CIRCULATION

The Circulation Element is closely linked to the Land Use Element. The adequacy and capacity of circulation systems influences the nature, extent and pace of urban development. As a result, the goals, policies and objectives of both the Land Use Element and Circulation Element must be complementary. Circulation not only covers the movement of automobiles, but the whole range of transportation alternatives: pedestrian, bicycle, air, truck and rail. For the circulation system to be successful, all of these methods of transportation must be integrated with land uses. Such a system is considered "multi-modal" in that many different modes of transportation can be used to achieve a destination.

An orderly network of streets, and pedestrian and bicycle facilities are essential for the health and welfare of a community. It is the intent that Chowchilla becomes a more walkable community with easy access to neighborhoods, commercial and employment centers, and public amenities. This Element defines circulation concepts that provide for safe and convenient movement of people and goods throughout Chowchilla.

Expansion of the City requires adequate east / west and north / south circulation systems capable of accommodating the forecasted traffic in the City. Chowchilla is limited by the location of natural and manmade barriers such as Ash Slough, Berenda Slough, Highway 99, Highway 152, and Union Pacific Railroad Company (UP) main rail corridor. Planning for City development must include interconnecting “loop streets” that allow circulation throughout the Planning Area supported by adequate bridges across Ash Slough, Brenda Slough, Highway 99 and Union Pacific Railroad. The existing location of the Chowchilla Airport will remain for the foreseeable future. Its location precludes any traffic crossing of UPRR and an alternative major circulation corridor through Chowchilla. At present there are no grade separated crossings of the UPRR mainline in Chowchilla Planning Area. Future demands, especially the response of emergency services could be greatly hindered by blockage of UPRR. The 2040 Circulation Plan includes a grade separation crossing of UPRR north of Ash Slough at Penny Lane. A second grade separated crossing is also planned for Sierra View Blvd, south of Brenda Slough.

The disposition of State Highway 233 (Robertson Blvd.) from Highway 152 to Highway 99 is a major issue for circulation in the City of Chowchilla. With increased traffic in the Central Valley and improvements underway or planned on Highway 99, the continued necessity and utility of Highway 233 is in question versus the long-term needs of the City

for a main street without truck traffic. Multiple issues are present with the relinquishment of Highway 233 such as the repair and condition of the street, alternative surface connection between Highway 152 and 99, maintenance agreements between Madera County and the City of Chowchilla, and timing of transition.

The voters of California approved the funding of the California Fast Rail System. The High Speed Train System (HST) will connect northern and southern California through the Central Valley. The north/south and east/west corridors for this system will converge in Madera County at or near Chowchilla. The final location of those facilities along with the systems maintenance facility will have a great impact on land use and circulation planning in the City of Chowchilla. The City of Chowchilla continues to work with the HST team to avoid walling the City in between transportation systems.

ROADWAY CLASSIFICATIONS

The 2040 Chowchilla General Plan Circulation Diagram shown in Figure CI - 1 (which can be found in the rear pocket folder of this document) illustrates an orderly network of roads in the City's General Plan Planning Area to support existing and planned growth in the community. The 2040 Chowchilla General Plan Circulation Diagram identifies and classifies a hierarchy of roads based on their intended function and projected traffic levels they are to support. The hierarchy of roadways and their functional classifications servicing the General Plan Planning Area are listed in Table CI - 1 are recognized within the General Plan Planning Area and are described below.

Table CI - 1

Roadway Classifications

Facility Type	Functional Emphasis
Freeway / Highway	Mobility with no direct land access and access limited to interchanges.
Expressway	Mobility with more frequent access to "arterial" but no direct land access.
Arterial	Mobility with access to "collectors", some "local" streets and major traffic generators.
Collector	Connects "local" streets to "arterials", also provides access to adjacent land uses; balances mobility and access. May be "major" or "minor" collector streets.
Local	Access to adjacent land uses only; no mobility function.
Alley	Access to adjacent land use only, no mobility function

All street and highway facilities listed in Table CI - 1 serve two basic functions; mobility and land access. Mobility refers to the movement of through traffic and neither origin nor destination in the immediate area. Access refers to the connection to immediately fronting properties. Each roadway type is designed to emphasize varying degrees of mobility or access. Unfortunately, these two functions are often not complementary.

Unlimited access often degrades mobility. Mobility without access is acceptable for long trips - such as across town, but of little help for trips to the local store. For example, arterials provide large amounts of service to through traffic, but little or no access to surrounding land uses. Local streets provide unlimited access to adjacent properties, but little service to through travel. Collector streets (major and minor) are in the midrange of mobility and access as they provide property access with mobility appropriate for connecting local streets to the higher speed arterials. The street and highway facilities listed in Table CI - 1 are described below.

