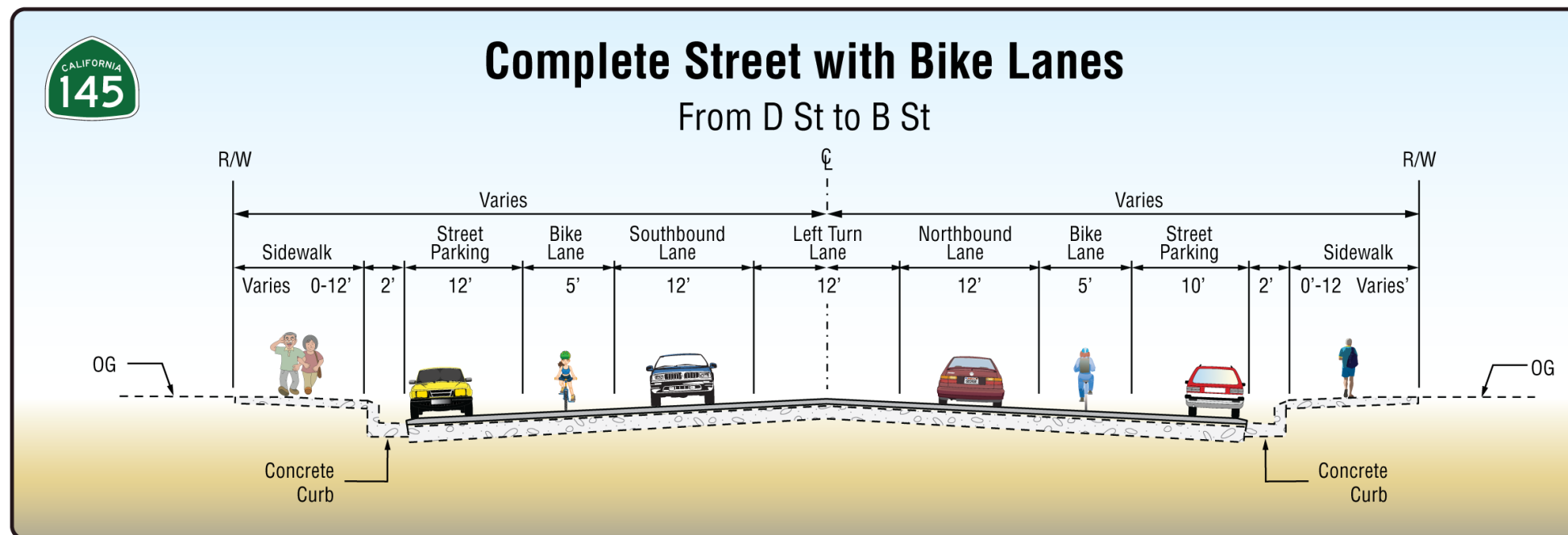
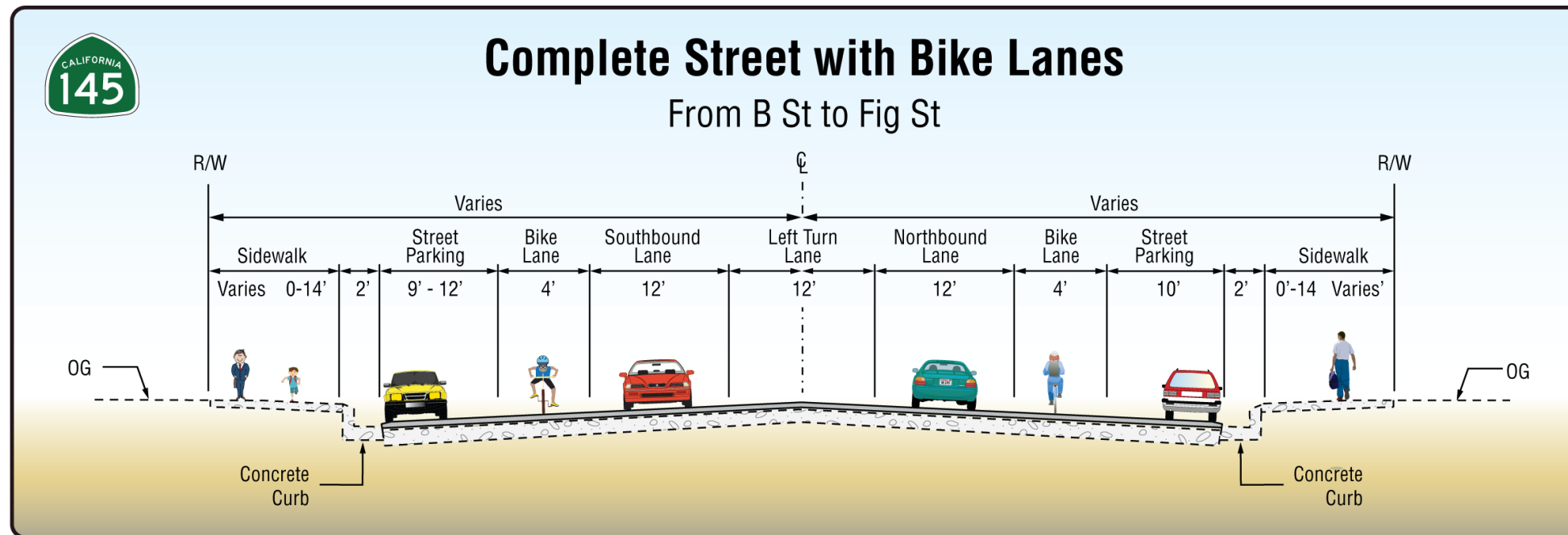


