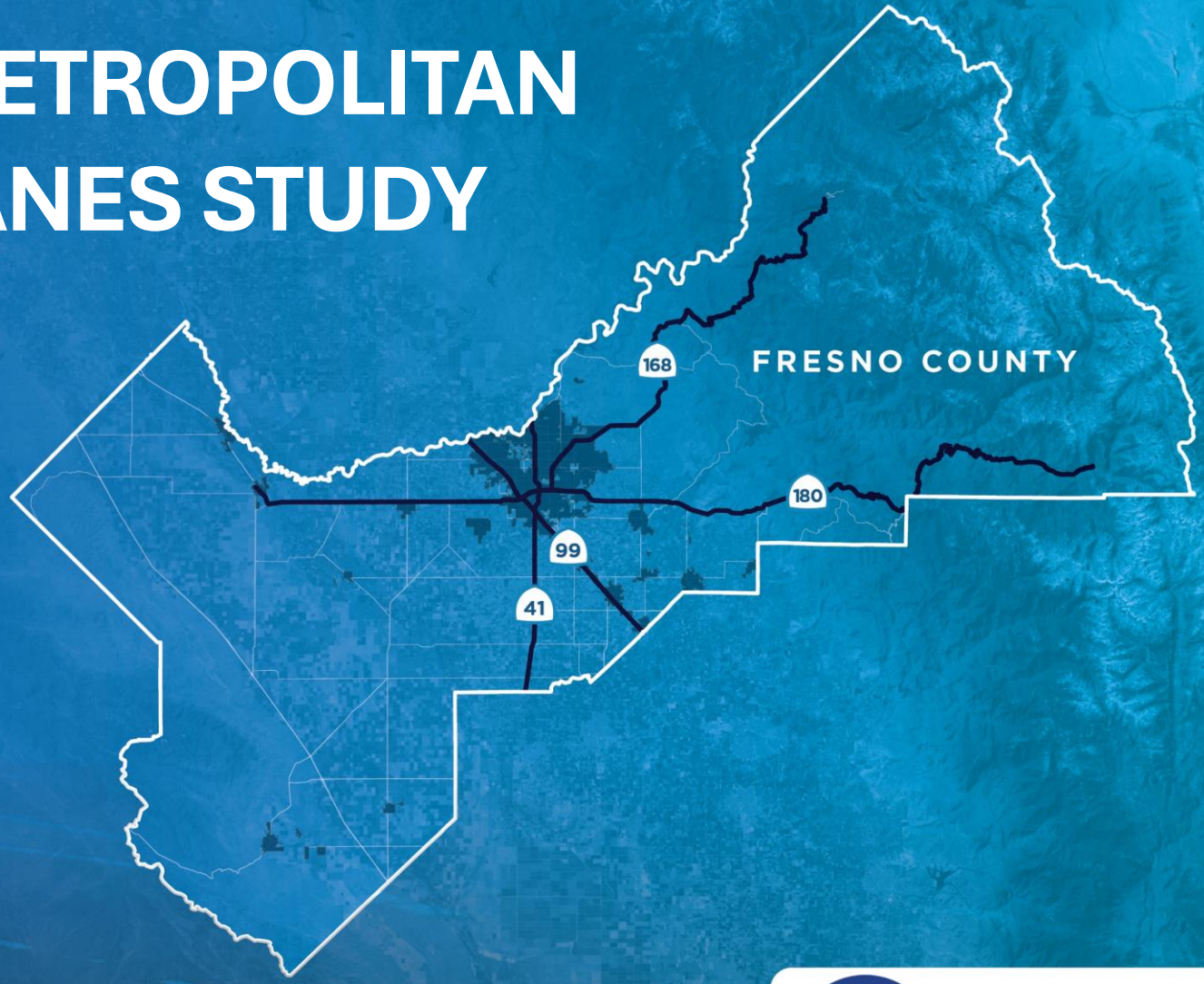
# FRESNO-CLOVIS METROPOLITAN AREA MANAGED LANES STUDY



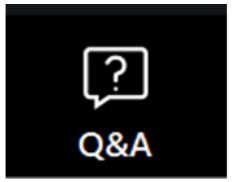

## Community Meeting

*Reunión Comunitaria*

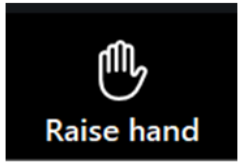
*February 18, 2025*

FRESNO Council of Governments

# Ways to Participate / Formas de Participar

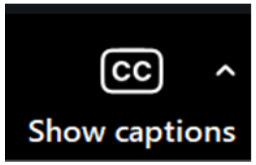



Type questions and comments for the facilitator to repeat and team to answer throughout the session.




During the Q&A, select the "**raise hand**" tool to raise your hand to ask your question or comment verbally. Facilitator will allow you to unmute, and you will have up to two minutes to speak.

Joining by phone: press ***9** to raise hand; press ***6** to unmute/mute (only when host allow)




Click the "Show captions" button to see closed captioning


Si necesita ayuda en Español, por favor levante la mano para pasar a la sala de grupos pequeños para traducción en Español.

# Project Team Introductions

**Paul Herman**
*Deputy Director*
**Fresno Council of Governments (COG)**

**Brenda Thomas**
*Communications & Planning Services Manager*
**Fresno Council of Governments (COG)**

**Pankaj Joshi**
*Senior Regional Planner*
***Fresno Council of Governments (COG)***

**Chadi Chazbek**
*Consultant Project Manager*

**Darya Shtykalo**
*Consultant Deputy Project Manager*

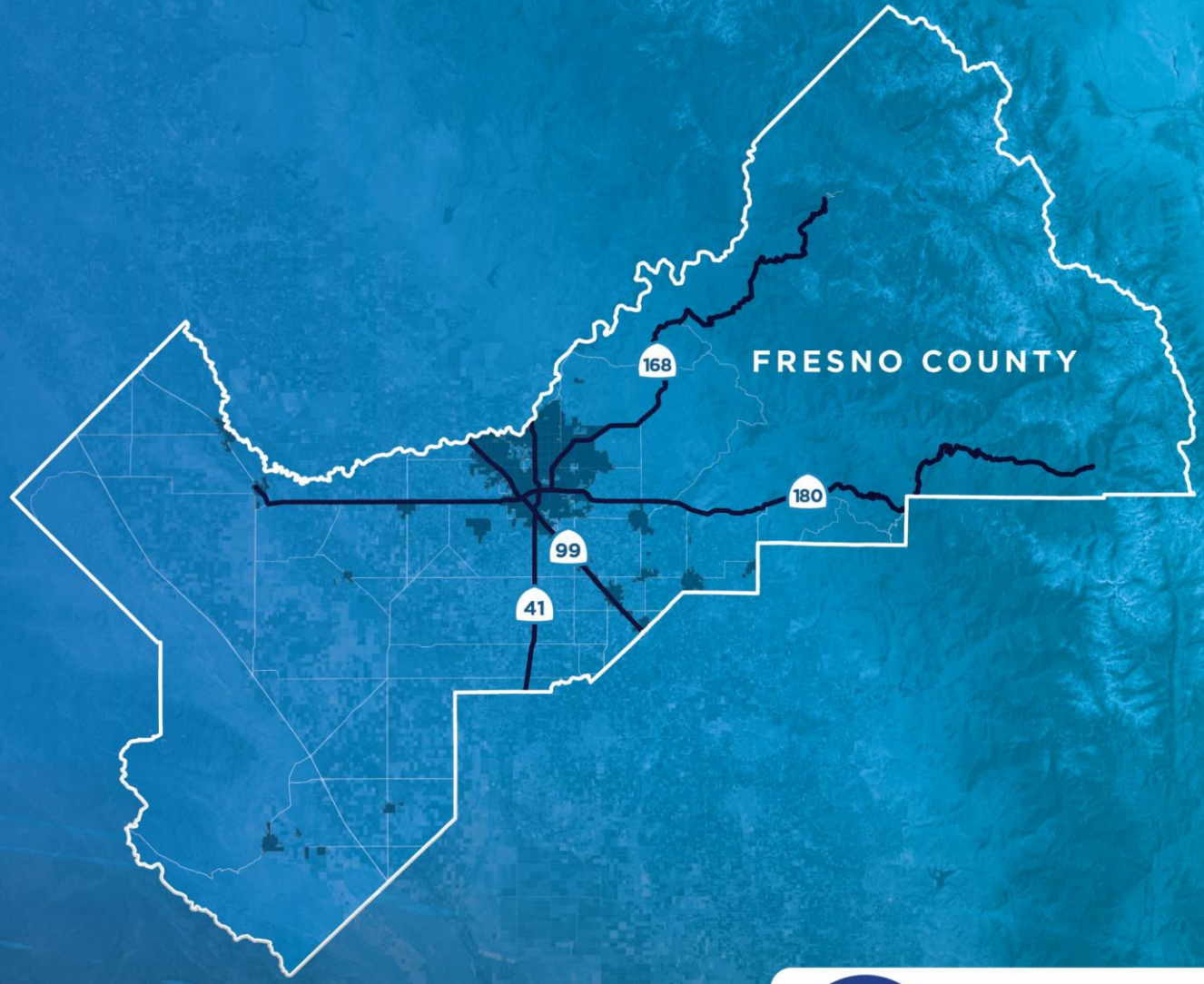
**Brandi Childress**
*Consultant Outreach Lead*

**Marissa Sanchez**
*Consultant Outreach Support*

# Agenda

1. Project Overview
2. Existing Conditions
3. Managed Lanes Overview
4. Alternatives Under Consideration
5. Public Engagement
6. Next Steps

