

## 1 **3.9 Transportation**

### 2 **3.9.1 Introduction**

3 This section describes the regulatory setting and environmental setting for transportation in the  
4 vicinity of the Project. It also describes the potential impacts related to transportation that would  
5 result from the operation and/or construction of the Project and mitigation measures that would  
6 reduce significant impacts, where feasible and appropriate. Some impacts related to transportation  
7 are not included in this section; they are discussed in Chapter 4, *Other CEQA-Required Analysis*.  
8 Cumulative impacts on transportation, in combination with planned, approved, and reasonably  
9 foreseeable projects, are discussed in Section 3.11, *Cumulative Impacts*.

### 10 **3.9.2 Regulatory Setting**

#### 11 **3.9.2.1 Federal**

##### 12 **United States Department of Transportation**

13 The Department of Transportation was established by an act of Congress on October 15, 1966. The  
14 department is necessary in the public interest and to assure the coordinated, effective  
15 administration of the transportation programs of the Federal Government, to facilitate the  
16 development and improvement of coordinated transportation service, stimulate technological  
17 advances in transportation, and to provide general leadership in the identification and solution of  
18 transportation problems.

##### 19 **Federal Railroad Administration**

20 The Federal Railroad Administration (FRA) is responsible for the development and enforcement of  
21 regulations governing the safety of freight and passenger rail systems, including the design,  
22 operation, and maintenance of railroads. Examples include issuing guidance on compliance with the  
23 Americans with Disabilities Act (ADA) in the design of passenger station platforms and overseeing  
24 compliance with the Rail Safety Improvement Act of 2008 in the implementation of positive train  
25 control systems.

##### 26 **Federal Highway Administration**

27 The Federal Highway Administration (FHWA) is an agency within the USDOT that supports State  
28 and local governments in the design, construction, and maintenance of the Nation's highway system  
29 (Federal Aid Highway Program) and various federally and tribal owned lands (Federal Lands  
30 Highway Program).

##### 31 **Federal Transit Administration**

32 The Federal Transit Administration (FTA) provides financial and technical assistance to local public  
33 transit systems, including buses, subways, light rail, commuter rail, trolleys and ferries. Transit  
34 services supported by FTA span many groups and provide wide-ranging benefits. Since 1964, FTA  
35 has partnered with state and local governments to create and enhance public transportation

1 systems to support and expand public rail, bus, trolley, ferry and other transit services. By  
2 supporting the development and maintenance of light rail, bus rapid transit and expanded bus  
3 systems in addition to subways and commuter rail, FTA has provided alternative transportation  
4 options for people across America.

### 5 **3.9.2.2 State**

#### 6 **California Department of Transportation**

7 The California Department of Transportation (Caltrans) is generally responsible for planning and  
8 oversight of the statewide transportation system within California, and is also directly responsible  
9 for certain specific components of the system, including the design, construction, operation, and  
10 maintenance of the highway and freeway networks and the operation of intercity rail services.  
11 Caltrans publishes the California Transportation Plan, which establishes a vision for the statewide  
12 transportation system. The latest plan, published in 2021, looks out to a 2050 horizon year and  
13 includes eight goals (and supporting policy recommendations) related to safety, climate, equity,  
14 accessibility, quality of life and public health, economy, the environment, and infrastructure  
15 (Caltrans, 2016).

16 The California Transportation Plan also incorporates and references several detailed mode-specific  
17 plans published by Caltrans, including the California State Rail Plan (CSRP), which describes a vision  
18 for the state's passenger and freight rail system and identifies necessary improvements and  
19 investments. The latest adopted version of the CSRP (from 2024) includes a mid-term goal (by  
20 2034) of hourly high-speed rail (HSR) service on the Early Operating Segment (EOS) (Merced-  
21 Bakersfield), with ongoing service to/from Sacramento and the Bay Area via connections in Merced  
22 with conventional (low-speed) regional and intercity trains. In the long-term timeframe (beyond  
23 2034), the 2024 CSRP calls for completion of the Phase 1 HSR system (San Francisco to Los Angeles  
24 and Anaheim) and the Phase 2 HSR system (from Merced to Sacramento and from Los Angeles to  
25 San Diego via the Inland Empire). Other HSR service in the long-term timeframe would include  
26 Link21 (second transbay crossing) in the Bay Area (San Francisco-Richmond), the High Desert  
27 Corridor (Palmdale-Victorville), the Brightline West project (Rancho Cucamonga-Victorville-Las  
28 Vegas), and other segments (Caltrans, 2024).