Figure 1-3 Road Diet Cross Sections



1.4 Project Alternatives

1.4.1 Build Alternative

State Route 145 would be preserved by removing 3.6 inches of existing asphalt concrete pavement, sealing cracks and replacing failed localized areas, replacing the pavement with 2.4 inches of hot mix asphalt, and then overlaying the entire pavement with a 1.2-inch sacrificial layer. Concrete portions of the road, gutters and curbs would not be touched unless sidewalks are installed or a ramp needs to be altered to accommodate the installation of bulb-outs. Bulb-outs would be installed from E Street to Lake Street. Sidewalk gaps within the project limits would be filled with concrete sidewalks in developed areas. South of Magnolia Street, about 200 feet of parking would be removed to allow the new sidewalks to extend into the existing roadway, avoiding the removal of existing trees. A thin asphalt overlay extending outside the traveled way would be placed on undeveloped lots between Pecan Avenue and East Almond Avenue, instead of a concrete sidewalk. Because Caltrans right-of-way extends past the existing curb and gutter along State Route 145, all sidewalks constructed in front of businesses and residences would remain within Caltrans right-of-way. No additional right-of-way is expected.

Transportation Management System work includes installing accessible pedestrian signals, replacing damaged loop detectors, installing new loop stations, replacing roadside sign panels, and installing cameras. Gaps in the sidewalk would be filled within the project limits. The road diet would be restricted to the downtown area of this project from E Street to Fig Street. Figure 1-2 shows the boundary of the proposed road diet. Figure 1-3 shows a cross section of the road diet roadway. The road diet would reduce the number of through lanes from four to two, add a two-way left-turn lane in the center of the roadway, and add Class II bike lanes on both sides of the roadway.

Eight angled parking spaces on adjacent side streets may be removed near intersections to accommodate the addition of turn lanes. Bulb-outs would be installed at each intersection from E Street to Lake Street and be completed with Americans with Disabilities Act ramps and high-visibility crosswalks. Additional Complete Streets elements may include but are not limited to installing bike parking, shades, and benches.

Day and night work would occur during construction of this project, with lane closures using reverse one-way traffic control. Traffic detours are not anticipated for construction activities. Typically, a flagger on either side of the construction work zone will control the flow of traffic intermittently with one direction closed and the other direction open to traffic. When construction work is being done along the eastbound section of the roadway, the traffic

flow will be in the westbound direction, and vice versa. There will be coordination with the City of Madera before and during construction. A detailed traffic management plan would be developed during the detailed design phase of the project (also known as the Plans, Specifications, and Estimates phase) to minimize delays and maximize safety for the traveling public and emergency service providers during construction.

This project contains a number of standardized project measures that are used on most, if not all, Caltrans projects and were not developed in response to any specific environmental impact resulting from the proposed project. These measures are listed later in this chapter under “Standard Measures and Best Management Practices included in All Build Alternatives.”

1.4.2 No-Build (No-Action) Alternative

The no-build (no-action) alternative would not meet the purpose and need of the project because it would not address the continued deterioration of the existing roadway.

1.5 Standard Measures and Best Management Practices Included in All Build Alternatives

6-1.04B Crumb rubber: States that crumb rubber (an ingredient in Rubberized Hot Mix Asphalt as stated in Standard Specification Section 39-2.03B(3)(a)) must be produced in the U.S. and derived from waste tires taken from vehicles in the U.S.

7-1.02A and 7-1.02C Emissions Reduction: Pertains to contractor compliance with all laws applicable to the project and to certify they are aware of and will comply with all California Air Resources Board emission reduction regulations.

7-1.02K(6)(j)(iii) Earth Material Containing Lead: Pertains to the management of earth material that contains lead and addresses the need for a Lead Compliance Plan.

10-5 Dust Control: Pertains to dust control during construction.

13-1 Water Pollution: Pertains to water pollution during construction.

14-1.02 Environmentally Sensitive Areas: Pertains to the potential discovery of nests occupied by migratory birds (including nesting raptors) during or prior to construction.

14-6.03 Species Protection: Pertains to protecting regulated species and their habitat within or near the job site.

14-7.03 Discovery of Unanticipated Paleontological Resources: If paleontological resources are discovered at the job site, all work must immediately stop near the discovery, the area must be secured, and an engineer must be notified.

14-8.02 Noise Control: Pertains to controlling and monitoring noise resulting from work activities.

14-9.02 Air Pollution Control: Pertains to air pollution control rules, regulations, ordinances, and statutes that apply to work performed under the construction contract.

14-11.14 Treated Wood Waste: Pertains to the management and disposal of treated wood waste during construction.

14-11.12, 36-4 and/or 84-9.03B Hazardous Waste Residue and Lead Compliance Plan: Pertains to residue that contains lead from paint and thermoplastic and addresses the need for a Lead Compliance Plan.

It is Caltrans' policy to avoid cultural resources whenever possible. Further investigations may be needed if archaeological sites cannot be avoided by the project. If buried cultural materials are encountered during construction, it is Caltrans' policy that work stop in that area until a qualified archaeologist can evaluate the nature and significance of the find.

1.6 Discussion of the NEPA Categorical Exclusion

This document contains information regarding compliance with the California Environmental Quality Act (CEQA) and other state laws and regulations. Separate environmental documentation, supporting a Categorical Exclusion determination, will be prepared in accordance with the National Environmental Policy Act. When needed for clarity, or as required by CEQA, this document may contain references to federal laws and/or regulations (CEQA, for example, requires consideration of adverse effects on species identified as a candidate, sensitive, or special-status species by the U.S. National Marine Fisheries Service and the U.S. Fish and Wildlife Service—that is, species protected by the Federal Endangered Species Act).

1.7 Permits and Approvals Needed

No permits, licenses, agreements, or certifications are required for project construction.