# Project Overview

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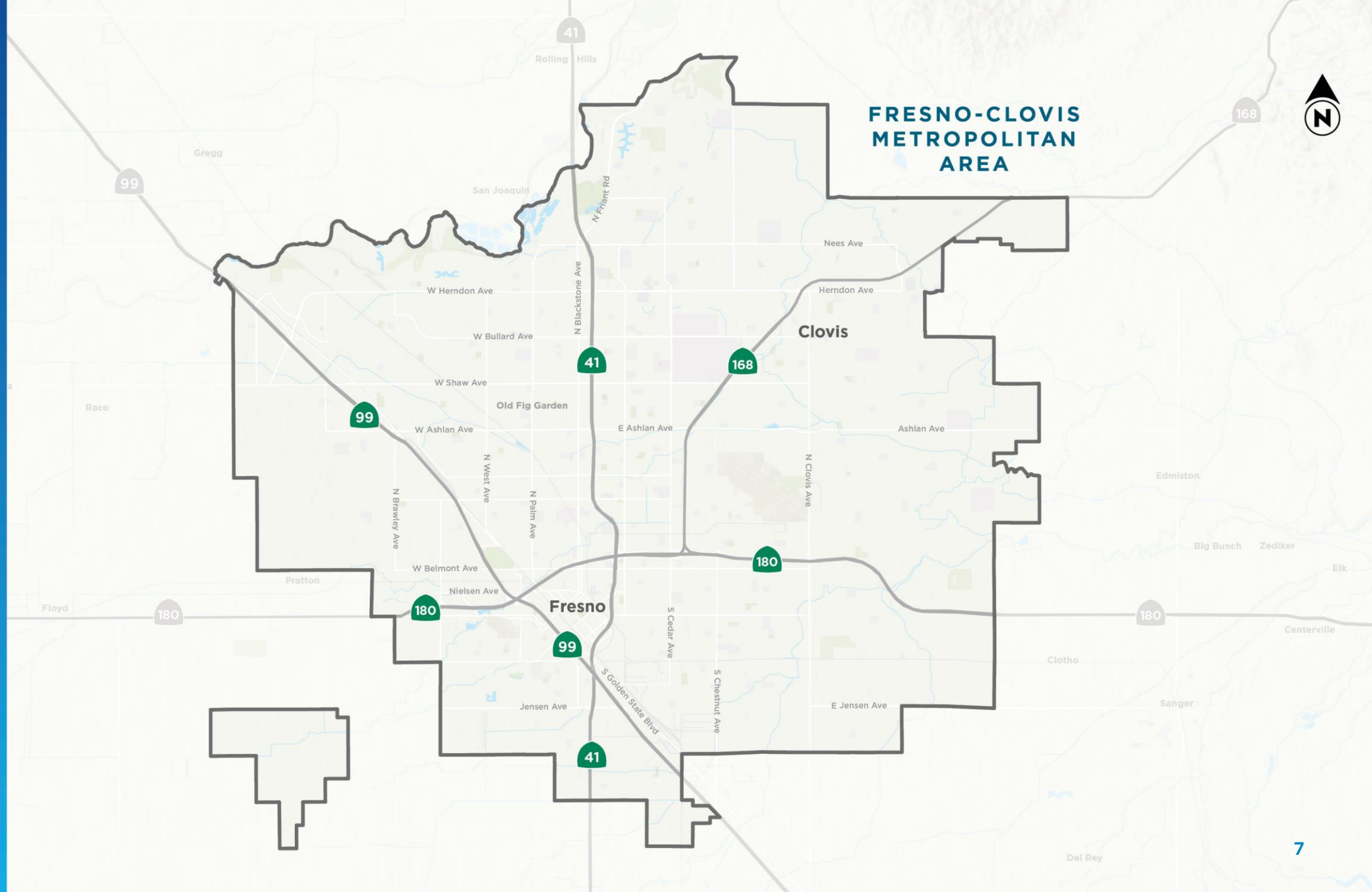
## Project Background

- In support of the Sustainable Community Strategy (SCS) efforts, this study is a **preliminary assessment** of potential managed lanes strategies and their implementation to the region

## Objective

- Assess the pros and cons of potential alternatives

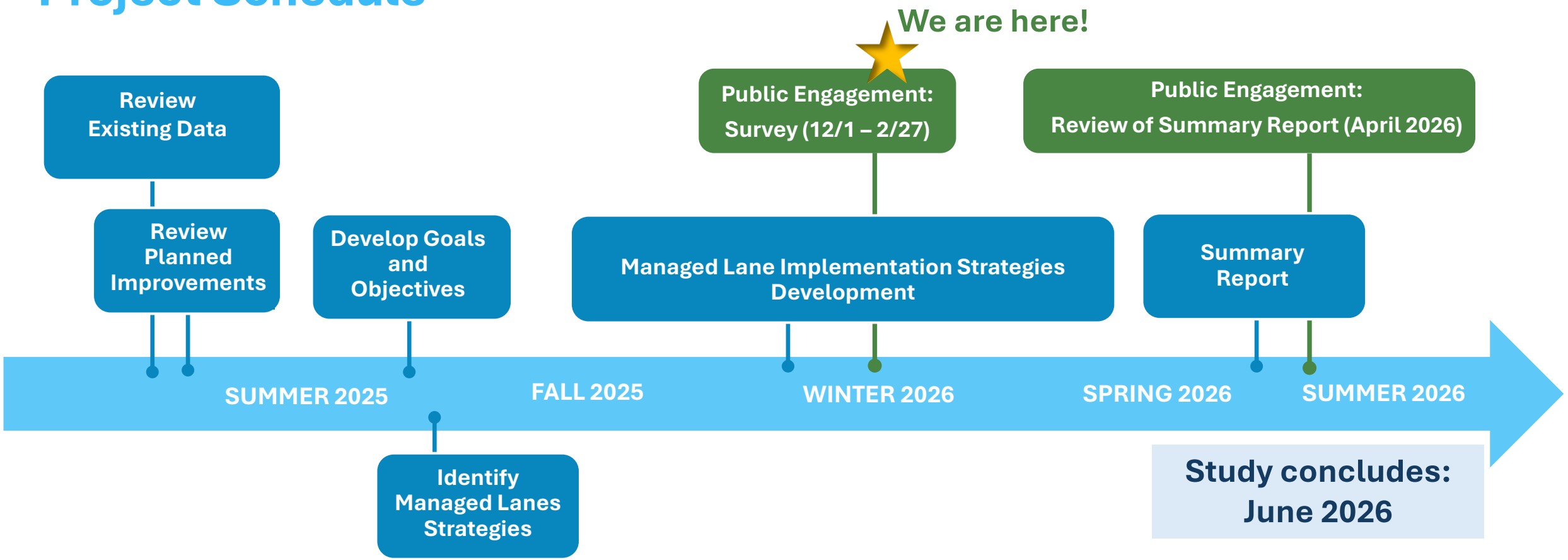
# Study Area Map



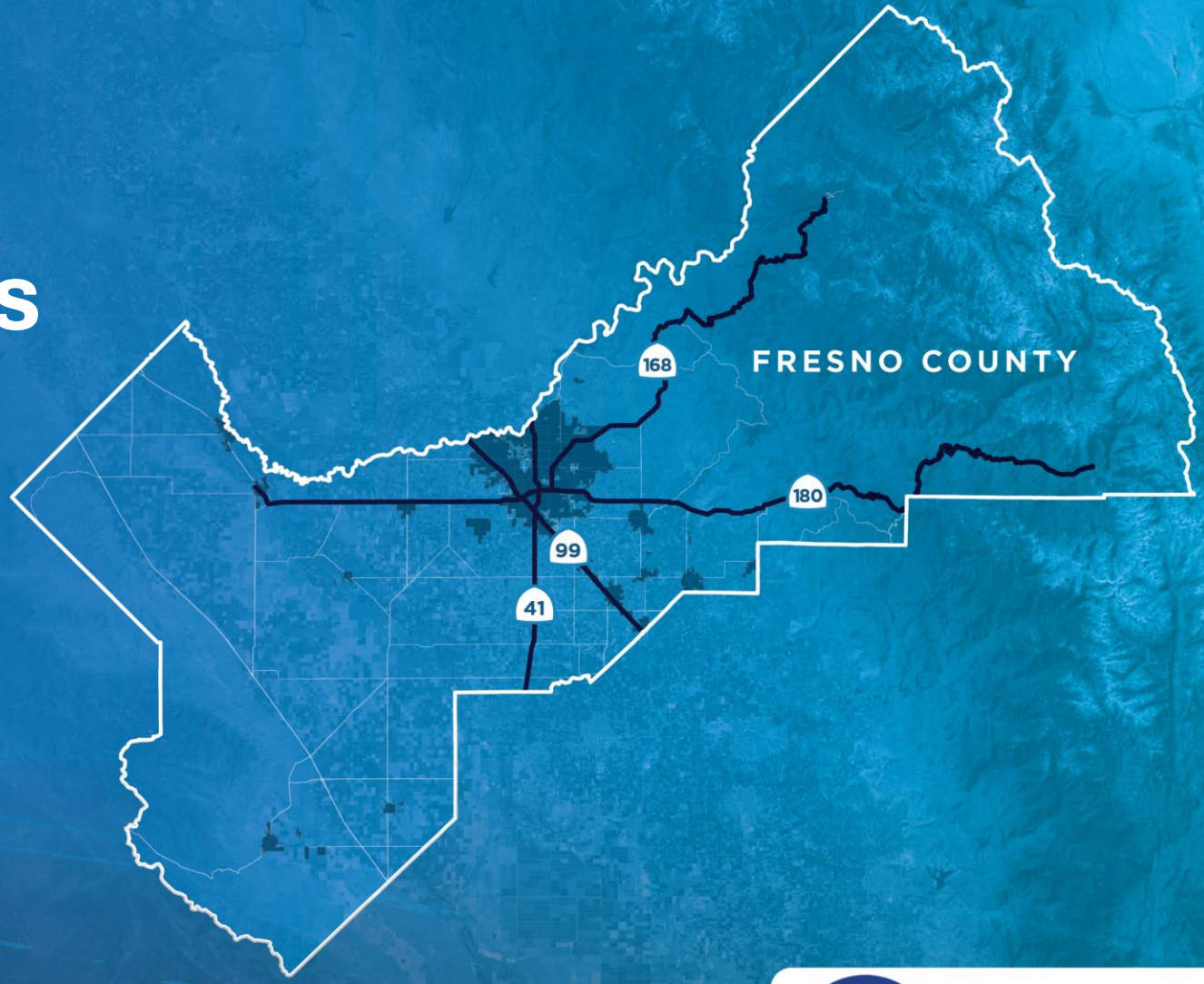
# Study Specific Highways

- This study is focused on **SR 168, SR 41, and SR 180**
- The study excludes SR 99
  - SR 99 Comprehensive Multimodal Corridor Plan (CMCP) led by Caltrans was completed Nov. 2025
  - More info on this study can be found here: https://dot.ca.gov/caltrans-near-me/district-6/district-6-projects/central-valley-99

