

DRAFT MITIGATION MONITORING AND REPORTING PROGRAM

Napa Countywide Bicycle Plan

This Draft Mitigation Monitoring and Reporting Program (MMRP) has been formulated based upon the findings of the Initial Study/Mitigated Negative Declaration (IS/MND) prepared for the **Napa Countywide Bicycle Plan** (proposed project). The MMRP, which is found in Table 1, lists mitigation measures recommended in the Final IS/MND (which includes the Draft IS/MND and Response to Comments) prepared for the proposed project and identifies mitigation monitoring requirements. The Final MMRP must be adopted when the Board of Directors of NCTPA makes a final decision on the project and the adequacy of a CEQA document.

This MMRP has been prepared to comply with the requirements of State law (Public Resources Code Section 21081.6). State law requires the adoption of an MMRP when mitigation measures are required to avoid significant impacts. The MMRP is intended to ensure compliance during implementation of the project.

The MMRP is organized in a matrix format. The first column identifies the mitigation measure. The second column, entitled "Mitigation Responsibility," refers to the party responsible for implementing the mitigation measure. The third column, entitled "Monitoring/Reporting Agency," refers to the agency responsible for oversight or ensuring that the mitigation measure is implemented. The fourth column, entitled "Monitoring Schedule," refers to when monitoring will occur to ensure that the mitigating action is completed.

Table 1

Mitigation Measures	Mitigation Responsibility	Monitoring/ Reporting Agency	Monitoring Schedule
I. AESTHETICS			
AESTH -1: All off-street trails and bikeways shall be designed to minimize the amount of cut and fill, conform to existing topography and minimize vertical height of cut/fill slopes to less than 10 feet. All graded areas shall be revegetated with site appropriate native plant species.	Lead Agency (Local Jurisdiction)	Lead Agency (Local Jurisdiction)	During preparation of Design Plans, prior to approval of Construction Documents, and prior to completion of construction.
AESTH - 2: Retaining walls shall be limited to three feet, with a maximum slope ratio of 2:1 unless supplemental study is completed.	Lead Agency (Local Jurisdiction)	Lead Agency (Local Jurisdiction)	During preparation of Design Plans, prior to approval of Construction Documents, and prior to completion of construction.
AESTH – 3: Structural elements shall be minimized. Bridges, boardwalks, retaining walls, fencing, signage, and other structures shall be compatible with the existing landscape setting and follow approved signage design standards. Avoid placement of bicycle support facilities and/or signage at key areas of scenic viewpoints and trailheads. Signs and service facilities shall be located on the road or interior portion of scenic vista overlooks where feasible.	Lead Agency (Local Jurisdiction)	Lead Agency (Local Jurisdiction)	During preparation of Design Plans, prior to approval of Construction Documents, and prior to completion of construction.
AESTH -4: Removal of trees for the purpose of bicycle facilities development shall be minimized to the greatest extent practicable. Any trees that must be removed shall be replaced according to the local jurisdiction’s Tree Removal regulations and policies where the bicycle project is located, or, at a minimum, shall be replaced in a 1:1 ratio.	Lead Agency (Local Jurisdiction)	Lead Agency (Local Jurisdiction)	Before and during construction
AESTH -5: Limit use of lighting in rural areas. Lighting of bicycle facilities shall be limited to that required for safety. Lighting shall be directed down onto the facility itself and shall not spill over onto adjacent land uses.	Lead Agency (Local Jurisdiction)	Lead Agency (Local Jurisdiction)	Prior to completion of construction