Chapter 2 CEQA Evaluation

2.1 CEQA Environmental Checklist

This checklist identifies physical, biological, social, and economic factors that might be affected by the proposed project. Potential impact determinations include Significant and Unavoidable Impact, Less Than Significant With Mitigation Incorporated, Less Than Significant Impact, and No Impact. In many cases, background studies performed in connection with a project will indicate that there are no impacts to a particular resource. A “No Impact” answer reflects this determination. The questions in this checklist are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

Project features, which can include both design elements of the project and standardized measures that are applied to all or most Caltrans projects such as Best Management Practices and measures included in the Standard Plans and Specifications or as Standard Special Provisions, are considered to be an integral part of the project and have been considered prior to any significance determinations documented below.

“No Impact” determinations in each section are based on the scope, description, and location of the proposed project as well as the appropriate technical report (bound separately in Volume 2), and no further discussion is included in this document.

2.1.1 Aesthetics

Considering information in the Visual Impact Assessment dated October 2021, the following significance determinations have been made:

Except as provided in Public Resources Code Section 21099:

Question—Would the project:	CEQA Significance Determinations for Aesthetics
a) Have a substantial adverse effect on a scenic vista?	No Impact
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	No Impact

Question—Would the project:	CEQA Significance Determinations for Aesthetics
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 a publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	Less Than Significant Impact
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	No Impact

Affected Environment

The project lies in the San Joaquin Valley portion of California's Central Valley in the City of Madera. The landscape is characterized by relatively flat terrain. In the distant east and west are the Sierra Nevada and coastal mountain ranges, respectively, that rise dramatically and enclose the valley. While agriculture is generally the main land use in the Central Valley, the proposed project is in a highly developed urban setting. It is surrounded by a variety of land uses typical of a city including residential, commercial, industrial, institutional, and recreational. Some notable land uses in the project limits are the Madera Avenue Bible Church, the Norman M Gould Educational Center, Courthouse Park, All Faiths Funeral Home, and Yosemite Christian Center.

Visual Resources

Visual resources of a project setting are defined by assessing visual character and visual quality within the project corridor, which are described below.

Visual Character

Visual character includes attributes such as form, line, color, texture, scale, diversity, continuity, and dominance. These attributes are considered neither good nor bad. Changes in visual character can be identified by how visually compatible a proposed project would be with the existing condition by using visual character attributes as an indicator.

The project would make improvements on State Route 145. The land use within the project area is semi-dense development. The degree of maintenance to the surrounding structures varies. Some structures are well-maintained, while others show signs of deferred maintenance. Trees and shrubs both in the state right-of-way as well as on private property adjacent to the right-of-way also help define the project corridor. As with the structures,

the level of maintenance to these plantings varies. There are also gaps in the existing concrete sidewalk, making the sidewalk visually discontinuous.

In the downtown portion of State Route 145 from East 9th Street to North A Street, the City of Madera has made an effort to provide aesthetic enhancements including stamped architectural concrete, architectural street-lights, benches, transit shelters, and street trees in tree wells and planter strips. These elements are not consistent along the downtown corridor. Therefore, they do not strongly define the project corridor. However, the street trees do provide valuable shade for pedestrians and a visual separation between the sidewalk and the roadway. Although these architectural and natural elements are not consistent within the project corridor, they do provide a valuable visual resource within the project corridor.

Visual Quality

Visual quality is evaluated by identifying the vividness, intactness, and unity present in the project corridor. Public attitudes validate the assessed level of visual quality and predict how changes to the project corridor can affect these attitudes.

Vividness is the memorable qualities of a view. The project corridor lacks any elements that possess any strong memorable qualities. Intactness and unity describe the degree to which views are integrated and the level of visual encroachment within the view. Views with little encroachment are said to be highly intact. Views that are integrated are said to be unified. The project corridor is highly urbanized with built elements. The intactness rating is measured as low. The views of the built environment lack any qualities of unity. The rating for unity in the project corridor is measured as low.

Viewer Response

The viewer response is defined by assessing viewer exposure and viewer sensitivity, which are discussed below. The viewer response is expected to be moderately high.

Viewer Exposure

Viewer exposure is a measure of the viewer's ability to see a particular object. Viewer exposure has three attributes: location, quantity, and duration. Location describes the position of the viewer in relationship to the object being viewed. Quantity refers to how many people see the object. Duration refers to how long a viewer can keep an object in view.

The primary neighbors considered for this project are residential, commercial, industrial, and institutional neighbors that are adjacent to the project. These neighbors have views of the highway that are in the foreground. Their views are constant and enduring. Neighbors of note that have direct views of the roadway in the project corridor include Madera County Superintendent of

Schools, Gill Car Dealership, Madera West Apartments, Pepper Tree Apartments, Laguna Knolls Apartments, Madera Avenue Bible Church, Madera Car Dealership, Courthouse Park, and All Faiths Funeral Home. There are several other small businesses and single-family residential homes that are neighbors with direct views of the highway.

Viewer exposure for the highway user is generally not as high as the viewer exposure for the neighbor. The speed limit on State Route 145 varies from 45 miles per hour on the project ends to 30 miles per hour in the downtown Madera area. As the speed limit decreases, the duration of foreground views increases. At the slower speeds, users of the highway notice more within the viewing spectrum.

Overall composite viewer exposure (of neighbors and users) is moderately high.

Viewer Sensitivity

Viewer sensitivity is a measure of the viewer's recognition of a particular object. It has three attributes: activity, awareness, and local values. Activity relates to the preoccupation of viewers, and awareness relates to the focus of view.

Due to the types of neighbors and users and the downtown setting of the project corridor, the viewer sensitivity is measured to be moderately high.

Environmental Consequences

Visual Resources

The project is expected to have less than significant impacts on the visual character of the project corridor.

The project would add sidewalk where there are currently gaps. However, the new sidewalks in undeveloped areas would be constructed of asphalt, not concrete. The difference in materials for the sidewalk would weaken the visual qualities of color and continuity. The asphalt sidewalks would have negative impacts on visual character.