# Project Schedule



# Existing Conditions

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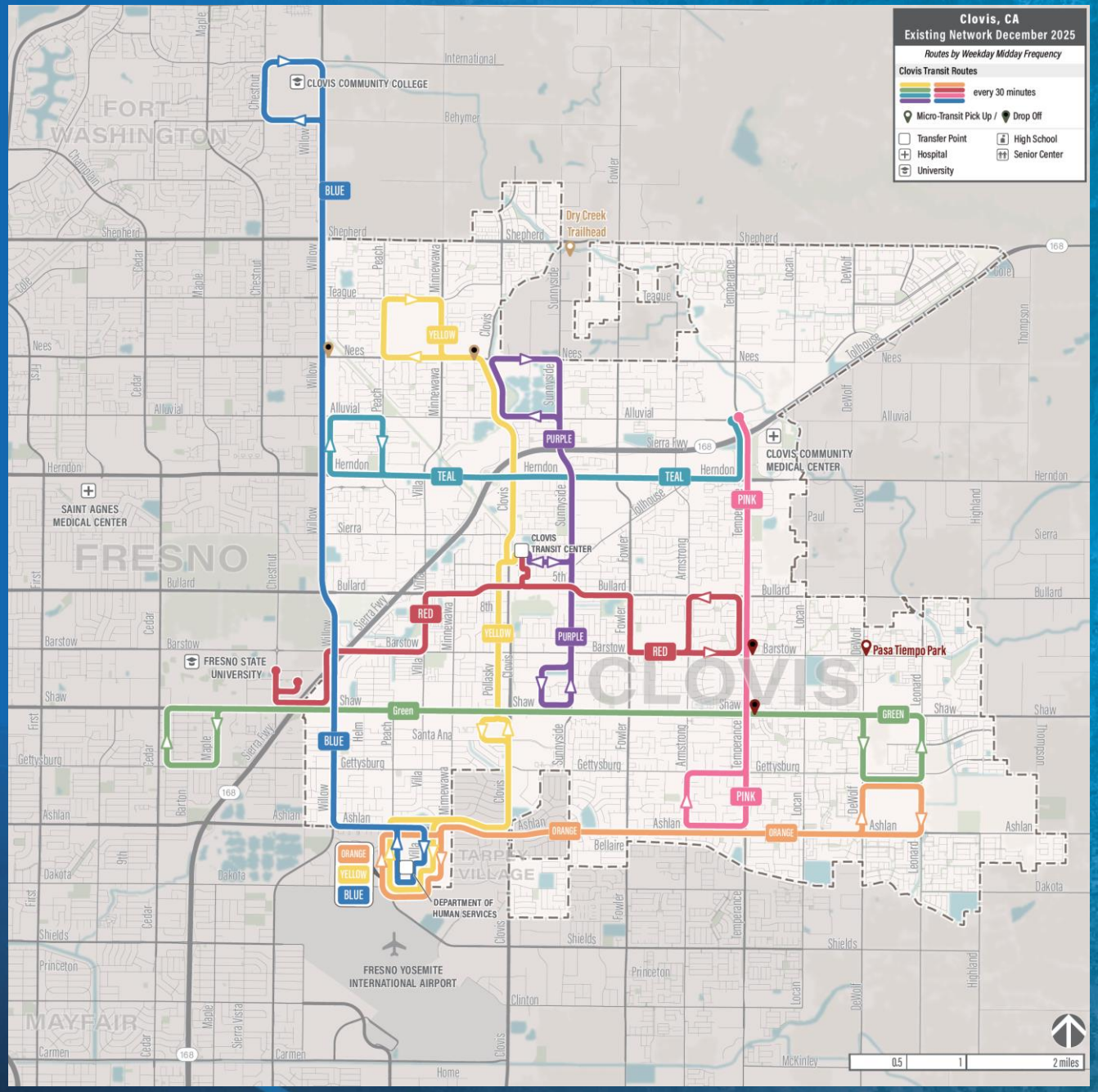
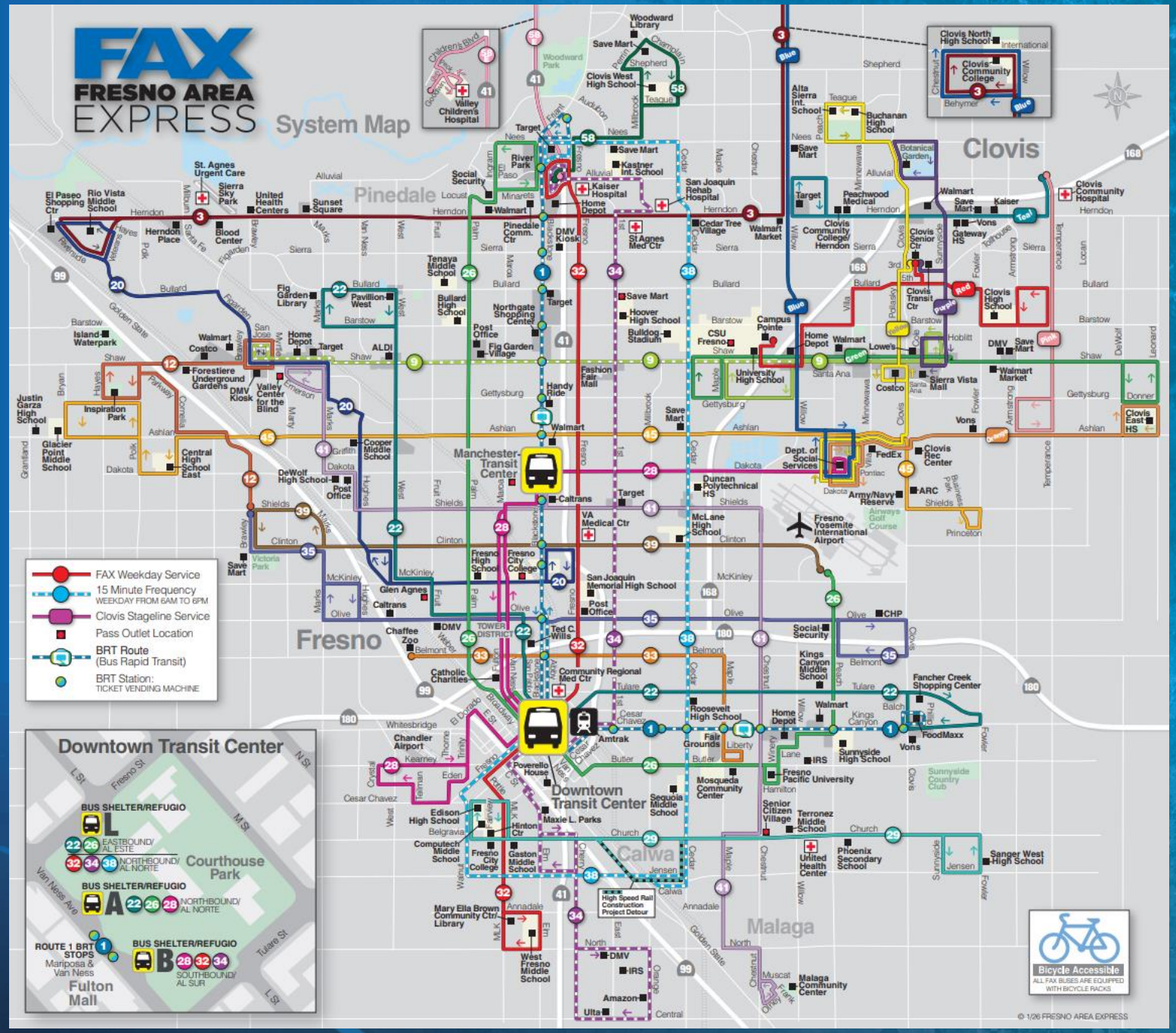
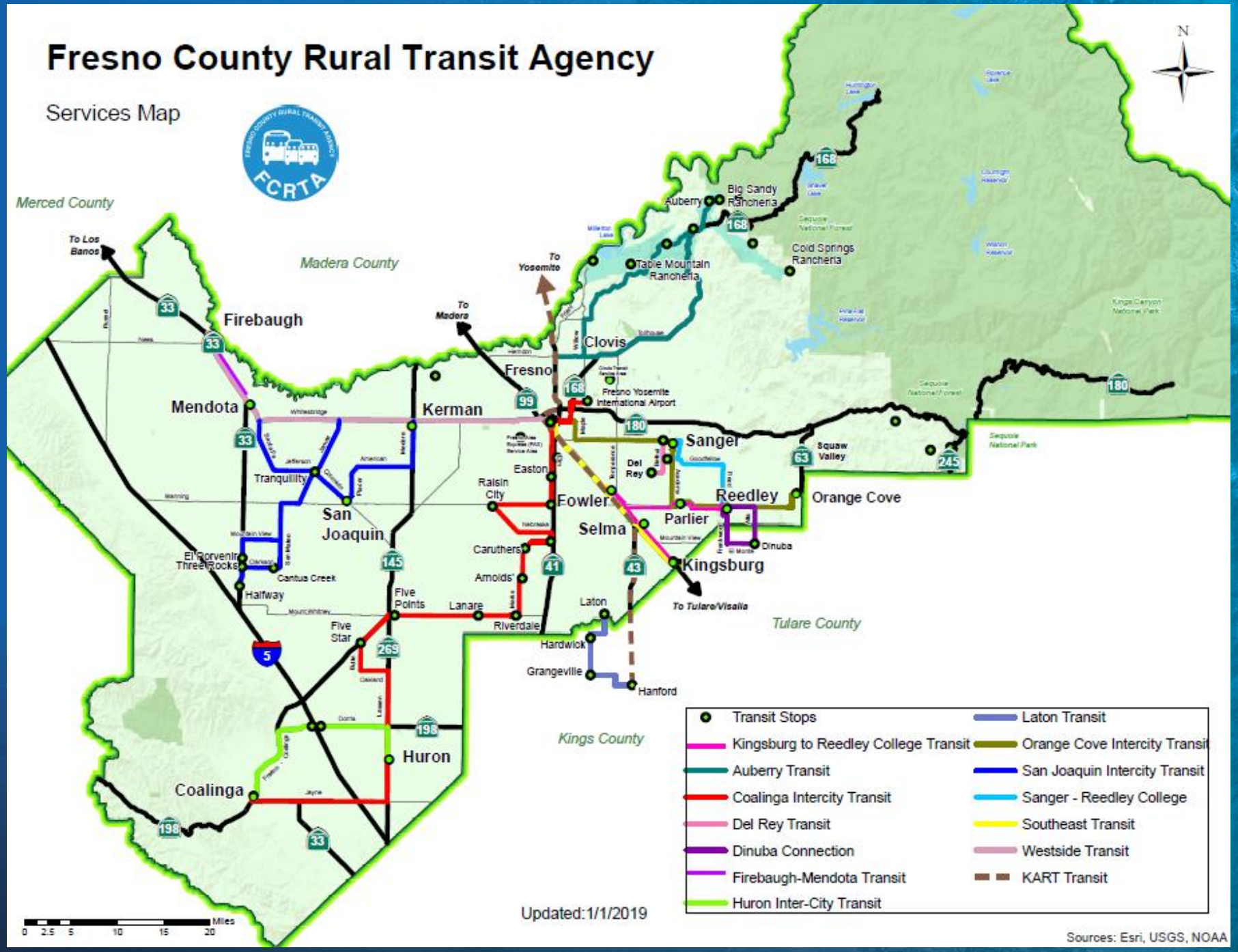
# Existing Transit