Mitigation Measures	Mitigation Responsibility	Monitoring/ Reporting Agency	Monitoring Schedule
II. AGRICULTURE			
<p>AG-1: Final bicycle route alignments shall avoid conflicts with active agricultural lands to the greatest extent feasible by locating them within existing right-of-ways, and/or on roads or other disturbed lands. Should a trail route be located within an active agricultural parcel, then further studies will be completed to address impacts to agricultural land. The study would include consultation with property owners, Farm Bureau, Viticulture Associations, Napa Valley Grape growers and the Napa County Agricultural Commissioner's Office, and include:</p> <p>a. Methods for minimizing trespassing and vandalism by trail users. b. Procedures for minimizing pesticide exposure (spraying restrictions, notification, pathway closure etc.) c. Design guidelines for pathway elements intended to prevent land use conflicts.</p>	Napa County Transportation Planning Agency	Napa County Transportation Planning Agency	During preparation of Design Plans, prior to approval of Construction Documents, and prior to completion of construction.
<p>AG-2: Prior to final design and construction of bicycle facility improvements, the Lead Agency shall coordinate with affected agricultural land owners, the Napa County Agricultural Commissioner's Office, Farm Bureau, Napa Valley Vintners, and/or Napa Valley Grape Growers Association, and members of the bicycling community to design facilities that minimize agricultural conflicts with the use of improvements including but not limited to: signage, fencing, striping and bollards.</p>	Lead Agency (Local Jurisdiction)	Lead Agency (Local Jurisdiction)	Prior to approval of engineering design plans
<p>AG-3: Where bicycle facilities intersect agricultural roads, the bicycle route intersections shall be designed to accommodate agricultural equipment.</p>	Lead Agency (Local Jurisdiction)	Lead Agency (Local Jurisdiction)	Prior to approval of final engineering design plans
<p>AG-4: Information shall be provided at trailheads that would reduce agricultural land use conflicts including signage to inform bikepath users not to: (1) trespass onto agricultural lands, (2) litter, (3) pick food or handle the crops, or (4) feed or interfere with farm animals. In addition, signage regarding the County's Right-to-Farm Ordinance which provides protection for farmers against agricultural operation nuisance complaints shall also be displayed.</p>	Lead Agency (Local Jurisdiction)	Lead Agency (Local Jurisdiction)	Develop Draft Sign prior to start of construction; implement during construction

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III. AIR QUALITY			
<p>AQ-1</p> <p>1. Construction of the bicycle facilities shall comply with applicable BAAQMD dust control and all construction management guidelines.</p> <p>2. During construction, all exposed surfaces (e.g. parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered at least two times per day to control dust particulates.</p> <p>3. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.</p> <p>4. All visible mud or dirt tracked-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is not allowed.</p> <p>5. All construction vehicle speeds on unpaved roads shall be 15 mph or less.</p> <p>6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes. Clear signage on this and other air quality control requirements shall be provided for construction workers at all access points.</p> <p>7. All construction equipment shall be properly maintained and tuned in accordance with the manufacturer's specifications. All equipment shall be checked by a certified visible emissions evaluator following BAAQMD regulations.</p> <p>8. The project sponsor shall post a publicly visible sign with the telephone number and person to contact at lead agency and the BAAQMD phone number regarding dust and other air quality and noise complaints. The responsible lead agency representative shall respond and take appropriate corrective action within 48 hours.</p>	Construction Contractor	Lead Agency (Local Jurisdiction)	During construction

Mitigation Measures	Mitigation Responsibility	Monitoring/ Reporting Agency	Monitoring Schedule
V. BIOLOGICAL RESOURCES			
<p>BIO-1: NCBP projects shall be designed to minimize impacts to biological resources. Projects within or adjacent to sensitive biological areas and natural areas, including all creeks and wetlands, that could support special status species shall incorporate the following design features:</p> <ul style="list-style-type: none"> • The project area shall be assessed by a qualified biologist prior to design to determine if additional biological field investigations, including habitat surveys, special status species surveys, and tree surveys, are needed. If so, the appropriate studies shall be conducted by Qualified Biologists. The Biologist Report shall include additional mitigation measures, such as preconstruction surveys, use of exclusion fencing, construction worker biological resource sensitivity training, onsite biological monitoring, and preparation and implementation of Habitat Mitigation & Monitoring Plans. • Existing trails shall be used and improved whenever possible, and bicycle facility alignments shall be designed to avoid and minimize impacts to sensitive habitat communities. Alignment and design modifications may be identified during the engineering design phase to further avoid and minimize effects on sensitive biological resources and special status species. Reduction in path width shall be considered in sensitive biological resource areas, to the extent that trail safety can be maintained. All projects adjacent to creeks, wetlands, and natural areas shall be designed, in consultation with the California Department of Fish and Game (CDFG), to avoid and minimize impacts to listed and candidate sensitive or special status species. • Bicycle facilities shall be designed to avoid impacts to wildlife movement corridors (e.g., no fencing that precludes wildlife movement shall be used in natural areas, paths shall not bisect critical wildlife movement corridors, etc). • Use of stabilized decomposed granite or equivalent pervious trail surface shall be considered where appropriate, where Class I trail facilities are located in or near sensitive biological habitat. • No nighttime lighting shall be used in sensitive biological resource areas. 	Lead Agency (Local Jurisdiction)	Lead Agency (Local Jurisdiction)	Prior to initiation of design, during design, prior to construction, during construction, monitoring and reporting following construction