The project also includes new pedestrian elements like benches and transit stations. When these elements are designed to match the existing site elements, they can strengthen the visual character in the project corridor. Though the project would not add trees or vegetation to the project area, the addition of more street trees could reinforce the pattern of the existing street trees. These project features would all help to strengthen the visual character in the project corridor.

Existing vegetation would not need to be removed to accommodate planned new roadway features. However, portions of existing architectural concrete

may need to be removed. The replacement of removed architectural concrete would preserve the existing visual quality in the project corridor. The visual effect of removed architectural concrete would be temporary while the architectural concrete is replaced.

Changes to visual resources (as measured by changes in visual character and visual quality) would be low.

Viewer Response

Overall viewer response to the change in visual resources is expected to be moderately high. The project is in the downtown area of Madera with sensitive viewer groups such as residential areas and businesses. These viewers have prolonged views of the project corridor. Users of the highway are also more sensitive to views on this main street of Madera.

Visual Impacts

Visual impacts are determined by assessing changes to the visual resources and predicting viewer response to those changes. The visual impacts of the project are expected to be moderate.

The project includes pedestrian street elements including transit stations, benches, and architectural concrete. Aesthetics related to these items, along with the possible use of concrete instead of asphalt for new sidewalks in undeveloped areas, would be coordinated with the project's Landscape Architect for visual consistency during the design phase of project development.

Temporary Impacts

Temporary visual impacts may occur during construction of the project. Equipment and materials would need to be stored during construction. There may be a temporary increase in light and glare if night work is required. These visual impacts are expected to be temporary and have less than significant impacts.

Avoidance, Minimization, and/or Mitigation Measures

No mitigation is anticipated.

2.1.2 Agriculture and Forest Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the

California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Considering information in the City of Madera General Plan dated 2009, and that the project would not be acquiring any additional right-of-way, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Agriculture and Forest Resources
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?	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	No Impact
c) Conflict with existing zoning, 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))?	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	No Impact.
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

2.1.3 Air Quality

Where available, the significance criteria established by the San Joaquin Valley Air Pollution Control District may be relied upon to make the following determinations.

Considering the information in the Air Quality Memorandum dated October 2021, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Air Quality
a) Conflict with or obstruct implementation of the applicable air quality plan?	No Impact
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?	No Impact
c) Expose sensitive receptors to substantial pollutant concentrations?	No Impact
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	No Impact

2.1.4 Biological Resources

Considering the information in the Biological Compliance Memorandum dated October 2021, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Biological Resources
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 Wildlife, U.S. Fish and Wildlife Service, or National Oceanic and Atmospheric Administration Fisheries?	No Impact
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 Wildlife or U.S. Fish and Wildlife Service?	No Impact
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	No Impact

Question—Would the project:	CEQA Significance Determinations for Biological Resources
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?	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	No Impact
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

2.1.5 Cultural Resources

Considering the information in the Historic Property Survey Report dated November 2020 and the Archaeological Survey Report dated November 2020, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Cultural Resources
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	No Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	No Impact
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	No Impact

2.1.6 Energy

Considering the information and guidance provided by the Caltrans Standard Environmental Reference, Chapter 3, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Energy
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	No Impact
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	No Impact

2.1.7 Geology and Soils

Considering the information in the Paleontological Identification Report dated February 2019, and information found on the California Geological Survey Information Warehouse Map and Alquist-Priolo Earthquake Fault Zone Interactive Map accessed December 7, 2020, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Geology and Soils
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.	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: ii) Strong seismic ground shaking?	No Impact.
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: iii) Seismic-related ground failure, including liquefaction?	No Impact

Question—Would the project:	CEQA Significance Determinations for Geology and Soils
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: iv) Landslides?	No Impact
b) Result in substantial soil erosion or the loss of topsoil?	No Impact
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 onsite or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	No Impact
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?	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	No Impact

2.1.8 Greenhouse Gas Emissions

Considering the information in the Air Quality Memorandum dated October 2021, and the Climate Change Report dated June 2021, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Greenhouse Gas Emissions
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less Than Significant Impact
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Less Than Significant Impact

Affected Environment

The project sits along State Route 145 in Madera County, which provides a connection from Interstate 5 in Fresno County to State Route 41 in Madera County. State Route 145 is mostly a two-lane conventional highway with four lanes in urban areas. Within the project limits, the land use next to State Route 145 is mostly commercial mixed with low-density residential.

The project purpose is to extend the life of the existing lanes on State Route 145 by preserving and repairing the pavement, updating facilities to current standards, and adding Complete Streets elements. The road diet would be restricted to the downtown area of this project from E Street to Fig Street.

The Madera County Transportation Commission's 2018 Regional Transportation Plan and Sustainable Communities Strategy guides transportation in the project area. Chapter 6 of the plan discusses the emission reduction strategy for the region.

Environmental Consequences

The purpose of the project is to extend the life of the existing lanes on State Route 145 by preserving and repairing the pavement, updating facilities to current standards, and adding Complete Streets elements. The road diet would be included in the project and restricted to the downtown area of the project from E Street to Fig Street.

This type of project generally causes minimal or no increase in operational greenhouse gas emissions. Because there is a possibility that the road diet reduction from four to two lanes may lead to slower vehicles and congestion, an operational analysis was completed for the project in April 2021. The operational analysis found that the proposed road diet would not lead to congestion along State Route 145 in the 2035 Build Alternative traffic analysis (2035 is the 10-year design life). Furthermore, the decreased speeds in the project area would reduce the severity of acceleration and deceleration experienced at intersections. The reduction in lanes would also eliminate the temptation to quickly accelerate and pass slower moving vehicles. Because abrupt acceleration and deceleration increases emissions, the decreased speeds and lack of projected congestion along State Route 145 are unlikely to result in increased greenhouse gas emissions.