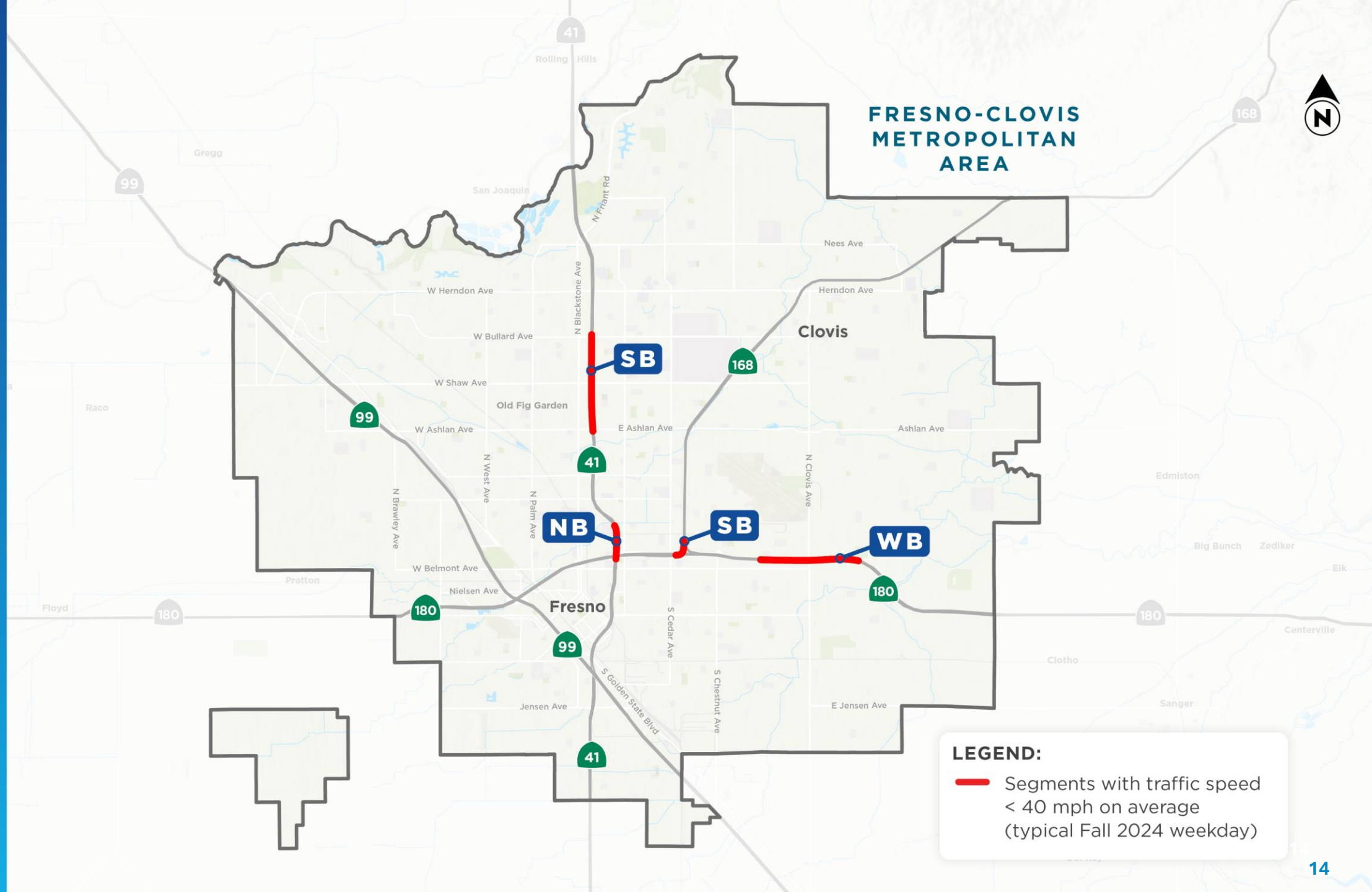
# Existing Transit



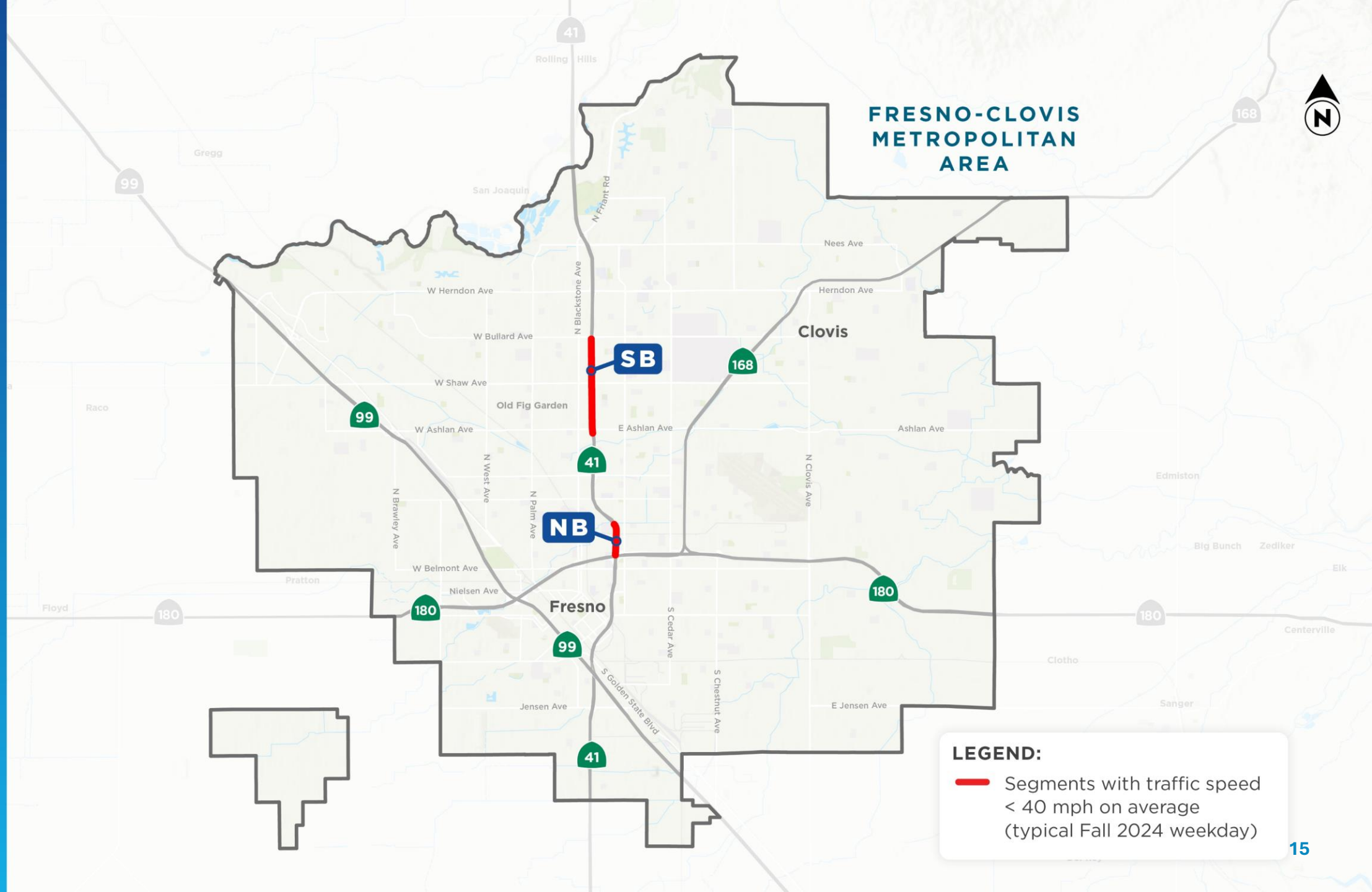
# Existing Transit *(cont.)*



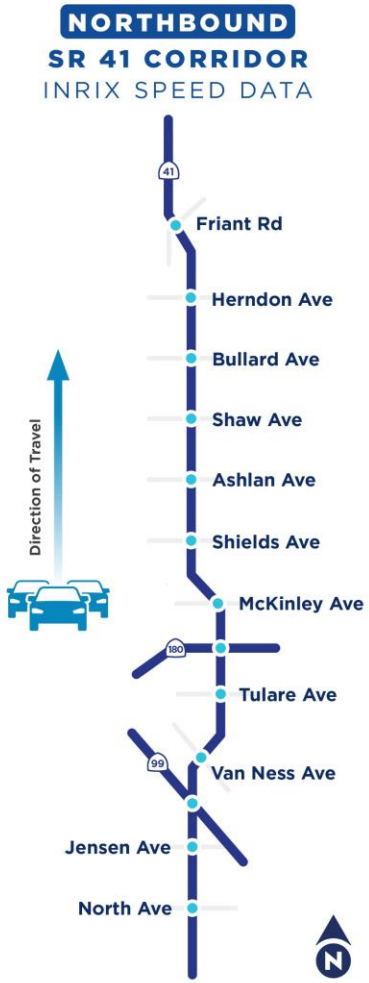
# AM Congestion Map

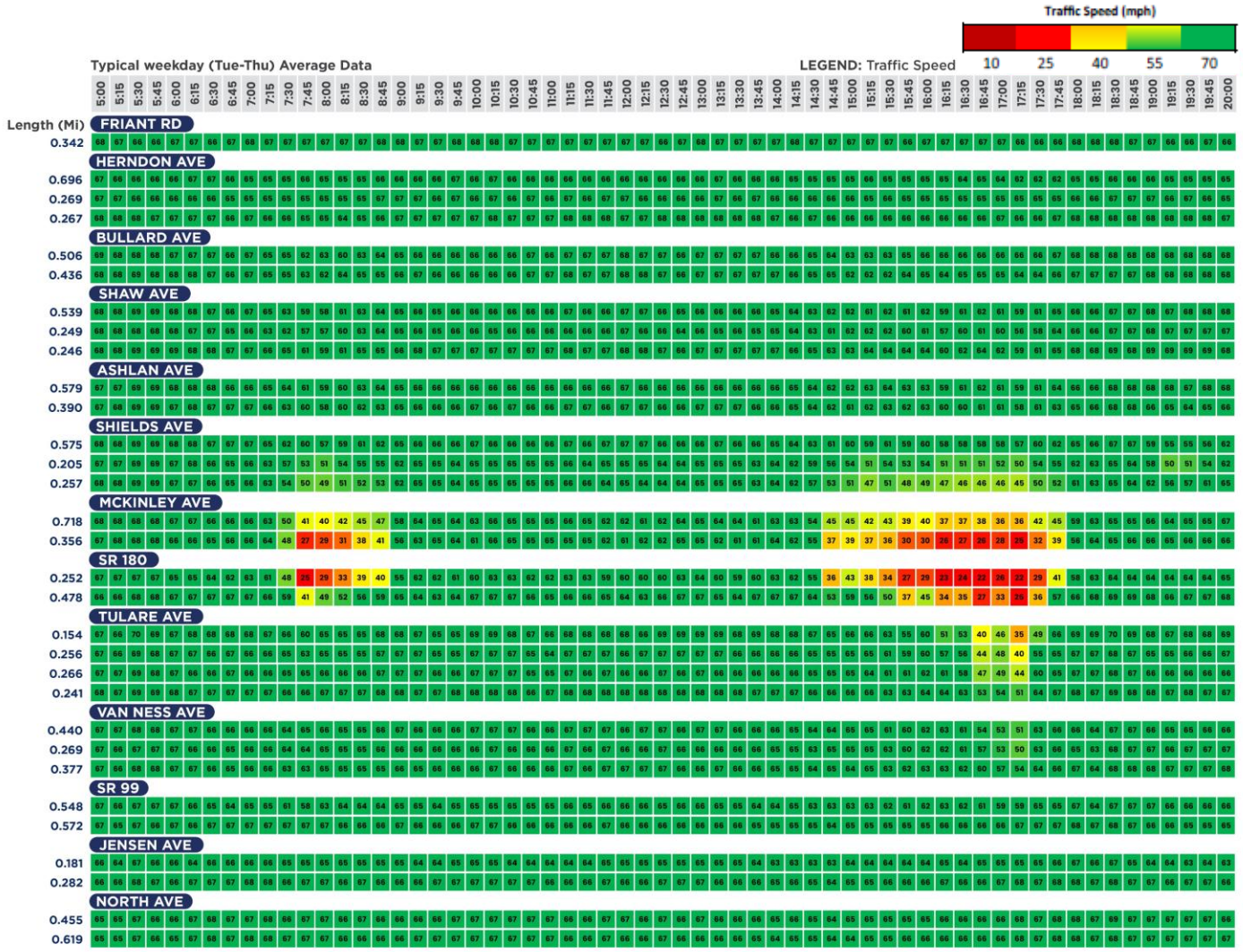


# PM Congestion Map

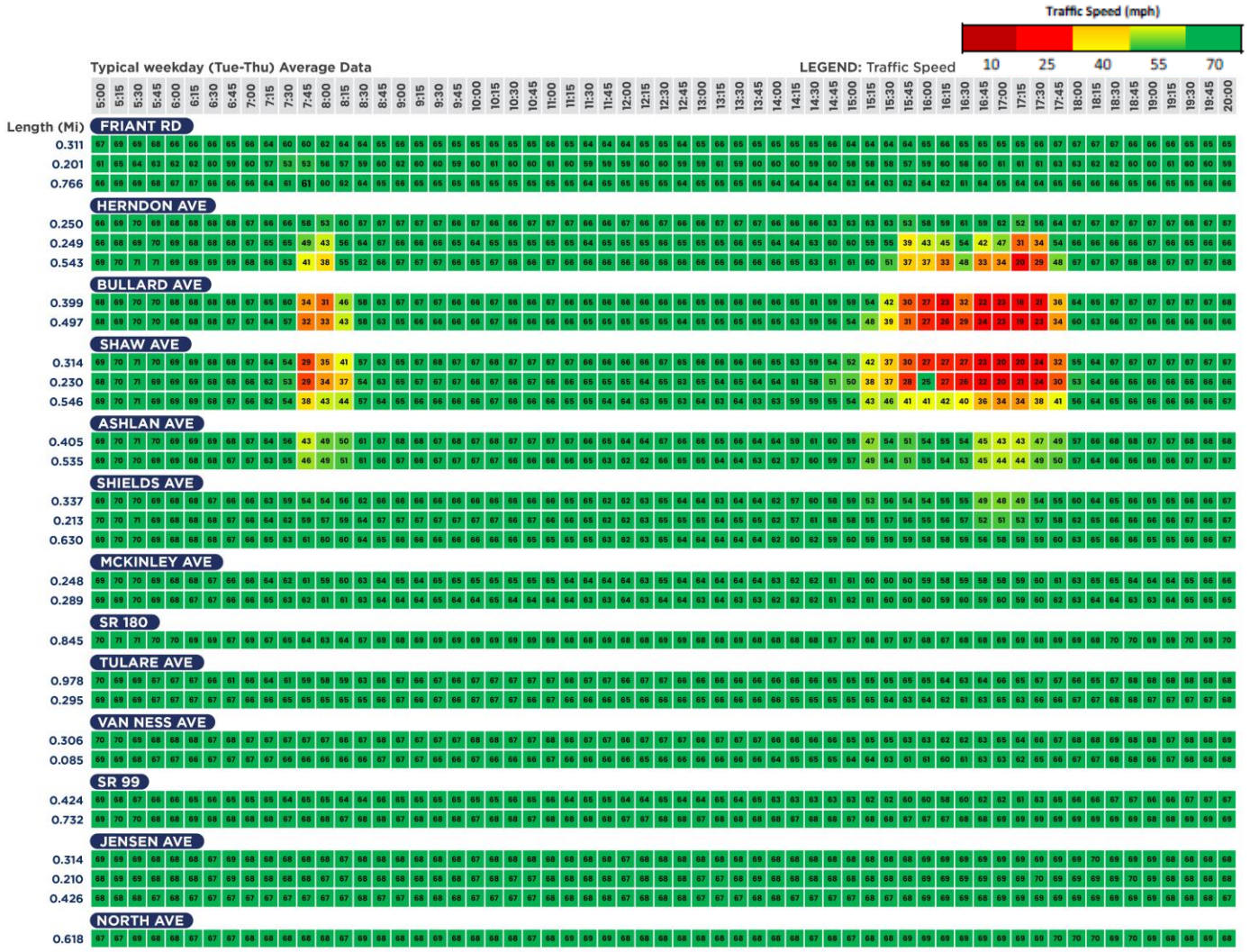


# Northbound SR 41

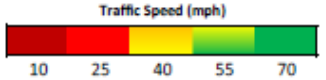


# Southbound SR 41

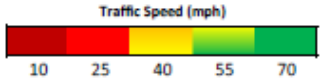



# Southbound SR 168 to SR 180 Connector




| Segment | Length (Mi) | 5:00 | 5:15 | 5:30 | 5:45 | 6:00 | 6:15 | 6:30 | 6:45 | 7:00 | 7:15 | 7:30 | 7:45 | 8:00 | 8:15 | 8:30 | 8:45 | 9:00 | 9:15 | 9:30 | 9:45 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 | 11:30 | 11:45 | 12:00 | 12:15 | 12:30 | 12:45 | 13:00 | 13:15 | 13:30 | 13:45 | 14:00 | 14:15 | 14:30 | 14:45 | 15:00 | 15:15 | 15:30 | 15:45 | 16:00 | 16:15 | 16:30 | 16:45 | 17:00 | 17:15 | 17:30 | 17:45 | 18:00 | 18:15 | 18:30 | 18:45 | 19:00 | 19:15 | 19:30 | 19:45 | 20:00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SB SR 168 to WB SR 180 Connector | | 68 | 67 | 66 | 65 | 64 | 64 | 62 | 56 | 56 | 52 | 41 | 26 | 31 | 47 | 61 | 63 | 64 | 64 | 64 | 63 | 64 | 64 | 64 | 63 | 63 | 63 | 64 | 64 | 64 | 64 | 63 | 63 | 64 | 63 | 63 | 63 | 62 | 62 | 63 | 63 | 62 | 62 | 62 | 62 | 63 | 62 | 63 | 62 | 62 | 54 | 61 | 63 | 64 | 64 | 64 | 64 | 63 | 63 | 64 | 64 | 64 |
| | | 68 | 68 | 67 | 65 | 65 | 64 | 62 | 47 | 53 | 52 | 43 | 33 | 32 | 47 | 60 | 63 | 64 | 65 | 64 | 64 | 64 | 65 | 65 | 64 | 64 | 64 | 65 | 65 | 65 | 65 | 64 | 64 | 65 | 64 | 64 | 64 | 63 | 63 | 63 | 63 | 62 | 62 | 62 | 62 | 63 | 62 | 63 | 62 | 62 | 55 | 61 | 63 | 65 | 64 | 64 | 64 | 64 | 64 | 64 | 65 | 65 |
| SB SR 168 to EB SR 180 Connector | | 67 | 68 | 69 | 69 | 69 | 68 | 67 | 67 | 67 | 66 | 65 | 61 | 63 | 66 | 67 | 67 | 67 | 68 | 68 | 68 | 67 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 69 | 68 | 67 | 67 | 68 | 68 | 68 | 67 | 68 | 68 | 69 | 68 | 69 | 68 | 68 | 67 | 68 | 69 | 69 | 68 | 68 | 68 | 68 | 67 | 67 | 68 | 68 |
| | | 66 | 67 | 69 | 69 | 69 | 68 | 67 | 67 | 67 | 66 | 67 | 66 | 66 | 66 | 67 | 66 | 65 | 67 | 66 | 66 | 66 | 66 | 67 | 67 | 66 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 66 | 67 | 67 | 67 | 66 | 66 | 67 | 66 | 66 | 66 | 66 | 67 | 66 | 66 | 67 | 66 | 66 | 66 | 66 | 67 | 67 | 66 | 67 | 67 | 67 | 66 | 67 | 67 | 67 |