#### 29 **California High-Speed Rail Authority**

30 The California High-Speed Rail Authority (CHSRA) is responsible for implementation of the  
31 statewide HSR program, including the planning, design, construction, and operations of the system.  
32 Every two years, the CHSRA is required to prepare, publish, adopt, and submit a business plan to the  
33 California Legislature. The business plan describes the proposed service plan, timelines for  
34 construction and environmental review, and other details about the HSR program, such as  
35 funding/financing, capital costs and operations and maintenance (O&M) costs, and ridership  
36 forecasts. The latest adopted business plan (from 2024) includes a HSR station in Madera, for which  
37 the San Joaquin Joint Powers Authority (SJJPA) is leading the environmental review process,  
38 separate from the CHSRA-led environmental review for the rest of the HSR system. The Project  
39 would allow for more frequent HSR service at the Madera HSR Station in conjunction with extension  
40 of the HSR system to San Francisco as part of the Phase 1 HSR service.

## 1 California Natural Resources Agency (SB 743)

2 In accordance with Senate Bill 743, the California Natural Resources Agency has adopted changes to  
3 the CEQA Guidelines that “promote the reduction of greenhouse gas emissions, the development of  
4 multimodal transportation networks, and a diversity of land uses,” as described under Section  
5 21099(b)(1) of the California Public Resources Code. With these changes, VMT has been identified  
6 as the most appropriate metric for evaluating a project’s transportation impact, and automobile  
7 delay—as measured by “level of service” or similar measures of vehicular capacity or traffic  
8 congestion—generally no longer constitutes a significant environmental effect under CEQA  
9 (Governor’s Office of Planning and Research, 2018).

### 10 3.9.2.3 Regional and Local

11 General plans establish goals and policies related to planning and development and cover a wide  
12 range of topics such as land use, housing, transportation and circulation, public facilities and  
13 services, historic and cultural resources, health and safety, and noise. Relevant general plans include  
14 the Madera County General Plan (adopted in 1995, with subsequent text amendments), which  
15 focuses on the unincorporated areas of Madera County, and the City of Madera General Plan  
16 (adopted in 2009), which covers the City of Madera. It should be noted that the Project site does not  
17 fall within the current city limits of Madera, but it is almost entirely within the city’s sphere of  
18 influence and entirely within the planning area of the city’s general plan. Therefore, general plans  
19 and other transportation-related programs, plans, ordinances, and policies for both the city and  
20 county are considered relevant for the Project.

21 Specific plans (sometimes referred to as “area plans”) are similar to general plans but typically cover  
22 a smaller, more focused geographical area. The Project site falls within the boundaries of the Madera  
23 State Center Community College Specific Plan (adopted in 1995), which covers 1,867 acres  
24 encompassing the Madera Community College site and surrounding areas. It should be noted that  
25 the County of Madera is currently in the process of preparing the Madera Transit Station Specific  
26 Plan, which would build off the Madera State Center Community College Specific Plan and expand  
27 the planning area to 3,860 acres, incorporating transit-oriented development principles, multimodal  
28 connectivity, economic development, and sustainable placemaking (County of Madera, no date).

29 Other relevant local (city- and county-level) plans include the following:

- 30 • The Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) (latest  
31 plan adopted in 2022), a long-range transportation plan published by the Madera County  
32 Transportation Commission (MCTC) that describes needed transportation investments in  
33 Madera County over the next 20–25 years to accommodate future growth and is designed to  
34 satisfy federal and state mandates related to transportation planning
- 35 • MCTC’s Regional Transportation Improvement Program (RTIP) (latest plan from 2023), a  
36 biennial plan identifying specific transportation projects from the RTP/SCS that are planned  
37 to be funded over the next five years with state and federal revenues from the State  
38 Transportation Improvement Program (STIP)
- 39 • The Madera County Short-Range Transit Plan (latest plan adopted in 2022), a countywide  
40 plan published by the MCTC that evaluates existing transit in Madera County and  
41 recommends future changes to improve service over the next five years