Though the project would not lead to congestion on State Route 145, the reduction in lanes may still divert traffic to local streets or longer alternate routes. This is because reduced speeds and queuing on local roads may make longer (but faster) routes more desirable to the public. While a lane-reducing project does not typically affect the number of vehicle miles traveled, this project is located in an urban area where alternate routes to avoid slower speeds and queuing are readily available. In 2017, the Federal Highway Administration Office of Safety commissioned a series of 24 case studies highlighting road diet implementation throughout the United States, including

those located in urban areas. These case studies were assembled and reported on the Federal Highway Administration's Road Diet web page. The case studies found that most road diets resulted in little to no evidence of diverted traffic upon implementation. Also, the short length of the proposed road diet suggests that an increase in overall vehicle miles traveled because of the road diet is unlikely.

Several roadway improvements in the area are expected to be completed before the implementation of this project and are currently included in the 2021 Federal Transportation Improvement Program and 2018 Regional Transportation Plan. Notably, City of Madera is currently planning on implementing intersection improvements at the intersections of 4th Street, Lake Street, and Central Avenue. These improvements are expected to improve local circulation in the project area, minimize greenhouse gas emissions from slower speeds and queuing, and reduce the future desire to take longer alternate routes to avoid the area.

Therefore, while some greenhouse gas emissions during the construction period would be unavoidable, the project, once completed, is unlikely to lead to an increase in operational greenhouse gas emissions.

Construction greenhouse gas emissions would result from material processing, onsite construction equipment, and traffic delays due to construction. These emissions would be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases. With implementation of construction greenhouse gas-reduction measures, the impact would be less than significant.

In addition, with innovations such as longer pavement lives, improved traffic management plans, and changes in materials, the greenhouse gas emissions produced during construction can be offset to some degree by longer intervals between maintenance and rehabilitation activities.

All construction contracts include Caltrans Standard Specifications Section 7-1.02A and 7-1.02C, Emissions Reduction, which require contractors to comply with all laws applicable to the project and to certify they are aware of and will comply with all California Air Resources Board emission reduction regulations; and Section 14-9.02, Air Pollution Control, which requires contractors to comply with all air pollution control rules, regulations, ordinances, and statutes. Certain common regulations, such as equipment idling restrictions, that reduce construction vehicle emissions also help reduce greenhouse gas emissions.

The project will also implement Caltrans standardized measures (such as construction best management practices) that apply to most or all Caltrans

projects. Certain practices, such as development and implementation of a traffic control plan, that reduce construction vehicle emissions also help reduce greenhouse gas emissions.

Project-level greenhouse gas reduction strategies include the following:

- Implement Intelligent Transportation Systems to smooth traffic flow and increase system efficiency. These Intelligent Transportation Systems elements include repairing, installing, and upgrading loop detectors.
- Salvage and reuse asphalt ground up by cold-planing operations for shoulder backing.
- Use Rubberized Hot Mix Asphalt for the top layer of paving, which contains recycled rubber. Standard Specification Section 6-1.04B states Crumb rubber (an ingredient in Rubberized Hot Mix Asphalt as stated in Standard Specification Section 39-2.03B(3)(a)) must be produced in the U.S. and derive from waste tires taken from vehicles in the U.S. The sacrificial layer of pavement will extend the life of the pavement to lengthen the time between repairs.
- Use a Traffic Management Plan developed to minimize delays and traffic idling.
- Operate construction equipment with improved fuel efficiency.
- Limit equipment idling time.
- Improve drainage to adapt to localized flooding risks.

In addition, adding Complete Streets elements such as bike lanes and bike parking, upgraded transit stations, shades, benches, and improved sidewalks and pedestrian signals would support alternative modes of transportation.

Avoidance, Minimization, and/or Mitigation Measures

No mitigation is anticipated.

2.1.9 Hazards and Hazardous Materials

Considering the information in the Hazardous Waste Compliance Memorandum dated October 2021 and information gathered from the California Department of Forestry and Fire Protection online map, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Hazards and Hazardous Materials
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	No Impact
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?	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	No Impact
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?	No Impact
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 or excessive noise for people residing or working in the project area?	No Impact
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	No Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	No Impact

2.1.10 Hydrology and Water Quality

Considering the information in the Water Compliance Memorandum dated August 2020, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Hydrology and Water Quality
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface water or groundwater quality?	No Impact
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	No Impact
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 onsite or offsite;	No Impact
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: (ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite or offsite;	No Impact
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: (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	No Impact
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: (iv) impede or redirect flood flows?	No Impact
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	No Impact

Question—Would the project:	CEQA Significance Determinations for Hydrology and Water Quality
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	No Impact

2.1.11 Land Use and Planning

The State Route 145 Yosemite Avenue as Downtown Main Street Project Final Report dated 2020 and the City of Madera General Plan dated 2009 were considered during the evaluation of land use and planning impacts. It is anticipated that the road diet would help fulfill the city’s ultimate desire to make downtown a safer and more comfortable place for the public to visit and spend time. This will likely strengthen the established downtown community. Because of this, the following determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Land Use and Planning
a) Physically divide an established community?	Less Than Significant Impact
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?	No Impact

Affected Environment

The project is on State Route 145 and extends through the downtown area of the City of Madera. The downtown area is surrounded mostly by commercial land use, with low-density residential areas surrounding the commercial zones. There are also medium- and high-density residential areas, open spaces, and public services near the project area. State Route 145 shares the name of Yosemite Avenue in the downtown Madera area, which has been included in the City of Madera’s State Route 145 (Yosemite Avenue) As Downtown Main Street Final Report completed in March 2020. The report states generations of Madera residents have embraced Yosemite Avenue as the heart of the city over the past 100 years. Despite upgrades to concrete sidewalks, paving, street lighting, and landscape planting, the entire downtown core lacks cohesion and connection. This is because the evolution of the corridor has prioritized vehicular travel and was driven by the growing population and the increase in development and services in the area. Stakeholders in the State Route 145 (Yosemite Avenue) As Downtown Main

Street Final Report conducted a field review of Yosemite Avenue; many observed bicyclists on sidewalks, fast-moving vehicular traffic, unsafe conditions for pedestrians using the sidewalks, long stretches of the corridor lacking crosswalks, and jaywalking. Despite the lack of pedestrian- and bicycle-friendly features, several parades, events, and public services occur along Yosemite Avenue.