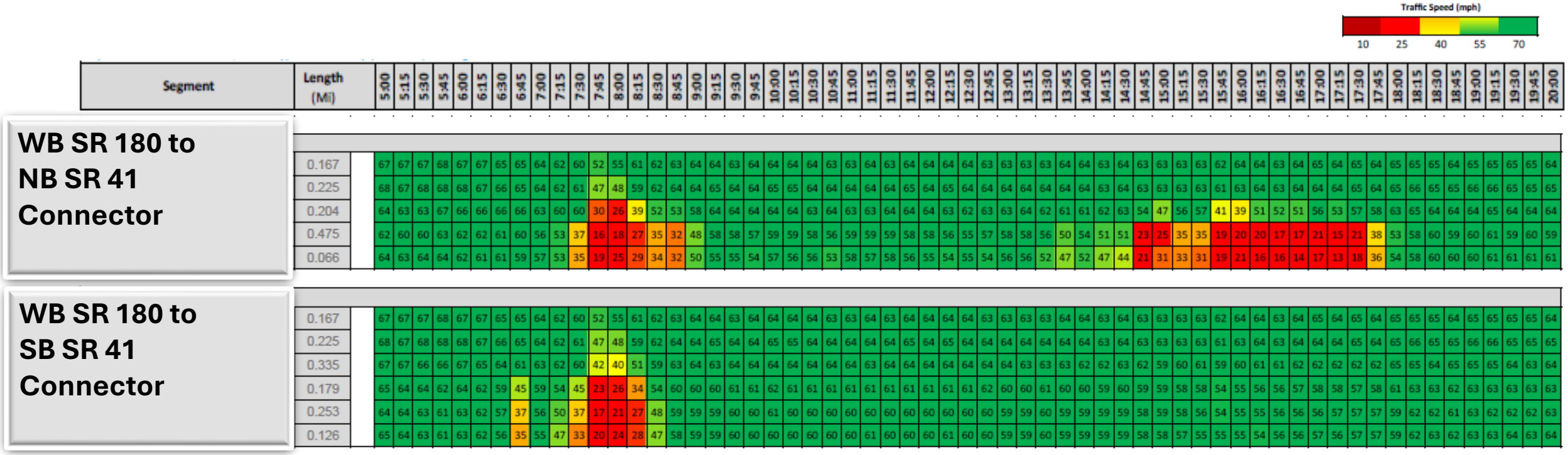
# Westbound SR 180 Mainline



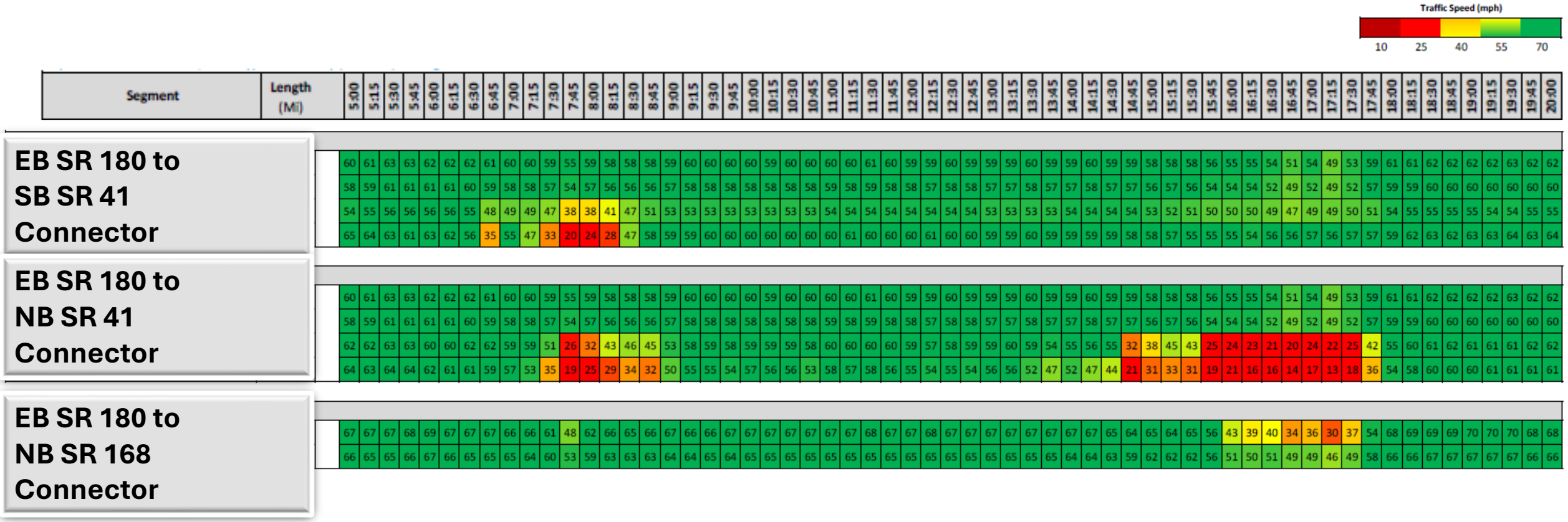

| Segment | | Length (Mi) | 5:00 | 5:15 | 5:30 | 5:45 | 6:00 | 6:15 | 6:30 | 6:45 | 7:00 | 7:15 | 7:30 | 7:45 | 8:00 | 8:15 | 8:30 | 8:45 | 9:00 | 9:15 | 9:30 | 9:45 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 | 11:30 | 11:45 | 12:00 | 12:15 | 12:30 | 12:45 | 13:00 | 13:15 | 13:30 | 13:45 | 14:00 | 14:15 | 14:30 | 14:45 | 15:00 | 15:15 | 15:30 | 15:45 | 16:00 | 16:15 | 16:30 | 16:45 | 17:00 | 17:15 | 17:30 | 17:45 | 18:00 | 18:15 | 18:30 | 18:45 | 19:00 | 19:15 | 19:30 | 19:45 | 20:00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 0.391 | 67 | 66 | 66 | 66 | 66 | 64 | 61 | 60 | 61 | 58 | 54 | 59 | 62 | 62 | 63 | 62 | 64 | 64 | 63 | 62 | 64 | 65 | 63 | 63 | 65 | 64 | 63 | 64 | 63 | 63 | 63 | 64 | 64 | 63 | 63 | 63 | 63 | 63 | 63 | 62 | 60 | 62 | 62 | 62 | 62 | 62 | 62 | 62 | 62 | 62 | 62 | 62 | 62 | 62 | 62 | 62 | 62 | 62 |
| | | 0.501 | 67 | 65 | 64 | 66 | 66 | 57 | 51 | 41 | 50 | 39 | 34 | 41 | 47 | 49 | 52 | 53 | 56 | 57 | 57 | 56 | 59 | 58 | 57 | 58 | 57 | 58 | 57 | 57 | 57 | 57 | 57 | 58 | 58 | 57 | 57 | 58 | 57 | 53 | 54 | 50 | 51 | 48 | 48 | 50 | 48 | 49 | 50 | 51 | 52 | 51 | 50 | 54 | 54 | 58 | 60 | 58 | 58 | 61 | 58 | 59 | 60 |
| | | 0.756 | 67 | 67 | 67 | 65 | 64 | 62 | 60 | 59 | 61 | 58 | 58 | 59 | 60 | 61 | 62 | 61 | 62 | 63 | 63 | 62 | 63 | 63 | 62 | 63 | 62 | 62 | 63 | 61 | 62 | 62 | 63 | 63 | 62 | 62 | 62 | 61 | 62 | 61 | 60 | 59 | 60 | 60 | 59 | 60 | 60 | 60 | 61 | 60 | 60 | 62 | 62 | 63 | 64 | 64 | 63 | 64 | 63 | 63 | 64 |
| Temperance Ave | OFF/ON | 0.392 | 68 | 69 | 69 | 69 | 68 | 67 | 66 | 66 | 68 | 66 | 64 | 61 | 65 | 67 | 67 | 67 | 67 | 67 | 68 | 67 | 67 | 68 | 67 | 67 | 67 | 67 | 67 | 67 | 66 | 66 | 67 | 66 | 67 | 66 | 67 | 67 | 67 | 67 | 66 | 66 | 66 | 66 | 66 | 67 | 67 | 66 | 67 | 67 | 67 | 67 | 67 | 68 | 68 | 68 | 68 | 68 | 67 | 67 | 67 | 67 |
| | | 0.298 | 68 | 69 | 69 | 69 | 68 | 67 | 66 | 66 | 67 | 64 | 59 | 53 | 62 | 66 | 67 | 67 | 67 | 68 | 68 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 66 | 67 | 66 | 66 | 67 | 66 | 67 | 67 | 67 | 66 | 66 | 66 | 66 | 66 | 66 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 68 | 67 | 67 | 66 | 68 | 67 | 67 | 67 | 68 |
| | | 0.672 | 68 | 69 | 69 | 68 | 68 | 66 | 65 | 67 | 67 | 64 | 55 | 47 | 62 | 67 | 67 | 67 | 68 | 68 | 68 | 67 | 67 | 66 | 66 | 67 | 67 | 67 | 68 | 67 | 66 | 66 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 66 | 66 | 65 | 66 | 66 | 66 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 68 | 67 | 66 | 65 | 66 | 66 | 67 | 67 | 66 | 67 |
| Flowler Ave | OFF/Lp ON | 0.413 | 68 | 68 | 68 | 69 | 69 | 68 | 67 | 67 | 67 | 65 | 49 | 41 | 61 | 66 | 67 | 67 | 68 | 68 | 69 | 68 | 67 | 67 | 67 | 68 | 68 | 68 | 68 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 66 | 67 | 66 | 67 | 67 | 67 | 68 | 67 | 67 | 68 | 68 | 68 | 67 | 67 | 67 | 66 | 66 | 67 | 66 | 67 | 66 |
| | | 0.265 | 68 | 68 | 69 | 68 | 69 | 68 | 66 | 67 | 67 | 63 | 40 | 33 | 57 | 66 | 67 | 67 | 68 | 68 | 67 | 67 | 66 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 66 | 67 | 66 | 66 | 66 | 66 | 66 | 66 | 65 | 66 | 67 | 66 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 |
| | | 0.360 | 68 | 69 | 69 | 69 | 69 | 69 | 67 | 67 | 67 | 63 | 35 | 26 | 54 | 65 | 68 | 68 | 68 | 68 | 68 | 68 | 67 | 68 | 68 | 67 | 68 | 67 | 68 | 68 | 68 | 67 | 67 | 68 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 68 | 67 | 67 | 68 | 67 | 67 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 67 |
| Clovis Ave | OFF/Lp ON | 0.328 | 70 | 70 | 70 | 70 | 70 | 69 | 68 | 68 | 68 | 60 | 29 | 21 | 48 | 62 | 68 | 69 | 69 | 70 | 69 | 68 | 69 | 69 | 69 | 68 | 69 | 68 | 69 | 69 | 69 | 69 | 69 | 69 | 68 | 68 | 68 | 69 | 68 | 68 | 68 | 69 | 68 | 68 | 69 | 69 | 69 | 69 | 69 | 69 | 69 | 70 | 70 | 69 | 69 | 69 | 69 | 70 | 70 | 69 | 69 |
| | | 0.218 | 69 | 69 | 70 | 70 | 69 | 69 | 67 | 67 | 67 | 54 | 24 | 19 | 42 | 59 | 66 | 67 | 68 | 68 | 67 | 67 | 68 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 68 | 67 | 67 | 67 | 67 | 67 | 67 | 66 | 67 | 67 | 67 | 66 | 67 | 67 | 67 | 67 | 67 | 68 | 68 | 68 | 67 | 68 | 68 | 67 | 68 | 67 | 68 | 68 |
| | | 0.498 | 69 | 69 | 69 | 70 | 69 | 67 | 66 | 66 | 65 | 56 | 33 | 31 | 44 | 59 | 64 | 66 | 68 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 66 | 67 | 67 | 66 | 65 | 66 | 66 | 66 | 66 | 66 | 67 | 67 | 66 | 67 | 67 | 67 | 68 | 67 | 68 | 68 | 68 | 67 |
| Peach Ave | OFF/ON | 0.522 | 69 | 69 | 70 | 70 | 69 | 68 | 67 | 67 | 66 | 60 | 43 | 39 | 46 | 61 | 64 | 66 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 67 | 68 | 67 | 67 | 67 | 67 | 66 | 66 | 67 | 67 | 66 | 67 | 67 | 68 | 67 | 67 | 68 | 68 | 68 | 69 | 68 | 68 | 68 |
| | | 0.339 | 69 | 69 | 69 | 70 | 69 | 68 | 67 | 66 | 66 | 61 | 49 | 45 | 48 | 60 | 65 | 66 | 68 | 67 | 68 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 66 | 67 | 67 | 67 | 66 | 67 | 66 | 66 | 65 | 65 | 66 | 67 | 67 | 66 | 67 | 67 | 67 | 68 | 67 | 68 | 67 | 68 | 68 | 67 |
| Chestnut Ave | OFF/ON | 0.730 | 69 | 69 | 70 | 70 | 69 | 67 | 66 | 67 | 67 | 63 | 57 | 55 | 55 | 63 | 65 | 66 | 68 | 68 | 67 | 67 | 66 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 66 | 66 | 67 | 67 | 66 | 66 | 66 | 66 | 65 | 66 | 66 | 67 | 67 | 66 | 66 | 66 | 67 | 67 | 67 | 67 | 67 | 67 | 67 |