- 1           • The Madera Active Transportation Plan (adopted in 2018), a countywide plan published by  
2           the MCTC that establishes a long-range vision for a comprehensive network of active  
3           transportation (bicycle and pedestrian) facilities across Madera County
- 4           • The Madera Transit Plan (adopted in 2022), a City of Madera plan that evaluates the city’s  
5           fixed-route transit network (Madera Metro) and identifies changes to route alignments and  
6           stop locations, timetables, and headways to better serve the community.
- 7           • MCTC’s Coordinated Public Transit Human Services Transportation Plan (latest plan  
8           adopted in 2022), a countywide plan that identifies strategies to improve mobility for  
9           seniors, individuals with disabilities, and low-income communities
- 10          • The City of Madera Climate Action Plan (adopted in 2015), a long-range plan to reduce GHG  
11          emissions and prepare for the effects of climate change, including actions related to  
12          transportation and land use
- 13          • The City of Madera Capital Improvement Plan (latest plan published in 2024), detailing the  
14          planned capital investments in city infrastructure (e.g., traffic/transportation, public works,  
15          airport, police/fire, parks/recreation, etc.) over the next five years, including expected  
16          expenditures and funding sources for each project by year.

17          As the agency responsible for administration and management of the *San Joaquins* intercity rail  
18          service, the SJJPA publishes an annual business plan that details the historical performance of the  
19          service, proposed/planned service changes, short- and long-term capital improvements, funding  
20          needs for the service, and other details. Funding requests related to the Madera Station Relocation  
21          Project approved in the 2021 IS/MND and the Project are included in the capital improvement  
22          program in the 2024 SJJPA Business Plan.

### 23    **3.9.3           Environmental Setting**

#### 24    **3.9.3.1       Public Transit**

25          The area around the Project Footprint is currently served by two bus transit systems: Madera Metro  
26          (formerly known as Madera Area Express) operated by the City of Madera, and Madera County  
27          Connection operated by Madera County Department of Public Works. The Madera Metro “Green”  
28          line (Route 3) provides hourly weekday daytime service between Madera (city) and Madera  
29          Community College via Avenue 12. Madera County Connection’s “College / Children’s Hospital”  
30          route runs five weekday roundtrips trips serving Madera Community College (located  
31          approximately a mile away from the station site) and the central area of the city of Madera.  
32          Currently, the closest stop to the station site for both services is at Madera Community College. Bus  
33          services operating in the area around the Project are anticipated to be extended to the relocated  
34          Madera station (for the *San Joaquins*)—i.e., Phase 1 of the Madera Station—when it opens and would  
35          therefore also serve the future adjacent Madera HSR Station.

36          On-demand transit service is also available in the Project area and is provided through Madera Dial-  
37          A-Ride. This service covers the City of Madera and surrounding urbanized areas, up to the  
38          intersection of Avenue 12 with Road 30½ at its southeasternmost corner.

### 1 **3.9.3.2 Bicycle and Pedestrian Facilities**

2 Due to the rural nature of the area, dedicated facilities for active transportation (walking and  
3 bicycling) are limited, and pedestrians and cyclists are generally forced to share right-of-way (ROW)  
4 with automobiles on Avenue 12 or use adjacent shoulders or unpaved areas (e.g., dirt roads) in the  
5 area.

6 In the Project area, Avenue 12 is formally classified as a Class III facility, and these are currently the  
7 only existing designated bikeways providing direct access to/from the future station. Sometimes  
8 called “bicycle (bike) routes”, Class III bikeways denote facilities that are shared with other roadway  
9 users (typically, motorists). They are the lowest class of bikeway and primarily serve to provide  
10 continuity within the bikeway network and/or indicate preferred or recommended routes for  
11 bicyclists in areas where higher-class bikeways are not available. Class III bikeways are typically  
12 reinforced by signage and, in some cases, pavement markings such as sharrow stencils.