During a field visit to the project area in 2020, the project team observed that there were many undeveloped lots, gas stations, commuter services, and large commercial businesses in the project area located outside of downtown Madera. There was also a lack of pedestrian and bicycle facilities in the area.

Community facilities include schools, libraries, recreation facilities, health providers, emergency services, community centers, boys and girls clubs, public service centers, local government, and other similar institutions. Several community facilities exist near the project area. These include but are not limited to facilities of the Madera Agriculture Commission, the City of Madera Public Works Department, the Madera County Historical Society, the Superior Court of California, the Madera Library, the U.S. Postal Service, the Madera Drinking Driver Program, the U.S. Social Security Administration, the Department of Social Services, several religious establishments, and the City of Madera Parks and Community Services Department with an adjacent community swimming pool and community garden. These facilities are located near the proposed road diet and are primarily accessible from local streets that connect to State Route 145. Most of these facilities also have designated parking lots, with additional parallel parking on State Route 145 (Yosemite Avenue) and angled parking on local streets.

There are also seven schools less than half a mile from the project area. The Martin Luther King Jr. Middle School is about four-tenths of a mile southeast of the project near downtown Madera. Millview Elementary School and Mountain Vista High School are adjacent to each other just over a tenth of a mile southeast of the State Route 145 and Tozer Street intersection. George Washington Elementary School is about half a mile northwest of the project near downtown Madera. Madera High School is half a mile west of the project near Olive Street. James Madison Elementary School is four-tenths of a mile west of the project near Olive Street. The Norman M Gould Educational Center is about a tenth of a mile west of the project near Olive Street.

In the downtown area, the roadway in the project area is lined by more than 30 commercial businesses and restaurants. Yosemite Avenue provides access to an array of densely clustered banks, retail stores, thrift shops, boutiques, and convenience stores. Examples of these businesses include Serrano's Furniture, Three Kings Bakery, Sabor A Oaxaca Restaurante, TJ's Bar and Grill, Maris Jewelry, and Clothes and Things. Many more businesses extend beyond that, 1 to 3 blocks away from State Route 145, with most not quite as clustered as those lining State Route 145 (Yosemite Avenue). Most

businesses in the downtown area rely on angled street parking or parallel parking. Parallel parking is available along State Route 145 (Yosemite Avenue), while angled parking is found on local streets. Parking lots are also widely available on local streets near the project area.

Outside of the downtown area, businesses are situated on much larger lots and consist mostly of car dealerships, gas stations, general stores, markets, fast food chains, and restaurants. Examples of these businesses include Subway, Dollar General Store, Carniceria y Taqueria Mexico, Valero, Madera Ford Dealership, McDonald's, and Starbucks.

Environmental Consequences

The project would add Complete Streets elements to State Route 145. These project features are supported by the City of Madera and are included in the State Route 145 Yosemite Avenue as Downtown Main Street Project Final Report dated 2020. The report states a complete street is a “transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truckers, and motorists, appropriate to the function and context of the facility.” The reported goal is to reduce congestion, vehicles miles traveled by city residents, and greenhouse gas emissions, and ultimately make downtown Madera a more attractive destination to live, work and play while boosting economic development opportunities. The addition of bulb-outs, upgraded or new crosswalks, sidewalks, upgraded or new transit stations, bike lanes, and a road diet within the downtown area is expected to improve community cohesion, create a stronger sense of place and consequently boost the economic vitality of the downtown area.

Permanent Impacts

The project would not require any additional right-of-way, and no changes to access would occur. Therefore, no direct impacts to businesses or community facilities are anticipated.

However, the proposed road diet in the downtown area would reduce the number of lanes on State Route 145 (Yosemite Avenue). An operational analysis was completed for the project in April 2021 and found that the road diet would not lead to congestion along State Route 145 in the 2035 Build Alternative traffic analysis. Though the project would not lead to congestion on State Route 145, the reduction in lanes could still divert traffic to local streets, which would impact mostly 6th, 4th, Lake, and Tozer streets. To determine the impact of a road diet, the Federal Highway Administration Office of Safety commissioned a series of 24 case studies highlighting road diet implementation throughout the United States, including those located in urban areas. The case studies found that most road diets resulted in little to no evidence of diverted traffic upon implementation.

Furthermore, several improvements are expected to be completed before the implementation of this project and are currently included in the 2021 Federal Transportation Improvement Program and 2018 Regional Transportation Plan. Notably, the City of Madera plans to implement intersection improvements at the intersections of 4th Street, Lake Street, and Central Avenue. These improvements are expected to improve local circulation in the project area and minimize queuing. Therefore, the project is expected to result in less than significant impacts to community facilities and businesses incurred from changes to traffic circulation.

Lastly, the installation of turn lanes on adjacent local streets along State Route 145 (Yosemite Avenue) would require the removal of eight angled parking spaces near existing intersections. This is unlikely to impact community facilities because most of the community facilities near the project area have designated parking lots or are located near public parking lots. Businesses lining State Route 145 may be impacted by the removal of these spaces. However, angled parking spaces and parking lots are prevalent on most local streets adjacent to the proposed improvements, and most existing parallel parking spaces on State Route 145 would remain available for use. The exception to this being the removal of about 200 feet of parallel parking South of Magnolia Street to allow new sidewalks to extend into the existing roadway, avoiding the removal of existing trees. Less than significant impacts to community facilities and businesses incurred from changes to parking are anticipated.