Mitigation Measures	Mitigation Responsibility	Monitoring/ Reporting Agency	Monitoring Schedule
<p>BIO-2: For project construction activities near trees that provide suitable nesting bird habitat, and that might occur during the bird nesting season (February 1 through August 31), a qualified biologist shall conduct nesting bird surveys no more than one week prior to tree pruning, tree removal, ground disturbing activities, or construction activities to locate nests on or immediately adjacent to the project site(s). If nesting birds are identified at or near project sites, the locations of active nests shall be mapped and protective measures implemented. Protective measures shall include establishment of clearly delineated (i.e. colored construction fencing) exclusion zones around each nest site. Each exclusion zone shall have a 300-foot radius centered on the nest tree for raptor nests and a 50-foot radius centered on the nest for other birds. Active nest sites shall be monitored periodically throughout the nesting season to identify any sign of disturbance. These protection measures shall remain in effect until the young have left the nest and are foraging in-dependently, or the nest becomes inactive. Exclusion zones may be reduced in size if, in consultation with CDFG, a smaller exclusion zone is determined to adequately protect the active nest. Upon completion of construction activities, a report detailing the results of the preconstruction surveys and monitoring shall be prepared. The report shall be submitted to CDFG by November 30 of the year following completion of construction.</p>	<p>Lead Agency (Local Jurisdiction)</p>	<p>Lead Agency (Local Jurisdiction)</p>	<p>Prior to construction, during construction, monitoring and reporting following construction</p>

Mitigation Measures	Mitigation Responsibility	Monitoring/ Reporting Agency	Monitoring Schedule
<p>BIO-3: For project construction activities near trees that provide suitable bat roosting habitat, a qualified biologist shall conduct bat surveys no more than three days prior to tree pruning, tree removal, ground disturbing activities, or construction activities to locate roosts on or immediately adjacent to the project site(s). If bats are discovered during the surveys, an exclusion zone of 100 to 150 feet radius centered on the roost shall be established. Active roost sites shall be monitored periodically throughout the construction period to identify any sign of disturbance and shall remain in effect unless the roost becomes inactive. Exclusion zones may be reduced in size if, in consultation with CDFG, a smaller exclusion zone is determined to adequately protect the active roost. Upon completion of construction activities, a report detailing the results of the preconstruction surveys and monitoring shall be prepared. The report shall be submitted to CDFG by November 30 of the year following completion of construction.</p>	<p>Lead Agency (Local Jurisdiction)</p>	<p>Lead Agency (Local Jurisdiction)</p>	<p>Prior to construction, during construction, monitoring and reporting following construction</p>
<p>BIO-4a: All construction activities immediately adjacent to the creeks and wetlands shall take place out-side of the salmonid migration period (December 1-March 30). Should the project demonstrate a need to conduct activities outside this time period, the project may request additional authorization for work outside of this period by obtaining approval from NOAA Fisheries and CDFG.</p>	<p>Lead Agency (Local Jurisdiction)</p>	<p>Lead Agency (Local Jurisdiction)</p>	<p>During final design and construction</p>
<p>BIO-4b: Disturbance of soils and native vegetation for projects immediately adjacent to creeks and wetlands, including bridge and boardwalk construction, shall be minimized to the extent possible. Placement of any temporary construction access roads, staging areas, and other construction facilities shall be located outside of the riparian corridor to avoid and limit disturbance to the stream bank or stream channel habitat to the maximum extent possible. Work shall be performed from the top of creek bank only.</p>	<p>Lead Agency (Local Jurisdiction)</p>	<p>Lead Agency (Local Jurisdiction)</p>	<p>During final design and construction</p>
<p>BIO-4c: If loss of riparian habitat elements (i.e. native trees and shrubs) cannot be avoided, impacted elements shall be replaced in like kind and amount, or as required by regulatory agencies, such that there is no net loss of the habitat element.</p>	<p>Lead Agency (Local Jurisdiction)</p>	<p>Lead Agency (Local Jurisdiction)</p>	<p>During final design and construction</p>