| | | 0.404 | 70 | 70 | 70 | 70 | 69 | 68 | 66 | 65 | 67 | 64 | 62 | 60 | 63 | 66 | 67 | 67 | 68 | 68 | 67 | 67 | 67 | 67 | 67 | 67 | 68 | 68 | 67 | 68 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 66 | 67 | 67 | 67 | 68 | 68 | 68 | 68 | 68 | 67 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 69 | 68 |
| SR 168 | ON/ON | 0.263 | 69 | 69 | 69 | 68 | 67 | 66 | 64 | 61 | 64 | 61 | 58 | 55 | 59 | 62 | 65 | 64 | 67 | 66 | 65 | 65 | 66 | 66 | 65 | 66 | 66 | 66 | 66 | 65 | 66 | 66 | 66 | 66 | 65 | 66 | 66 | 66 | 65 | 65 | 65 | 65 | 65 | 64 | 65 | 65 | 66 | 66 | 67 | 66 | 66 | 66 | 65 | 66 | 67 | 67 | 65 | 67 | 68 | 67 | 67 | 67 |
| | | 0.248 | 69 | 68 | 68 | 68 | 67 | 66 | 65 | 63 | 65 | 63 | 62 | 60 | 62 | 64 | 64 | 64 | 67 | 66 | 65 | 65 | 66 | 65 | 66 | 65 | 65 | 66 | 66 | 65 | 66 | 66 | 66 | 66 | 65 | 66 | 66 | 66 | 65 | 65 | 65 | 64 | 65 | 65 | 66 | 66 | 66 | 67 | 66 | 66 | 66 | 66 | 67 | 65 | 66 | 66 | 67 | 65 | 67 | 67 | 67 | 67 |
| | | 0.363 | 69 | 69 | 68 | 69 | 68 | 68 | 67 | 66 | 67 | 68 | 66 | 64 | 65 | 67 | 67 | 67 | 68 | 68 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 68 | 67 | 67 | 68 | 68 | 68 | 67 | 67 | 68 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 68 | 67 | 67 | 68 | 68 | 68 | 68 | 68 | 67 | 67 | 69 | 68 | 69 | 69 | 68 | 67 | 68 | 68 |
| SR 41 | App. Lp NB ON | 0.700 | 70 | 69 | 69 | 69 | 69 | 68 | 67 | 67 | 67 | 67 | 66 | 64 | 64 | 66 | 67 | 67 | 68 | 68 | 67 | 68 | 67 | 67 | 67 | 67 | 67 | 67 | 68 | 67 | 67 | 68 | 68 | 68 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 68 | 67 | 67 | 66 | 67 | 67 | 69 | 68 | 68 | 68 | 68 | 67 | 68 | 68 | 68 | 68 | 68 |
| | | 0.108 | 70 | 69 | 68 | 69 | 68 | 68 | 67 | 67 | 67 | 67 | 66 | 64 | 62 | 65 | 66 | 66 | 67 | 67 | 67 | 67 | 67 | 67 | 66 | 67 | 67 | 66 | 67 | 67 | 67 | 67 | 67 | 67 | 66 | 66 | 66 | 67 | 67 | 66 | 66 | 66 | 67 | 66 | 67 | 67 | 66 | 67 | 65 | 66 | 66 | 66 | 67 | 66 | 67 | 67 | 68 | 68 | 67 | 67 | 68 | 68 |
| | | 0.489 | 70 | 69 | 68 | 69 | 68 | 68 | 67 | 66 | 67 | 67 | 65 | 63 | 61 | 62 | 65 | 66 | 67 | 67 | 66 | 66 | 67 | 66 | 66 | 66 | 66 | 66 | 67 | 66 | 66 | 66 | 67 | 67 | 66 | 66 | 65 | 65 | 66 | 66 | 66 | 65 | 64 | 65 | 65 | 66 | 66 | 66 | 66 | 66 | 67 | 67 | 67 | 66 | 67 | 67 | 67 | 67 | 67 | 67 | 67 |
| Blackstone Ave | OFF/ON | 0.265 | 69 | 69 | 69 | 69 | 68 | 68 | 67 | 66 | 67 | 67 | 65 | 63 | 63 | 63 | 65 | 66 | 67 | 67 | 66 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 66 | 67 | 67 | 66 | 67 | 67 | 66 | 66 | 66 | 67 | 66 | 66 | 66 | 65 | 65 | 66 | 66 | 66 | 67 | 66 | 65 | 63 | 66 | 66 | 67 | 68 | 67 | 67 | 67 | 68 | 68 |
| | | 0.290 | 69 | 68 | 69 | 68 | 67 | 67 | 66 | 65 | 65 | 64 | 62 | 63 | 62 | 61 | 63 | 65 | 67 | 66 | 66 | 66 | 66 | 67 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 65 | 66 | 65 | 66 | 66 | 65 | 54 | 64 | 63 | 62 | 63 | 62 | 62 | 62 | 64 | 63 | 62 | 58 | 62 | 63 | 65 | 66 | 67 | 66 | 66 | 66 | 67 | 67 |
| Fulton St | | 0.332 | 69 | 68 | 68 | 67 | 65 | 64 | 63 | 60 | 57 | 55 | 55 | 60 | 58 | 55 | 58 | 60 | 66 | 65 | 65 | 65 | 66 | 66 | 66 | 65 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 65 | 65 | 65 | 64 | 64 | 63 | 61 | 61 | 57 | 55 | 51 | 55 | 53 | 50 | 48 | 56 | 55 | 56 | 47 | 50 | 53 | 61 | 65 | 66 | 66 | 66 | 65 | 66 | 66 | 67 |
| | | 0.462 | 68 | 67 | 65 | 63 | 61 | 60 | 59 | 50 | 48 | 45 | 45 | 51 | 49 | 44 | 48 | 49 | 61 | 63 | 63 | 63 | 64 | 64 | 63 | 63 | 64 | 62 | 63 | 62 | 62 | 62 | 62 | 61 | 62 | 60 | 59 | 57 | 57 | 52 | 51 | 47 | 45 | 43 | 43 | 44 | 40 | 39 | 42 | 45 | 46 | 42 | 42 | 45 | 54 | 60 | 64 | 63 | 64 | 63 | 64 | 64 | 65 |
| SR 99 | OFF/ON | 0.859 | 69 | 68 | 69 | 70 | 69 | 68 | 68 | 68 | 69 | 69 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 69 | 69 | 69 | 68 | 69 | 69 | 69 | 68 | 68 | 68 | 69 | 68 | 68 | 68 | 68 | 68 | 68 | 67 | 68 | 66 | 66 | 67 | 66 | 68 | 67 | 67 | 68 | 68 | 67 | 67 | 67 | 69 | 69 | 69 | 69 | 69 | 68 | 68 | 69 | 69 |
| | | 0.895 | 66 | 65 | 66 | 68 | 67 | 66 | 67 | 67 | 68 | 68 | 68 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 66 | 66 | 67 | 66 | 66 | 66 | 67 | 67 | 66 | 66 | 67 | 67 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 67 | 67 | 68 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 68 | 68 | 68 | 67 | 67 | 67 | 66 | 66 | 67 |
| Marks Ave | OFF/Lp ON | 0.308 | 66 | 66 | 66 | 69 | 67 | 65 | 66 | 66 | 67 | 66 | 65 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 66 | 66 | 66 | 67 | 67 | 66 | 66 | 66 | 66 | 65 | 65 | 66 | 66 | 66 | 67 | 66 | 68 | 67 | 67 | 67 | 67 | 67 | 66 | 66 | 67 | 67 | 68 | 67 | 66 | 66 | 65 | 65 | 66 |
| | | 0.203 | 67 | 66 | 66 | 69 | 68 | 65 | 65 | 65 | 66 | 65 | 64 | 67 | 68 | 68 | 67 | 67 | 68 | 68 | 68 | 68 | 67 | 67 | 68 | 68 | 68 | 67 | 67 | 68 | 66 | 66 | 68 | 68 | 68 | 68 | 68 | 67 | 66 | 65 | 66 | 66 | 68 | 66 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 68 | 68 | 68 | 67 | 67 | 64 | 64 | 66 | 66 | 66 | 66 |
| | | 0.779 | 54 | 50 | 51 | 52 | 51 | 51 | 48 | 48 | 49 | 48 | 48 | 50 | 51 | 52 | 52 | 52 | 53 | 53 | 53 | 52 | 52 | 53 | 53 | 52 | 52 | 51 | 52 | 51 | 50 | 50 | 51 | 51 | 50 | 50 | 51 | 50 | 50 | 49 | 48 | 50 | 50 | 49 | 49 | 52 | 48 | 49 | 47 | 47 | 47 | 47 | 44 | 45 | 48 | 51 | 51 | 48 | 48 | 50 | 47 | 47 | 47 | 47 |
| | | 0.517 | 47 | 46 | 44 | 41 | 40 | 40 | 37 | 36 | 35 | 33 | 34 | 37 | 37 | 36 | 38 | 37 | 41 | 40 | 39 | 38 | 39 | 41 | 39 | 39 | 39 | 37 | 37 | 37 | 37 | 37 | 37 | 38 | 38 | 37 | 37 | 35 | 35 | 34 | 35 | 35 | 33 | 32 | 32 | 30 | 30 | 30 | 29 | 29 | 29 | 27 | 28 | 32 | 34 | 35 | 38 | 38 | 40 | 39 | 41 | 40 | 40 |