Temporary Impacts

Day and night work with lane closures using reversing one-way traffic control would be required throughout the duration of construction. Traffic detours are not anticipated for construction activities. Typically, a flagger on either side of the construction work zone will control the flow of traffic intermittently with one direction closed and the other direction open to traffic. When construction work is being done along the eastbound section of the roadway, the traffic flow would be in the westbound direction, and vice versa. There would be coordination with the City of Madera before and during construction. A detailed traffic management plan would be developed during the detailed design phase of the project (also known as the Plans, Specifications, and Estimates phase) to minimize delays and maximize safety for the traveling public and emergency service providers during construction.

Lane closures and traffic control may temporarily impact business access and parking. The estimated number of working days to complete construction is 90. The public would be informed of lane closures and parking restrictions through media alerts, brochures and mailers, a planned lane closure website, and traffic radio announcements. Because the project passes through downtown Madera, a network of local streets with public parking lots and angled parking would be available to the public during lane closures and could be used to access businesses during construction. Also, full sidewalk

closures are not anticipated for the project, so businesses lining State Route 145 would be accessible throughout construction.

Noise from construction activities may intermittently dominate the noise environment in the immediate area of construction. This may impact nearby homes, schools, community facilities, and businesses. Construction noise is regulated by Caltrans Standard Specifications Section 14-8.02 “Noise Control,” which states construction noise resulting from work activities should not exceed 86 decibels at 50 feet from the job site from 9:00 p.m. to 6:00 a.m. All equipment would have sound-control devices that are no less effective than those provided on the original equipment.

The exhaust from construction equipment contains air pollutants and odors. The largest percentage of pollutants would be windblown dust generated during excavation, grading, hauling, and various other activities. The impacts of these activities would vary each day as construction progresses. Dust and odors during construction could cause occasional annoyance and complaints from nearby homes, schools, community facilities, and businesses.

Caltrans Standard Specifications pertaining to dust control are a required part of all construction contracts and should effectively reduce and control emission impacts during construction. The provisions of Caltrans Standard Specifications, Section 14-9.02 “Air Pollution Control” and Section 10-5 “Dust Control,” require the contractor to comply with the air pollution control rules, ordinances, and regulations and statutes that apply to work performed under the contract. A Dust Control Plan is needed if at least 2,500 cubic yards of material are moved in a day for at least three days of the project or 5 or more acres of land will be disturbed during construction.

Avoidance, Minimization, and/or Mitigation Measures

No mitigation is anticipated.

2.1.12 Mineral Resources

Considering the information obtained from the California Department of Conservation Mineral Land Classification Interactive Map on December 7, 2020, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Mineral Resources
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?	No Impact

Question—Would the project:	CEQA Significance Determinations for Mineral Resources
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

2.1.13 Noise

Considering the information in the Noise Compliance Study dated October 2020, the following significance determinations have been made:

Question—Would the project result in:	CEQA Significance Determinations for Noise
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?	No Impact
b) Generation of excessive groundborne vibration or groundborne noise levels?	No Impact
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

2.1.14 Population and Housing

The project would replace distressed pavement and install Complete Streets elements with a road diet reducing the lanes from four to two. The project would not acquire additional right-of-way and would not result in the displacement of people, housing, or businesses. Considering this information, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Population and Housing
a) Induce substantial unplanned 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)?	No Impact
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	No Impact

2.1.15 Public Services

The project would replace distressed pavement and install Complete Streets elements with a road diet reducing the lanes from four to two. The project would not acquire additional right-of-way and would not result in the physical alteration or interfere with government facility operations. Considering this information, the following significance determinations have been made:

Question:	CEQA Significance Determinations for Public Services
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?	No Impact
Police protection?	No Impact
Schools?	No Impact
Parks?	No Impact
Other public facilities?	No Impact

2.1.16 Recreation

Considering the information in the State Route 145 Yosemite Avenue as Downtown Main Street Project Final Report dated 2020, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Recreation
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?	Less Than Significant Impact
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

Affected Environment

There are six parks and recreational facilities near the project area. The Madera County Courthouse Park sits next to the project at the intersection of Gateway Drive and Yosemite Avenue. The City of Madera Parks and Community Services Department and the adjacent community swimming pool and community garden are located a tenth of a mile from the project area in downtown Madera. McNally Park is in a neighborhood about half a mile east of the project area. And, Millview Park is about a tenth of a mile southeast of the project area near Storey Road.

Environmental Consequences

The project would add Complete Streets elements, including the addition of bike lanes and a road diet (reducing four lanes to two), to State Route 145/Yosemite Avenue. These project features are supported by the City of Madera and are included in the State Route 145 Yosemite Avenue as Downtown Main Street Project Final Report dated 2020. The goal of the City of Madera is to “create a more cohesive and connected district, and to shape the foundation to make Downtown Madera into a destination where residents and visitors are drawn to visit and spend time.” Any potential deterioration of surrounding neighborhood parks or recreational facilities has been considered and anticipated by local government and is expected to be a less than significant impact.

Avoidance, Minimization, and/or Mitigation Measures

No additional avoidance, minimization, and/or mitigation measures are anticipated.