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BIO-4d: To minimize the expansion of exotic plants into wetlands and the riparian corridor adjacent to bicycle facilities, only native plant species shall be used for reseeding and re-planting. Landscaping using native plant species near appropriate buffer areas should be implemented in accordance with wetlands mitigation and management plans, and in accordance with applicable permit requirements.	Lead Agency (Local Jurisdiction)	Lead Agency (Local Jurisdiction)	During construction
BIO-4e: All fueling and maintenance of vehicles and other equipment, and staging areas, shall be located at least 100 feet from creeks. Prior to the onset of work, the project applicant will prepare a plan for the prompt and effective response to any accidental spills into the creek (A Spill Control and Countermeasures Plan). All workers shall be informed of the importance of preventing spills and the appropriate measures to take should an accidental spill occur (see also HYDRO-2). In the event of a spill, the appropriate local Emergency Response Unit (Police, County sheriff, Fire Dept., etc) and the CDFG's Office of Spill Prevention and Response shall be notified immediately.	Lead Agency (Local Jurisdiction)	Lead Agency (Local Jurisdiction)	Prepare plans prior to construction, implement during construction
BIO-4f: Best management practices (BMPs) shall be implemented during all construction activities to control erosion and sediment into the stream and to prevent the spill of contaminants around the stream. These BMPs shall be described in a Stormwater Pollution Prevention Plan (SWPPP) that shall be prepared and submitted to San Francisco Bay Regional Water Quality Control Board along with a Notice of Intent (NOI), and an Erosion Control Plan in order to obtain a National Pollution Discharges Elimination System (NPDES) General Permit for Construction Activities. (see also Hydro 1-2)	Lead Agency (Local Jurisdiction)	Lead Agency (Local Jurisdiction)	Prepare plans prior to construction, implement during construction
BIO-5: Significant, limbing, thinning, or removal of trees for the purpose of bicycle facilities construction shall be minimized to the greatest extent practicable. Any tree that must be re-moved shall be replaced according to the local jurisdictions/responsible agencies tree protection policies for construction of the bicycle projects. (See also AESTH-1) This will typically require replacement of removed trees on a 2:1 ratio for any tree removed larger than 3" dbh.	Lead Agency (Local Jurisdiction)	Lead Agency (Local Jurisdiction)	During construction, following completion of construction
BIO-6: The applicant shall obtain all necessary permits and/or authorizations under Sections 401 and 404 of the Federal Clean Water Act, and Section 1600 of the California Department of Fish and Game Code.	Lead Agency (Local Jurisdiction)	Lead Agency (Local Jurisdiction)	Prior to final design

Mitigation Measures	Mitigation Responsibility	Monitoring/ Reporting Agency	Monitoring Schedule
<p>BIO-7: Construction activities shall be timed to avoid impact to sensitive biological resources and protect water quality. To the extent possible, construction activities shall take place during the dry season, between April 15 and October 31, or as otherwise determined by permitting agencies, and in compliance with Section 401 of the Federal Clean Water Act.</p>	<p>Lead Agency (Local Jurisdiction)</p>	<p>Lead Agency (Local Jurisdiction)</p>	<p>During construction</p>
<p>V. CULTURAL RESOURCES</p>			
<p>CUL-1: If a potentially significant cultural resource is encountered during subsurface earthwork activities for the project, all construction activities within a 100-foot radius of the find shall cease until a qualified archaeologist determines whether the uncovered resource requires further study. The local jurisdiction where the project is located shall require the project applicant to include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. Any previously undiscovered resources found during construction shall be recorded on appropriate California Department of Parks and Recreation (DPR) forms and evaluated for significance in terms of California Environmental Quality Act criteria by a qualified archaeologist. Potentially significant cultural resources consist of but are not limited to stone, bone, glass, ceramic, wood, or shell artifacts; fossils; or features including hearths, structural remains, or historic dumpsites. If the resource is determined significant under CEQA, the qualified archaeologist shall prepare and implement a research design and archaeological data recovery plan that will capture those categories of data for which the site is significant. The archaeologist shall also perform appropriate technical analyses, prepare a comprehensive report and file it with the appropriate Information Center (Sonoma State University), and provide for the permanent curation of the recovered materials.</p>	<p>Construction Contractor</p>	<p>Lead Agency (Local Jurisdiction)</p>	<p>During construction</p>