DIRECTION OF TRAVEL

# Westbound SR 180 Connectors



# Eastbound SR 180 Connectors



# Managed Lanes Overview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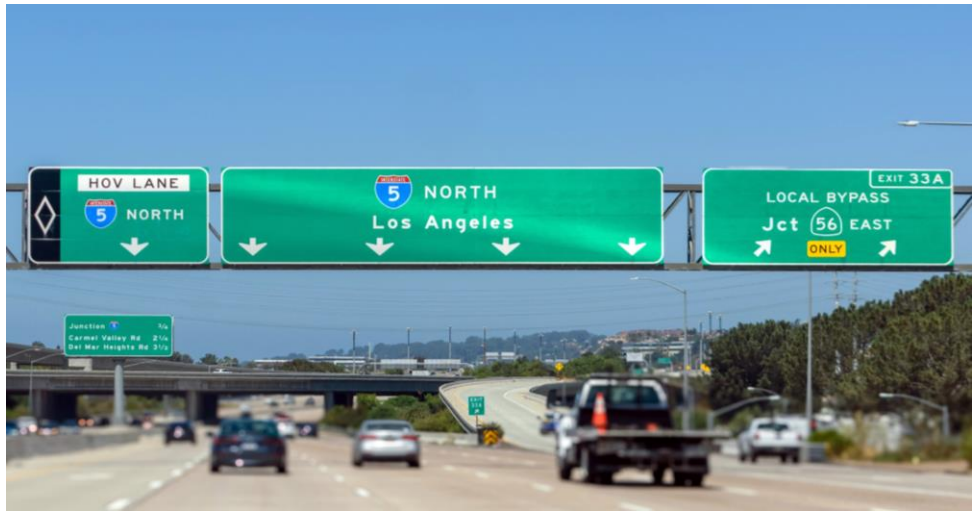
# What are Managed Lanes?

