

**Madera General Plan Update**  
**Circulation Policies Supporting Improved Circulation and Safety, Mobility,**  
**and Alternative Modes of Transportation**

DRAFT 4-17-08

**Improved Circulation and Safety**

**Issue Addressed: Level of Service (split LOS for different areas/times)**

Policy C-1: The City shall maintain Level of Service (LOS) C at all times on all roadways and intersections in Madera, with the following exceptions:

- a) On arterial roadways or roadways with at-grade railroad crossings that were experiencing congestion exceeding LOS C during peak travel times as of the date this General Plan Update is adopted the City shall seek to maintain LOS D or better.
- b) This policy does not extend to freeways (where Caltrans policies apply) and private roadways.
- c) In the Downtown area (as defined in the Land Use Element of this General Plan), the City shall seek to maintain LOS D.
- d) The City recognizes that Level of Service C may not be achieved on some roadway segments, and may also not be achieved at some intersections. The roadways and intersections where LOS C is already exceeded are listed below with their current level of service (based on the traffic analysis by Fehr & Peers conducted as part of this General Plan update). The City shall ensure that improvements to construct the ultimate roadway system as shown in this Circulation Element and other system wide improvements are completed to ensure that further degradation of the level of service does not occur at these locations. This measure shall be implemented in conjunction with Policy C-2.
  - Roadway 1/LOS X
  - Roadway 2/LOS X
  - Etc.

Action C-1.1: As part of the City's traffic fee impact program, traffic volume data shall be collected and analyzed in order to provide a mechanism for updating impacts fees, as necessary, to fund improvements to maintain level of service on area roadways and intersections, cover costs of traffic monitoring, construction costs, and system wide traffic improvements.

Action C-1.2: Consider, during the review of proposed development projects, how to shift travel demand away from the peak period,

especially in those situations where peak traffic problems result from a few major generators (e.g. outlying employment locations).

Action C-1.3: Perform routine, ongoing evaluation of the efficiency of the urban street traffic control system, with emphasis on traffic signal timing, phasing and coordination to optimize traffic flow along arterial corridors. Use traffic control systems to balance arterial street utilization (e.g., timing and phasing for turn movements, peak period and off-peak signal timing plans).

Policy C-2: Projects contributing traffic to the roadways listed in Policy C-1 may be required to fund system wide traffic improvements, including cumulative traffic mitigation at off-site locations (as applicable), and to assist in promoting non-vehicular transportation as a condition of project approval.

**Issue Addressed: Grid street system**

Policy C-3: The City shall seek to use a modified grid system for the roadway network, particularly in new developments.

Policy C-4: The City defines a "modified grid" road system as follows:

- a) The roadway system shall have a system of arterial roadways in the form of a grid of arterials that will distribute traffic evenly and will avoid excessive concentrations of traffic in any given area.
- b) Arterials should be generally spaced at one (1) mile increments and connector roads generally at one half (1/2) mile increments.
- c) For collector and smaller roadways, block lengths (distance between intersections) shall be minimal so as to encourage access to village centers from residential, commercial and community centers.. Residential blocks shall be designed to limit traffic speeds and encourage pedestrian and bicycle safety. Such measures may include incorporating traffic calming measures, narrower streets, and other design features to reduce traffic speed. The City may also consider roundabouts as an alternative to stop-sign control or traffic signals where applicable.
- d) Shared driveways, driveway consolidation, reciprocal access easements, and cross access easements to commercial centers shall be encouraged along arterials and collector roads in new development projects and in the redevelopment or redesign of existing development to minimize traffic hazards associated with driveways and curb cuts.
- e) The grid system may be modified as necessary to adjust for topography, existing development, and other factors as deemed appropriate by the City.

## **Mobility and Alternative Modes of Transportation**

### **Issues Addressed: Encouraging alternatives to motor vehicle use (walking, bicycling, transit)**

Policy C-5: The City shall seek to encourage pedestrian circulation and access around the City and at the neighborhood level through the design of roadways and pedestrian facilities.

Policy C-6: New development areas shall include pedestrian and bicycle facilities and connections to public transit systems, commercial centers, schools, employment centers, community centers, parks, senior centers and residences, and high-density residential areas.

Policy C-7: The City shall create a connected system of on- and off-street trails and paths for pedestrians and bicycles throughout Madera in both existing and new development areas, with a focus on collector roads, parkways, and urban rivers and creeks.

Policy C-8: Where appropriate, the City may require the dedication of additional right of way to accommodate pedestrian, bicycle, light rail, additional travel lanes, safety or efficiency-related improvements, or other similar uses.

Policy C-9: The City's roadway cross-sections shall incorporate "complete streets" concepts and be designed to safely accommodate vehicles, cyclists, pedestrians, diverse and disabled users, and transit. "Complete streets" are defined as streets that are designed for a variety of users rather than having a focus on the automobile.

Action C-9.1: Develop "Complete Street" standards for new arterial, collector, and minor street construction. "Complete street" standards should include options for narrower travel way widths and curb return radii, bike lanes, landscape strips, sidewalks that compliment adjacent land uses, bus turnouts, and similar features.

Policy C-10: To maintain walkability and pedestrian safety, the City shall consider roadway width and roadway design features such as islands, pedestrian refuges, count down timers, and other such mechanisms. This policy applies to new roadway construction and existing roadways where pedestrian hazards may occur due to roadway design or width.

Policy C-11: The needs of pedestrians and bicyclists shall be routinely considered and, where practical, accommodated in all roadway construction and renovation projects.

Policy C-12: Where sufficient right-of-way is available, bicycle lanes should be added to City roadways when repaving or upgrading of the roadway occurs, provided that the bicycle facility would implement the City's Bicycle Master Plan. The City shall encourage Caltrans to follow these same guidelines on state highways in Madera.

Policy C-13: The City shall encourage grade-separated crossings or enhanced at-grade crossings where Class I bicycle facilities intersect arterial roadways at key locations to maximize the safety and attractiveness of bicycling and walking routes. Underpasses are preferable to overpasses in new development areas.

Policy C-14: The City shall encourage an increase in bicycle ridership and pedestrian trips over automobile traffic, as a way to improve traffic safety, air quality and the health of Madera residents.

Objective C-1: The City shall seek to increase the number of miles of Class II bike lanes in Madera to XX miles by the year 2025.

### **Other Transportation Policies**

Policy C-15: The City shall see to strategically locate arterials or other major roadways inside the edge of the City's desired urban growth area, but use such roadways to define the inside edge of the growth area rather than have a single-loaded road on the edge of the City. The roads could be bordered by development or agricultural uses that extend out up to one half (1/2) mile from the roadway edge in an effort to create a buffer between the City and the County.

Policy C-16: The City shall consider changing its definition of roadway right-of-way to include the full paved roadway, back of curb, landscape strip, utility easements, bicycle/pedestrian pathway/trail, and potential transit travel lanes along public roadways.

Action C-16.1: Revise and adopt a new definition of roadway right-of-way to implement Policy C-15.

Policy C-17: The City will work with Caltrans to determine the best location for Highway 145 within the city limits. The City's preference is to reroute Highway 145 around the downtown to avoid traffic impacts to the Downtown area.

Policy C-18: In conjunction with Policy C-17, the City shall determine the best roadway design for downtown. If Highway 145 is rerouted outside of downtown, the City may consider reducing the number of travel lanes through the downtown to two lanes and increasing the width of the pedestrian corridor, including amenities and landscaping along roadways within the downtown.