Mitigation Measures	Mitigation Responsibility	Monitoring/ Reporting Agency	Monitoring Schedule
<p>CUL-2: In the event a fossil is discovered during any earthwork activities for the proposed project (Including those occurring at depths of less than 10 feet), all excavations within 100 feet of the find shall be temporarily halted or delayed until the discovery is examined by a qualified paleontologist, in accordance with Society of Vertebrate Paleontology standards. The paleontologist shall notify the jurisdiction where the project is located, to determine procedures to be followed before construction is allowed to resume at the location of the find. If the find is determined to be significant and the local jurisdiction determines that avoidance is not feasible, the paleontologist shall design and carry out a data recovery plan consistent with the Society of Vertebrate Paleontology standards. The plan shall be submitted to the local jurisdiction for review and approval. Upon approval, the plan shall be incorporated into the project.</p>	<p>Construction Contractor</p>	<p>Lead Agency (Local Jurisdiction)</p>	<p>During construction</p>
<p>CUL-3: If human remains are encountered during earth-disturbing activities for the project, all work in the adjacent area shall stop immediately and the Napa County Coroner's office shall be notified immediately. If the remains are determined to be Native American in origin, the Native American Heritage Commission shall be notified and will identify the Most Likely Descendent, who will be consulted for recommendations for treatment of the discovered remains.</p>	<p>Construction Contractor</p>	<p>Lead Agency (Local Jurisdiction)</p>	<p>During construction</p>
<p>VI. GEOLOGY AND SOILS</p>			
<p>GEO-1: Prior to final design of Class I and Class II bicycle improvements that involve substantial new paving, significant ground disturbance, and substantial structures such as steep hillside cut and fill slopes, retaining walls, boardwalks, and bridge and overcrossing footings, etc., or are located within an area of known landslide deposits, highly erosive soils, high liquefaction potential or high shrink and swell potential or near active faults, the local jurisdiction shall complete a geotechnical investigation to identify hazards and develop design measures to mitigate impacts associated with poor soil conditions, unstable slopes, landslides, and earthquake related events such as groundshaking and ground failure. The facility construction plans shall implement those measures in the respective bicycle facility improvement plans.</p>	<p>Lead Agency (Local Jurisdiction)</p>	<p>Lead Agency (Local Jurisdiction)</p>	<p>Prior to final design</p>

Mitigation Measures	Mitigation Responsibility	Monitoring/ Reporting Agency	Monitoring Schedule
GEO-2: An erosion control plan shall be prepared and implemented for all Class I and Class II bicycle facility construction projects that involve substantial ground disturbance in accordance with the Napa County Erosion Control Ordinance and Regional Board Stormwater Pollution Prevention Control Guidelines. (see also Mitigation Measure HYDRO -2)	Lead Agency (Local Jurisdiction)	Lead Agency (Local Jurisdiction)	Prior to start of construction
VII. HAZARDS AND HAZARDOUS MATERIALS			
HAZ-1: Prior to construction of any bicycle improvements that require ground disturbance, hazardous waste sites lists maintained by the California Department of Toxic Substances Control (DTSC) and the State Water Resources Control Board (SWRCB) shall be consulted. Where a proposed Class I and Class II bicycle facility is located near an identified site, follow up Phase I and as appropriate Phase II hazardous waste site investigations shall be completed. No disturbance of contaminated soil shall be permitted unless an approved site cleanup and remediation plan has been implemented for the identified hazardous waste sites.	Lead Agency (Local Jurisdiction)	Lead Agency (Local Jurisdiction)	Prior to preparation of Construction Documents
HAZ-2: Trailhead signage for rural bicycle facilities in high fire risk hazard areas shall provide information regarding hazards and risks and indicate that no smoking or use of open flames (i.e. campfires) will be allowed, except in specifically designated areas.	Lead Agency (Local Jurisdiction)	Lead Agency (Local Jurisdiction)	Prior to completing construction
VIII. HYDROLOGY AND WATER QUALITY			
HYDRO-1: Proposed bicycle improvements shall be designed to minimize impacts on surface and ground water quality, including maintaining existing runoff conditions. Stormwater management measures, including but not limited to the use of permeable pavement and stormwater treatment techniques such as bioswales and bioretention structures, shall be incorporated into project plans where practical and feasible, in order to maintain the pre-project hydrologic conditions and treat stormwater runoff.	Lead Agency (Local Jurisdiction)	Lead Agency (Local Jurisdiction)	Prior to approval of final design plans