13 In the case of Avenue 12 in the immediate vicinity of the Project site and continuing to the east, a  
14 roadway shoulder is available, effectively functioning as a *de-facto* bike lane and providing a safer  
15 space for bicyclists, away from faster-moving, motorized traffic in the adjacent general-purpose  
16 travel lanes. While bike lane stencils are provided along most of Avenue 12 west of the Project site,  
17 this treatment is not continuous, with the most notable gap being along the north (westbound) side  
18 of Avenue 12 adjacent to Madera Community College. Despite the bike lane stencils, these spaces  
19 must technically also be shared with pedestrians due to lack of sidewalks (similar to the  
20 aforementioned roadway shoulders) and, therefore, do not formally qualify as bike lanes (i.e., Class  
21 II bikeways).

### 22 **3.9.3.3 Roadways**

23 Primary roadway access in the area is provided by Avenue 12, which runs east–west and connects  
24 State Route (SR) 41 in the east with SR 99 just south of the City of Madera. West of SR 99, Avenue 12  
25 continues west and provides access to Firebaugh and SR 33. In conjunction with the construction of  
26 the HSR EOS, Avenue 12 near the station has been realigned onto a new grade-separated overpass  
27 above the existing BNSF ROW and future HSR ROW. An access road ties into the northern side of the  
28 overpass embankment to provide access to/from existing properties on the southern side of the  
29 original Avenue 12 alignment. The Project would modify this embankment to allow the proposed  
30 west side station siding track to pass underneath Avenue 12.

31 Avenue 11 and Avenue 13 are located one mile south and north, respectively, of Avenue 12, and  
32 provide supplemental east–west access for the southwestern portion of Madera County.

### 33 **3.9.3.4 Rail**

34 The railway infrastructure in the area is part of the national rail network (i.e., the interconnected  
35 network of railroad trackage spanning California, the United States, and beyond). The BNSF Stockton  
36 Subdivision is located along the eastern edge of the station site and is currently used by both  
37 passenger trains (the *San Joaquins*) and freight trains.

38 Madera’s current (and only) train station is located in Madera Acres, approximately four miles north  
39 of Downtown Madera, and is served by the *San Joaquins*. The *San Joaquins* are California’s primary  
40 north–south intercity passenger rail service and link the Central Valley with northern and southern  
41 California. Prior to the COVID-19 pandemic, the *San Joaquins* operated seven trains per direction per

1 day (tpdpd) on the BNSF line, consisting of five tpdpd between Bakersfield and Oakland and one  
2 tpdpd between Bakersfield and Sacramento; current service is operating on a reduced timetable of  
3 six tpdpd, with one tpdpd between Bakersfield and Sacramento suspended. However, the SJPA has  
4 received funding to reinstate the suspended trains sometime later this year (2025). A  
5 comprehensive network of connecting Thruway buses provides *San Joaquins* passengers with access  
6 to/from destinations throughout the state.

7 As discussed in Section 1.2, *Background*, the already-approved Madera Station Relocation Project  
8 would relocate the *San Joaquins* station to a new site just north of Avenue 12. In preparation for HSR  
9 service on the EOS between Merced and Bakersfield, the Madera Station Relocation Project would  
10 also construct a HSR station adjacent to the relocated *San Joaquins* station. Once the HSR EOS opens,  
11 the *San Joaquins* would be truncated at the northern terminus of the EOS (Merced) to avoid  
12 duplication of service. The Merced Intermodal Track Connection project would provide a new track  
13 connection between the BNSF and Union Pacific Railroad corridors in Merced, providing the *San*  
14 *Joaquins* with direct access to/from the new HSR station in downtown Merced and allowing  
15 passengers to make cross-platform transfers with HSR trains.

16 While *San Joaquins* service south of Merced would be discontinued when HSR service commences on  
17 the EOS, Madera County would continue to be connected to the statewide intercity passenger rail  
18 and Thruway bus network via the Madera HSR Station.

## 19 **3.9.4 Impact Analysis**

20 This section describes the environmental impacts of the Project on the existing and planned  
21 transportation network. This section also describes the methods used to evaluate the impacts and  
22 the thresholds used to determine whether an impact would be significant. Measures to mitigate  
23 significant impacts are provided, where appropriate.

