

XVI. TRANSPORTATION/TRAFFIC -- Would the project:

a) Exceed ~~the capacity of the an~~ adopted transportation performance measure threshold (as designated in a general plan policy, ordinance, etc.) for the existing or cumulative -circulation system, ~~based on an applicable measure of effectiveness (as designated in a general plan policy, ordinance, etc.)~~, taking into account all relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle ~~paths~~facilities, and ~~mass-public~~ transit?

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that ~~results in substantial safety risks is inconsistent with applicable design or operation policies, guidelines, or standards (as designated in general plan policy, airport comprehensive land use plan policy, ordinance, etc.)?~~

d) ~~Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?~~ Increase demand for transportation facilities or services (roadways, transit services, bikeways, sidewalks, etc.) that do not meet current design standards, or create a new or modified street, sidewalk or bicycle design feature in conflict with adopted design or placement standards?

e) Result in inadequate emergency access or emergency vehicle response times according to adopted and applicable policies, guidelines, or standards?

f) Conflict with adopted policies, plans, or programs supporting alternative-non-auto transportation (e.g., transit services and facilities, bus turnouts, bicycle facilities, or pedestrian facilities or programs, etc.~~bicycle racks~~)?