2.1.17 Transportation

Considering the information included in the Operational Analysis dated April 2021, Caltrans Policy Memo dated September 2020 regarding analysis of transportation impacts under the California Environmental Quality Act (CEQA) for projects on the State Highway System, and Caltrans Transportation Analysis Framework, Caltrans Transportation Analysis under CEQA guide to implementation of the Senate Bill 743 (Steinberg, 2013) codified at Public Resources Code Section 21099, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Transportation
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	No Impact
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	No Impact
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	No Impact
d) Result in inadequate emergency access?	Less Than Significant Impact

Affected Environment

Emergency Services

The City of Madera Police Department, the Madera County Sheriff's Department, and the California Highway Patrol provide public safety services to the project area. The City of Madera Police Department is two-tenths of a mile southeast of the project area in downtown Madera. The Madera County Sheriff's Headquarters and the California Highway Patrol Office in Madera are both 3 miles northwest of the project area.

Two Madera County Fire Stations provide services to the project area. Fire Station Number 57 is about 1.5 miles west of the project, and Fire Station Number 56 is about two-tenths of a mile north of the project in downtown Madera.

Environmental Consequences

Permanent Impacts

The proposed road diet in the downtown area would reduce the number of lanes on State Route 145 (Yosemite Avenue). An operational analysis was completed for the project in April 2021 and found that the proposed road diet would not lead to congestion along State Route 145 in the 2035 Build Alternative traffic analysis. The downtown area also contains a dense network of local streets that would be available for emergency services to use during peak hours. Also, the two-way left-turn lane would offer a path for emergency vehicles. Therefore, the project is anticipated to result in less than significant impacts to emergency services.

Temporary Impacts

Day and night work with lane closures using reversing one-way traffic control will be required throughout the duration of construction. Traffic detours are not anticipated for construction activities. Typically, a flagger on either side of the construction work zone will control the flow of traffic intermittently with one direction closed and the other direction open to traffic. When construction work is being done along the eastbound section of the roadway, the traffic flow will be in the westbound direction, and vice versa. There will be coordination with the City of Madera before and during construction. A detailed traffic management plan would be developed during the design phase (known as the Plans, Specifications, and Estimates phase) of the project to minimize delays and maximize safety for the traveling public and emergency service providers during construction.

Avoidance, Minimization, and/or Mitigation Measures

No mitigation is anticipated.

2.1.18 Tribal Cultural Resources

Considering the information in the Historic Property Survey Report dated November 2020 and the Archaeological Survey Report dated November 2020, the following significance determinations have been made:

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:

Question:	CEQA Significance Determinations for Tribal Cultural Resources
a) 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	No Impact
b) 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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	No Impact

2.1.19 Utilities and Service Systems

The project would replace distressed pavement and install Complete Streets elements with a road diet reducing the lanes from four to two. The project would not acquire additional right-of-way and would not result in the displacement of utilities or service systems. Considering this information, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Utilities and Service Systems
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?	No Impact
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	No Impact
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?	No Impact

Question—Would the project:	CEQA Significance Determinations for Utilities and Service Systems
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?	No Impact
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	No Impact

2.1.20 Wildfire

Considering the information found on the California Department of Forestry and Fire Protection online Fire Hazard Severity Zones Map accessed on December 7, 2020, the following significance determinations have been made:

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones:

Question—Would the project:	CEQA Significance Determinations for Wildfire
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	No Impact
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?	No Impact
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?	No Impact
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

2.1.21 Mandatory Findings of Significance

Question:	CEQA Significance Determinations for Mandatory Findings of Significance
<p>a) Does the project have the potential to substantially 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, substantially 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?</p>	<p>No Impact</p>
<p>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)?</p>	<p>No Impact</p>
<p>c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</p>	<p>No Impact</p>

Appendix A Title VI Policy Statement

DEPARTMENT OF TRANSPORTATION

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Making Conservation
a California Way of Life.

August 2020

NON-DISCRIMINATION POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964, ensures *"No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."*

Caltrans will make every effort to ensure nondiscrimination in all of its services, programs and activities, whether they are federally funded or not, and that services and benefits are fairly distributed to all people, regardless of race, color, or national origin. In addition, Caltrans will facilitate meaningful participation in the transportation planning process in a nondiscriminatory manner.

Related federal statutes, remedies, and state law further those protections to include sex, disability, religion, sexual orientation, and age.

For information or guidance on how to file a complaint, or obtain more information regarding Title VI, please contact the Title VI Branch Manager at (916) 324-8379 or visit the following web page:
<https://dot.ca.gov/programs/civil-rights/title-vi>.

To obtain this information in an alternate format such as Braille or in a language other than English, please contact the California Department of Transportation, Office of Civil Rights, at 1823 14th Street, MS-79, Sacramento, CA 95811; (916) 324-8379 (TTY 711); or at Title.VI@dot.ca.gov.

Original signed by
Toks Omishakin
Director

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

List of Technical Studies Bound Separately (Volume 2)

Air Quality Memorandum, October 2021

Noise Compliance Study, October 2020

Water Compliance Memorandum, August 2020

Biological Compliance Memorandum, October 2021

Hazardous Waste Compliance Memorandum, October 2021

Paleontological Identification Report, February 2019

Historic Property Survey Report, November 2020

- Archaeological Survey Report, November 2020

Climate Change Report, August 2021

Visual Impact Assessment, October 2021

To obtain a copy of one or more of these technical studies/reports or the Initial Study, please send your request to:

Juergen Vespermann, Senior Environmental Planner
District 6 Environmental, California Department of Transportation
2015 East Shields Avenue, Suite 100, Fresno, California 93726

Or send your request via email to: juergen.vespermann@dot.ca.gov
Or call: (559) 832-0051

Please provide the following information in your request:

Project title: Downtown Madera Capital Preventative Maintenance and Road Diet

General location information: On State Route 145 from south of Avenue 13 to south of the East Madera Underpass Bridge in the City of Madera in Madera County

District number-county code-route-post mile: 06-MAD-145-Post Miles 8.0 to 12.0

Project ID number: 06-0Y180/0619000005