### 24 **3.9.4.1 Methods for Analysis**

#### 25 Public Transit

26 The methodology for assessing impacts to public transit involves a review of existing and planned  
27 bus service for potential conflicts with programs, plans, policies, and ordinances. A significant  
28 impact to public transit would occur if the Project would conflict with the designation of an existing  
29 or planned public transit facility in a local program, plan, policy, or ordinance.

#### 30 Bicycle and Pedestrian Facilities

31 The Project would have a significant impact if it would conflict with a program, plan, ordinance, or  
32 policy addressing the circulation system. A significant impact to active transportation would occur if  
33 the Project would conflict with an existing or planned active transportation facility. Active  
34 transportation facilities refer to infrastructure that allows for the movement of people and goods via  
35 non-motorized modes, such as walking and cycling. Additionally, a significant impact would occur if  
36 the Project were to create potentially hazardous conditions for bicyclists or pedestrians or  
37 otherwise interfere with active transportation accessibility in the Project Footprint.

38 The methodology for assessing impacts to active transportation involves a qualitative assessment of  
39 the project alternatives' designs, roadway improvement plans, and local active transportation plans.

1 Project improvements were compared with existing and planned active transportation networks to  
2 determine if an alternative would preclude planned facilities and/or impact existing facilities.

3 Roadways

4 The methodology for assessing impacts to roadways involves a review of roadway modifications  
5 proposed by the project alternatives for potential conflicts with programs, plans, policies, and  
6 ordinances related to the roadway network. A significant impact to roadways would occur if the  
7 Project would conflict with the designation of an existing or planned roadway facility in a local  
8 program, plan, policy, or ordinance.

9 Rail

10 The methodology for assessing impacts to rail involves a review of rail modifications proposed by  
11 the project alternatives for potential conflicts with programs, plans, policies, and ordinances related  
12 to the rail network. A significant impact to rail would occur if the Project would conflict with the  
13 designation of an existing or planned rail facility in a local program, plan, policy, or ordinance.

14 **3.9.4.2 Thresholds of Significance**

15 The CEQA Guidelines Appendix G (Title 14, California Code of Regulations, Section 15000 et seq.)  
16 identifies significance criteria to be considered for determining whether a project could have  
17 significant impacts on transportation.

18 An impact would be considered significant if construction or operation if the project would have any  
19 of the following consequences.