Mitigation Measures	Mitigation Responsibility	Monitoring/ Reporting Agency	Monitoring Schedule
<p>HYDRO-2: The lead agency/local jurisdiction shall review each proposed bicycle improvement project prior to construction and determine if the project requires the preparation of a Stormwater Pollution Prevention Plan (SWPPP). Based on this review, the lead agency/local jurisdiction shall prepare a SWPPP that includes Best Management Practices to prevent or minimize stormwater pollution during construction activities, and post construction. All Class I and Class II projects along creeks, waterways, and wetlands that involve substantial ground disturbance shall be required to prepare an Erosion Control and Revegetation Plan, and a Spill Control and Countermeasures Plan, regardless of whether a SWPPP is needed or not.</p>	<p>Lead Agency (Local Jurisdiction)</p>	<p>Lead Agency (Local Jurisdiction)</p>	<p>Prior to start of construction</p>
<p>HYDRO-3: Prior to final design of any bicycle facility, such as a bridge or other structure that is placed within or over the flow line of a creek or waterway, or crosses over a creek, and where the proposed facility has the potential to block or impede flood flows and alter hydrologic conditions, the project proponent will complete a detailed hydraulic analysis of the site and facility. The objective of the analysis is to verify that the project is in compliance with the local Floodplain Management Ordinances and related General Plan Policies regarding flood protection and protection of creek resources, and to determine the proposed sizing, geometry, and elevations of the structures so as to not impact creek hydrology and flood flow conditions. The hydraulic analysis and design recommendations will require review and approvals of the local jurisdiction's Engineer and Flood Plain Manager.</p>	<p>Lead Agency (Local Jurisdiction)</p>	<p>Lead Agency (Local Jurisdiction)</p>	<p>Prior to final design and approval of project Construction Documents</p>

Mitigation Measures	Mitigation Responsibility	Monitoring/ Reporting Agency	Monitoring Schedule
XV. TRAFFIC			
<p>TRANS-1: Prior to implementation of any of the bicycle facility projects listed in Appendix B as requiring further traffic analysis, the responsible agency shall prepare a LOS and queuing analysis of the intersection and street to determine whether the project would cause a significant impact per the agencies adopted LOS thresholds and standards, or would result in queuing that could affect traffic operations at near-by intersections. The analysis shall be prepared for both existing conditions, and existing conditions with project, using recent actual traffic count information (counts no more than 2 years old).</p> <p>The responsible agency shall also evaluate the proposed project design to ensure that no project features such as curb bulb outs extend beyond the parking lane and into the travel lanes, and/or lane reductions narrow travel lanes below minimum widths of the agency and as described in State and Federal traffic and roadway design standards as adopted by the responsible agency.</p> <p>Lane reductions, bulb outs, pedestrian refuge islands and other project design features such as speed bumps that affect traffic operation and emergency vehicle response shall also be reviewed with the respective local agency Police and Fire Departments to insure that emergency vehicle access is not impeded, and is consistent with adopted local agency standards and State and Federal standards. If the proposed bicycle facility improvements result in a significant deterioration in LOS or a significant impact on operation of the project intersection or adjacent intersection, the responsible agency shall modify the project design to reduce LOS impacts to a degree that will be consistent with local agency adopted LOS thresholds and standards.</p> <p>If the proposed bicycle facility improvements result in a significant deterioration in traffic operation or impedes emergency vehicle access, the responsible agency shall modify the project design to reduce impacts such that the final design will be consistent with adopted standards and practice considering operations, safety and emergency vehicle access and response times.</p>	Lead Agency (Local Jurisdiction)	Lead Agency (Local Jurisdiction)	Prior to approval of final plans

Mitigation Measures	Mitigation Responsibility	Monitoring/ Reporting Agency	Monitoring Schedule
TRANS-2: If a proposed project requires the removal of parking spaces, the lead agency/local jurisdiction shall review and consider redesigning or relocating the proposed bicycle improvement, or alternatively, shall prepare a supplemental parking analysis to develop mitigation measures related to loss of parking. This would include the responsible local agency coordinating and partnering with affected local businesses to develop and implement trip reduction and parking management.	Lead Agency (Local Jurisdiction)	Lead Agency (Local Jurisdiction)	Prior to approval of final plans
TRANS-3: The local agency/local jurisdictions shall integrate proposed bicycle projects into overlapping and concurrent roadway and street improvement projects such that construction staging occurs as a single project wherever feasible. Where the integration of such projects is feasible, the local agency/local jurisdiction shall schedule the implementation of projects to avoid any cumulative impacts to LOS that would be caused by the simultaneous construction of multiple roadway, street, and bicycle facility projects.	Lead Agency (Local Jurisdiction)	Lead Agency (Local Jurisdiction)	Throughout the duration of implementing the individual Bike Plan projects