- A special lane on the highway that is controlled to increase travel time reliability and create a smooth driving experience.
- These lanes have specific rules about who can use them, when can they be used, where cars can enter or exit, and if they require a charge (a toll) to use them.
- Examples include:
  - Carpool lanes (HOV)
  - Toll (HOT) or Express Lanes
  - Bus Only Lanes
  - Truck Only Lanes



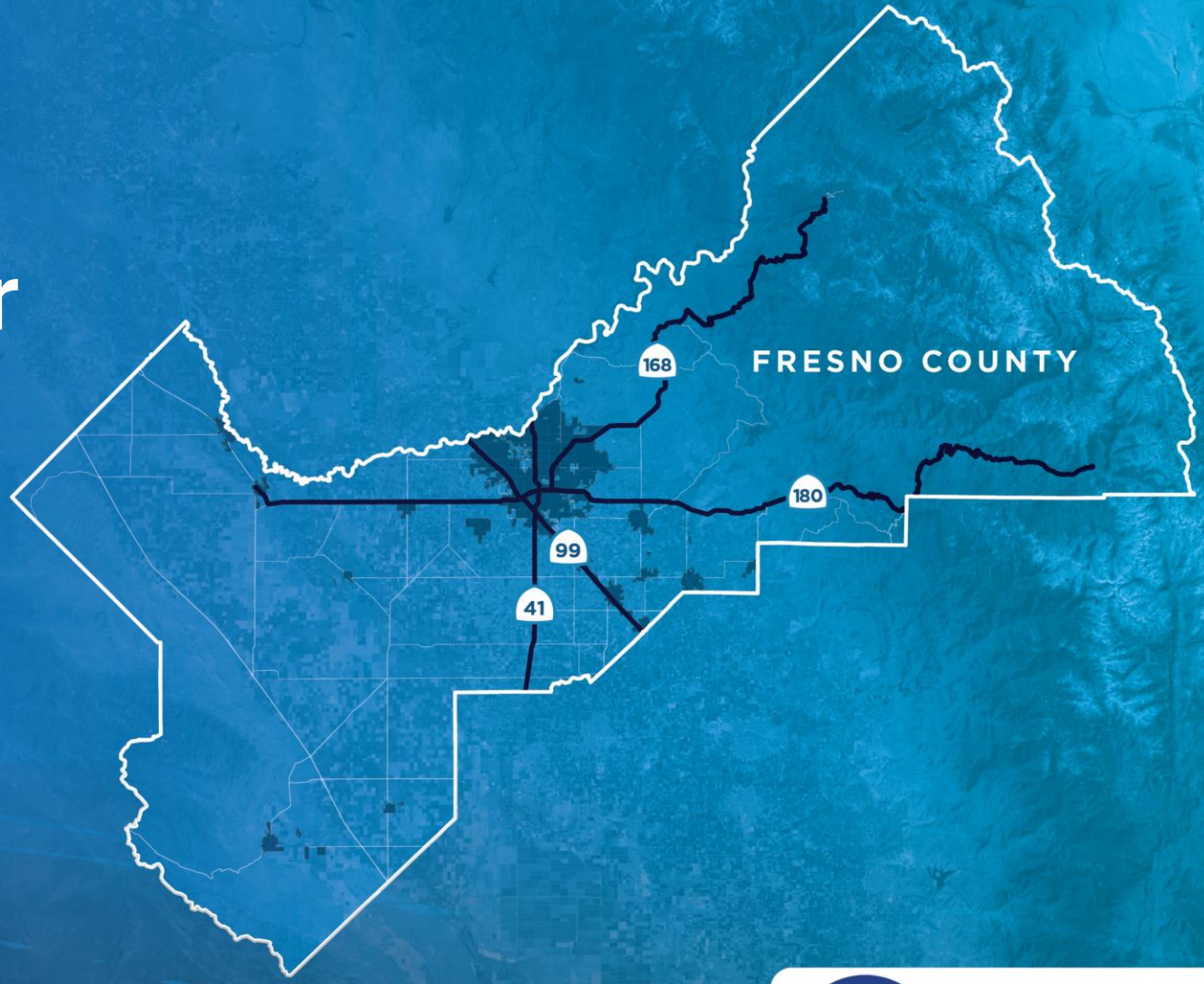
# What are High Occupancy Vehicle (HOV) Lanes?

- A restricted traffic lane for vehicles with multiple passengers
  - These lanes consist of 2-3+ passengers to encourage carpooling and reduce traffic congestion.
- HOV lanes are often implemented on busy highways and freeways
  - These are usually located in the left lane and marked with white diamond symbols and signs.

# What are High Occupancy Toll (HOT) or Express Lanes?

- Lanes that allow solo drivers, or single occupancy vehicles, the option to pay a toll to use the lane.
  - This provides a more reliable commute alternative.
- These lanes use electronic toll collection and traffic information systems to provide drivers with real-time toll pricing and travel conditions using variable message signs.

# Alternatives Under Consideration

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# Potential Alternatives to Consider

1. Convert to HOV Lane
2. Add HOV Lane
3. Convert to Express Lane
4. Add Express Lane
5. Bus-Only Lane – Screened Out
6. Truck-Only Lane – Screened Out

# Pros and Cons Matrix

| No. | Managed Lanes Alternative | Pros | Cons |
|---|---|---|---|
| 1 | Convert to HOV Lane | • Lower construction, operating, and maintenance costs<br>• Reduced VMT and may reduce GHG emissions<br>• Increased travel time reliability for carpools/Buses<br>• Encourage carpool | • Less general-purpose lanes<br>• Will increase congestion in the general-purpose lanes |
| 2 | Add HOV Lane | • Lower construction, operating, and maintenance costs compared to express lane<br>• Increased corridor capacity<br>• Encourage carpool | • Higher construction cost compared to lane conversion |

# Pros and Cons Matrix (cont.)

| No. | Managed Lanes Alternative | Pros | Cons |
|---|---|---|---|
| 3 | Convert to Express Lane | • Can be used by bus and HOV<br>• Revenue generated for infrastructure maintenance<br>• Increased travel time reliability<br>• Increased transit route travel time reliability<br>• Reduces VMT and may reduce GHG emissions | • Less general-purpose lanes<br>• Higher capital, operating, and maintenance cost because tolling infrastructure required<br>• Will increase congestion |
| 4 | Add Express Lane | • Can be used by bus and HOV<br>• Revenue generated for infrastructure maintenance<br>• Increased corridor capacity<br>• Increased travel time reliability<br>• Increased transit route travel time reliability<br>• Improves air quality and reduces GHG emissions | • Higher capital cost compared to lane conversion<br>• Higher capital, operating, and maintenance cost because tolling infrastructure required |

# Next Steps


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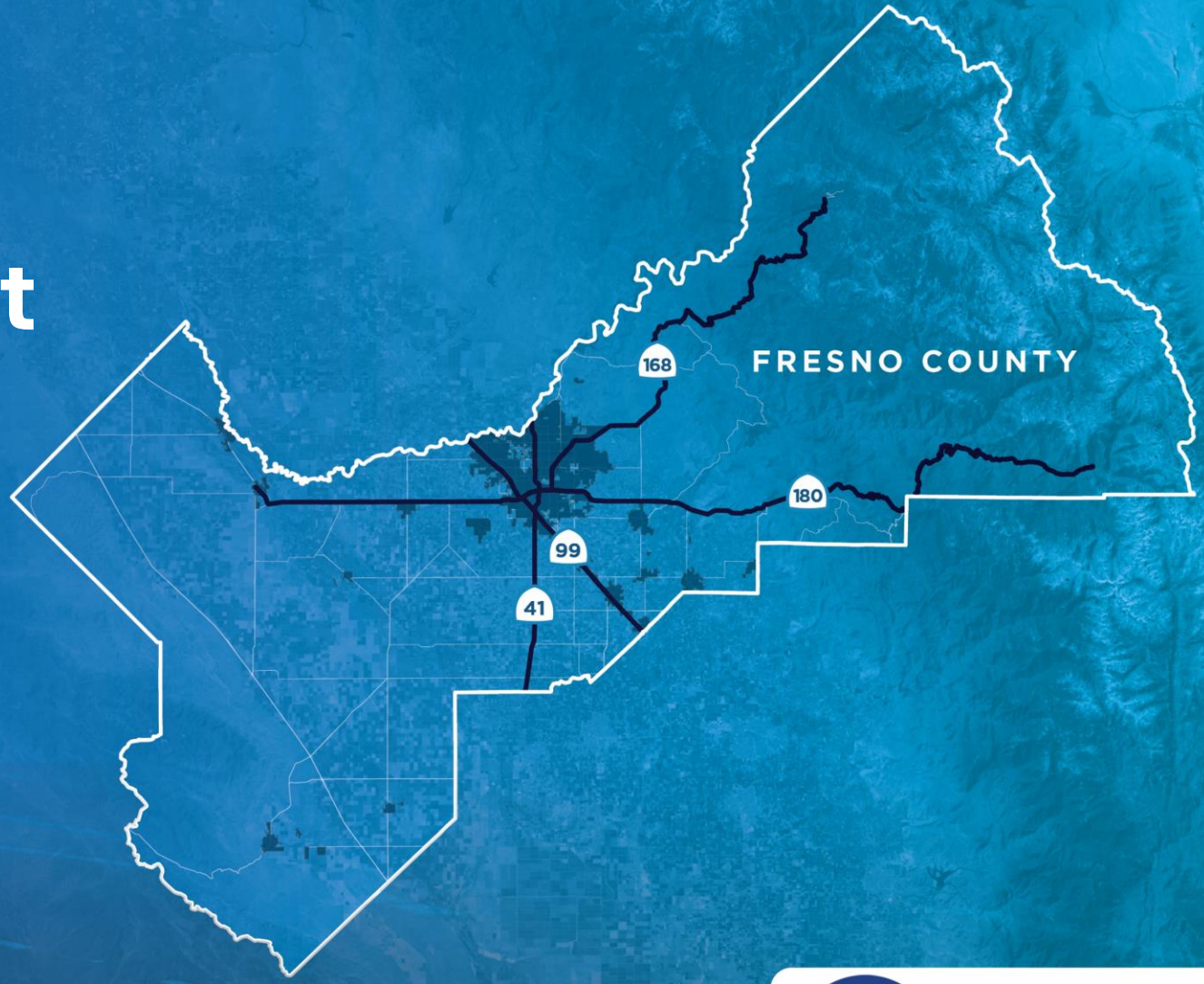
# Next Steps

- Develop implementation strategies
- Present to Fresno COG board in June

# Public Engagement

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# Public Feedback – Opportunities

- **Survey**
  - Open for community feedback:
    - **Closes February 28, 2026**
  - Scan the QR or visit https://bit.ly/FCOGManagedLanes to take the survey

- **Review of Summary Report**
  - Open for community comments:
    - **Around April 2026**

***Share Your Input!***

# Q & A


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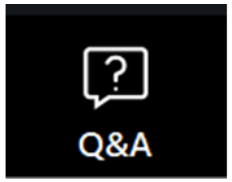
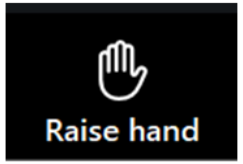
# Ways to Participate / Formas de Participar

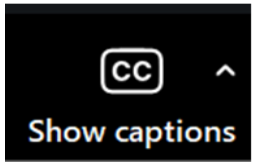



Type questions and comments for the facilitator to repeat and team to answer throughout the session.




During the Q&A, select the "**raise hand**" tool to raise your hand to ask your question or comment verbally. Facilitator will allow you to unmute, and you will have up to two minutes to speak.

Joining by phone: press ***9** to raise hand; press ***6** to unmute/mute (only when host allow)




Click the "Show captions" button to see closed captioning


Raise hand to be moved into the **Breakout Room** for **Spanish Translation**

# Thank you!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