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

22 **3.9.4.3 Impacts and Mitigation Measures**

23 **Project Construction**

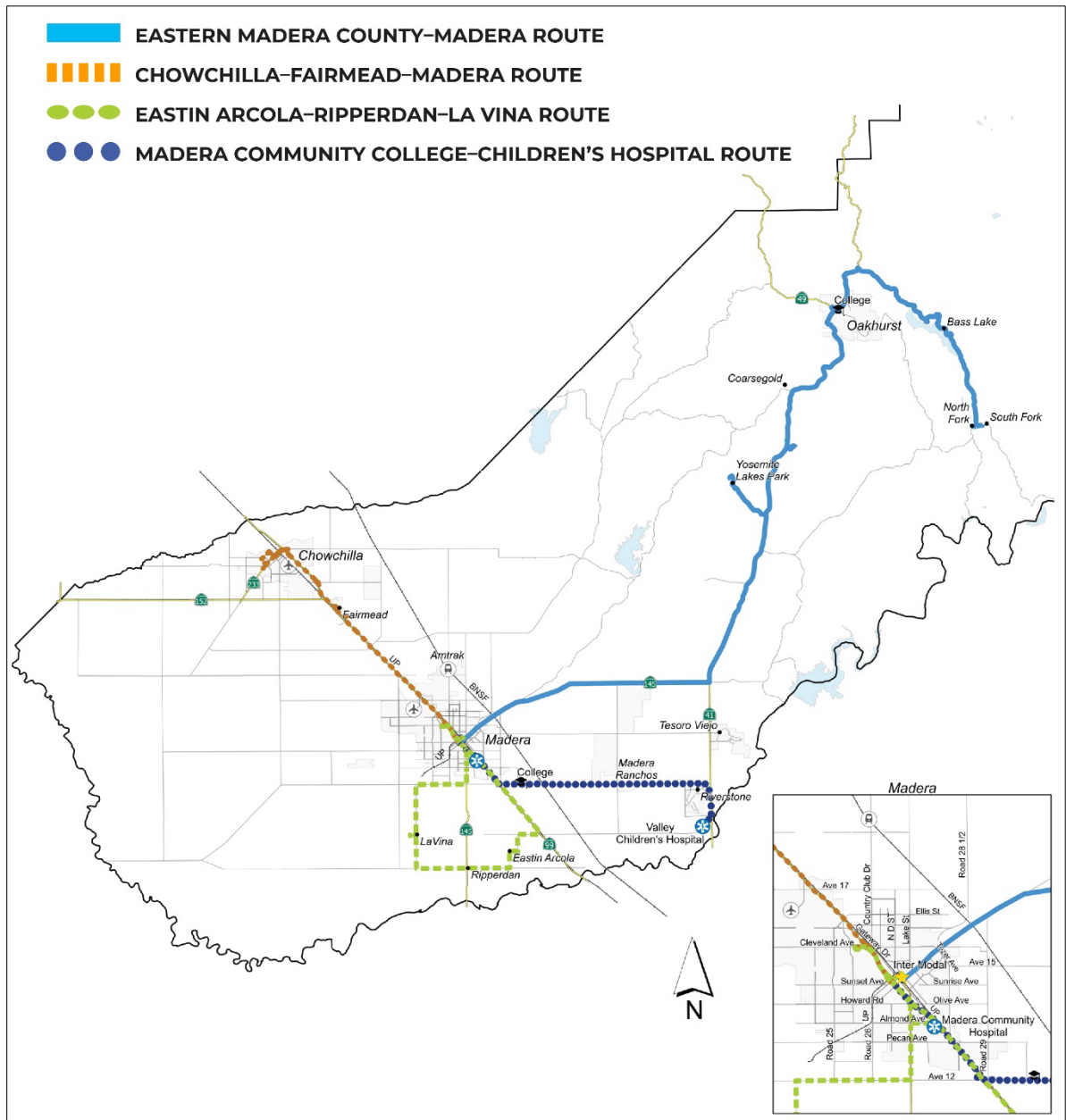
<b>Impact TR-1</b>	Construction of the Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.
<b>Level of Impact</b>	<b>Less than Significant with Mitigation Incorporated</b>

24  
25  
26 Public Transit, Bicycle and Pedestrian Facilities, and Roadways

27 Madera County Connection provides a combination of fixed-route and demand-response paratransit  
28 to the urban and rural areas of Madera County as shown in **Figure 3.9-1**. The Madera Community  
29 College-Children’s Hospital bus route provides service from downtown Madera to the Children’s  
30 Hospital in Madera County along Highway 99, Avenue 12, and Highway 41, with a bus stop located at  
31 Madera Community College.

1

**Figure 3.9-1: Madera County Connection System Map**



2

3 Source: (Madera County Connection, 2024)

4 Construction activities associated with the Avenue 12 grade separation would cause temporary  
 5 impacts to motorists, transit users, pedestrians, and bicyclists that utilize Avenue 12. Impacts would  
 6 include disruptions to access or circulation as a result of lane or roadway closures, route detours  
 7 (including potential temporary changes to bus routes), slow zones, increased traffic from trucks  
 8 hauling materials to and from the Project site, construction worker vehicles, and automobiles.  
 9 Impacts would be temporary and/or intermittent and would not extend beyond the period of  
 10 construction activity; however, by limiting access and travel along Avenue 12, these impacts would  
 11 be considered significant



1 Implementation of Mitigation Measure (MM) TRA-1 would require the development of a  
2 transportation management plan that would outline traffic control measures to minimize conflicts  
3 for all roadway users, provide alternative routes, and notify the public of construction-related street  
4 closures and durations. With implementation of MM TRA-1, impacts would be reduced to less than  
5 significant during Project construction.

6 **MM TR-1: Transportation Management Plan.** SJJPA shall coordinate with public works and  
7 transportation departments of local jurisdictions to develop a transportation management plan that  
8 shall mitigate construction impacts to transit, roadway, bicycle, and pedestrian facilities, while  
9 allowing for expeditious completion of construction. Measures that shall be implemented  
10 throughout the course of Project construction shall include, but not be limited to, the following:

- 11 • Limit number of simultaneous street closures and consequent detours of transit and automobile  
12 traffic within each immediate vicinity, with closure timeframe limited as much as feasible for  
13 each closure, unless alternative routes are available.
- 14 • Implement traffic control measures to minimize traffic conflicts for all roadway users  
15 (regardless of mode) where lane closures and restricted travel speeds shall be required for  
16 longer periods.
- 17 • Provide advance notice of all construction-related street closures, durations, and detours to  
18 local jurisdictions, emergency service providers, and motorists.
- 19 • Provide safety measures for motorists, transit vehicles, bicyclists, and pedestrians to ensure safe  
20 travel through construction zones.

## 21 Rail

22 No significant impacts to freight trains in the corridor are anticipated during construction as freight  
23 operates in a separate corridor from HSR. However, since construction activities would occur  
24 adjacent to the existing freight rail corridor, service would be maintained along the BNSF rail  
25 corridor. During construction, there would be occasional work adjacent to the HSR rail corridor  
26 currently under construction. The Merced–Bakersfield HSR EOS would maintain operations during  
27 construction of the Phase 3 Project elements, which would occur west of the existing main line.  
28 SJJPA and CHSRA would coordinate to ensure that any train operations on the HSR corridor are not  
29 disrupted by adjacent work. For the connection points at the north and south, the HSR corridor rail  
30 operations would need to be temporarily stopped to ensure proper connection. This work would be  
31 scheduled when HSR service ends for the day to avoid disruption in service. Therefore, construction  
32 impacts related to rail service would be less than significant.

## 33 **Project Operations**

34 The Project consists of station and station access improvements to facilitate expanded HSR service  
35 for regional and intercity trips within, through, and to/from the Central Valley and is specifically  
36 intended to help achieve many of the goals and objectives from local programs, plans, ordinances,  
37 and policies. The Project is being designed to accommodate 50 trains per day (25 roundtrips),  
38 beyond the 18 daily roundtrips envisioned as part of the EOS service between Merced and  
39 Bakersfield as described in the 2022 CHSRA Business Plan. As discussed in Section 3.9.2, *Regulatory*  
40 *Setting*, an HSR station in Madera, including the specific elements of the station that are included  
41 under the Project analyzed in this Draft EIR, are included in the latest CHSRA and SJJPA business  
42 plans (CHSRA, 2024; SJJPA, 2024).

1 The station would serve as a hub for local/regional and intercity transit in Madera County and  
2 surrounding communities, including nearby portions of Fresno County, creating an integrated  
3 transit network as envisioned in the California State Rail Plan. By facilitating a high-quality public  
4 transit option for travel in the Central Valley, the Project is anticipated to reduce personal  
5 automobile use and associated VMT and GHG emissions and encourage transit use and active  
6 transportation. Given these qualities and anticipated benefits, the Project is therefore consistent  
7 with many of the programs, plans, ordinances, and policies identified in Section 3.9.2, *Regulatory*  
8 *Setting*, including the Madera County General Plan, the Madera State Center Community College  
9 Specific Plan, the City of Madera General Plan, the City of Madera Climate Action Plan, and the  
10 RTP/SCS.

11 In addition, the Project would not conflict with the other identified programs, plans, ordinances, and  
12 policies as outlined in Section 3.9.2.3, as well as the Madera County Short-Range Transit Plan, the  
13 Madera Active Transportation Plan, the Madera Transit Plan, or MCTC's Coordinated Public Transit  
14 Human Services Transportation Plan, which include the Madera HSR Station as a key element for  
15 regional rail connectivity and access. SJJPA would coordinate with Madera County and MCTC to  
16 ensure the Project provides adequate connection for existing transit service, and the station would  
17 be designed to allow access for all modes and users, including bicyclists and pedestrians. The design  
18 of Project components would also comply with applicable requirements including ADA design  
19 standards. The Project would therefore support the overall goals and objectives of many of these  
20 other programs, plans, ordinances, and policies, which prioritize enhancements for regional rail  
21 service within Madera County.

22 The design and operation of the Project would comply with applicable standards from the FRA  
23 and/or California Public Utilities Commission, including regulatory requirements for railroad safety  
24 plans, maintenance and repair of signal and train control systems, and other aspects of Project  
25 design and operation. Similarly, design and operation of site access improvements, including new  
26 roadways or modifications to existing roadways, would adhere to applicable standards such as the  
27 California Manual on Uniform Traffic Control Devices and local design guidelines and specifications.  
28 Design approval for specific Project components would be sought from the appropriate agencies as  
29 part of detailed design and subsequent stages of the Project.

### 30 Public Transit

31 Bus services operating in the area around the Project are anticipated to be extended to the Madera  
32 HSR Station when EOS service commences. As the timeline for the Project is coordinated with the  
33 HSR service, these extended bus routes are expected to be in service well before the start of Project  
34 operations. Bus service connecting to the Madera HSR Station would improve local/regional  
35 connectivity and access and encourage use of the new station by both existing and new riders.

36 SJJPA has been coordinating with CHSRA throughout the early planning and design process of the  
37 Project and would continue to do so during subsequent stages of the Project to ensure that the  
38 operation of relevant Project elements within or adjacent to the CHSRA project alignment satisfies  
39 appropriate design guidelines and specifications. As mentioned earlier, SJJPA would also coordinate  
40 with Madera County and MCTC to ensure the Project would accommodate adequate connection to  
41 existing and expanded transit services.

42 The Project would result in an increase in ridership at other stations throughout the HSR system.  
43 However, compared to the existing and forecasted ridership at those stations, the magnitude of this  
44 increase would not be significant and is unlikely to require additional infrastructure or cause

1 secondary impacts at those locations. In addition, increases in the number of new users is generally  
2 not considered to be an adverse impact, as improved rail and transit ridership promotes GHG  
3 emissions reductions and the “development of multimodal transportation networks”, as referenced  
4 from Public Resources Code Section 21099(b)(1). Therefore, adverse impacts to existing and  
5 planned transit systems are anticipated to be less than significant with Project implementation.

#### 6 Bicycle and Pedestrian Facilities

7 While dedicated facilities for active transportation in the area surrounding the Project are limited,  
8 the station would allow for direct pedestrian and bicycle access to and from Avenue 12 via the  
9 general station access road and a dedicated shared-use (bicycle-pedestrian) path that is being  
10 constructed as part of Phase 2.

#### 11 Roadways

12 Locally, the Project is anticipated to result in increased traffic levels in the vicinity of the station site.  
13 However, regionally reductions in traffic levels and VMT’s along SR 99 and other regional and  
14 intercity roadway corridors through the Central Valley are anticipated as travelers transition to HSR.  
15 The Project would reduce overall VMT by inducing a mode shift from automobiles to passenger rail  
16 and would decrease traffic congestion along parallel roadways, which would be considered a benefit  
17 to traffic operations and goods movement along these corridors.

18 Although not part of the Project, a series of improvements are being implemented or are in the  
19 planning stages for the Avenue 12 corridor, which would eventually expand the roadway profile  
20 from two lanes to four lanes for approximately 10 miles between SR 99 and SR 41 (except for a short  
21 two-lane section which would be augmented by a bypass road), in accordance with the “limited  
22 expressway” designation assigned to Avenue 12 in the Madera County General Plan (County of  
23 Madera, 1995a). Completion of these improvements would provide additional capacity in the  
24 Avenue 12 corridor to help accommodate the additional traffic generated by the Project. These  
25 improvements along with the Project are analyzed in detail in Chapter 3.11, *Cumulative Impacts*.

#### 26 Rail

27 As mentioned in the discussion of impacts during Project construction, there would be no passenger  
28 train service in the area in the future, except along the HSR ROW. While freight trains would  
29 continue to operate on the BNSF Stockton Subdivision, substantial disruptions to freight rail  
30 operations are unlikely, as Project components are primarily concentrated along or near the CHSRA  
31 project corridor, not along the BNSF corridor.

32 Given the considerations discussed above, the Project would not conflict with programs, plans,  
33 ordinances, or policies addressing the transportation system (including transit, roadway, bicycle,  
34 and pedestrian facilities), and impacts would be less than significant during Project operations.

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