Freeways and Highways

Freeways and highways provide long-distance corridor routes within and between urban areas. Typically, but with some exceptions, they carry high volumes of traffic at high speeds. There are three state highways serving the General Plan Area — Highways 99, 152 and 233 (West Robertson Boulevard). Highway 99, a four-lane divided corridor as it passes through the Planning Area, is currently designated and functions as an "expressway" by the California Department of Transportation. Highway 99 is planned to be improved to full freeway status during the timeframe of the 2040 General Plan. Highway 152, a four-lane undivided facility, is also designated and functions as an expressway. Highway 233 (West Robertson Boulevard) is a four lane undivided facility between 15th Street and the Highway 99 / 233 interchange and a two lane undivided facility between 15th Street and the Highway 152 / 233 interchange. West Robertson Blvd. also functions as a City arterial street and main street.

Arterials

Arterials are the backbone of the City's street network by providing continuous thoroughfares. Traffic mobility of arterials is often challenged due to their attractiveness as business addresses, an attractiveness that is often fostered by the traffic function of the street itself.

Arterials function as high volume thoroughfares with intersection intervals between one-half mile and 1 mile apart. Generally, Arterial streets are located approximately every mile with Collector streets located between the Arterial at approximately half-mile intervals. Designated Arterials are listed in Table CI - 2.

Arterial streets are generally four-lane routes constructed on right-of-ways of 80 to 110 feet wide. Arterial streets provide for through traffic movements on a continuous route joining other major transportation corridors such as a highway, arterial, or collector.

Table CI - 2

Arterial Streets

North / South-Alignment	East / West Alignment
North/South Dairy Lane	West/East Penny Lane
North Santa Cruz Avenue	West Robertson (from SR 152 to West Palm Parkway)
North/South Chowchilla Boulevard	East Robertson Boulevard (from South Chowchilla Boulevard to North Manzanita Road
South 3rd Street (from SR 152 to East Palm Parkway	West/East Sierra View Boulevard (from South Dairy Lane to South Manzanita Road)
Opportunity Road	West Artesian Avenue (from West Moonlight Drive to Paradise Road)
North Montgomery Lake Road (From East Robertson Boulevard to Pacific View Avenue)	West Moonlight Drive (from North Santa Cruz Avenue to West Robertson Boulevard)
Minturn Road	Pacific View Avenue from SR 99 to North Spring Road
North Fig Tree Road	
North/South Spring Road	

Collectors

Collector streets are minor tributaries, gathering traffic from numerous smaller (local) streets and delivering it to and from arterials. Most collectors are bordered by properties (industrial, commercial and residential land uses) with limited access opportunities.

There are two levels of Collector streets in the City – Major and Minor. Designated Major Collector streets are listed in Table CI - 3. Designated Minor Collector streets are listed in Table CI - 4.

Some streets designated as a Collector may not have all of the improvements required for new Collectors (e.g., right-of-way width, travel way paving, limited access, etc.). These streets present problems in contrast between definition and are addressed in the Goals, Objectives, Policies & Implementation Measures section of the Element.

Collector streets provide internal traffic movement within an area and connect Local streets to the Arterial network system. Collectors are normally wide two lane streets and access from adjoining property may be controlled. Most existing Collector streets are two lane roads with 60 foot right-of-ways and are contained within local neighborhoods. The original design of the City did not allow for wider right-of-way for Collector streets. The current standard for all new development is 80 feet of right-of-way for a Collector street.

To the extent possible, future plan lines should be shown in the General Plan for the purpose of encouraging developers of underdeveloped land to coordinate Collector street

design to intersections with Arterial streets that will promote efficient and safe traffic flow.

Table CI - 3

Major Collector Streets

North / South Alignment	East / West Alignment
Washington Avenue	West Sierra View Boulevard (from Westgate Road to South Dairy Lane)
Paradise Road	Maze Avenue
Sunset Road	East Artesian Avenue (West Robertson Boulevard to Sunrise Street)
Sunrise Street	West Robertson Boulevard (from southern Sphere of Influence (SOI) line to SR 152)
South 15th Street (from West Robertson Boulevard to East Sierra View Boulevard)	West Robertson Boulevard (from West Palm Parkway to South Chowchilla Boulevard)
South 3rd Street (from East Palm Parkway to Mariposa Avenue)	East Robertson Boulevard (from North Manzanita Road to BNSF track (SOI line))
Front Street (from Mariposa Avenue to North Robertson Boulevard)	Kings Avenue (Washington Avenue to North Chowchilla Boulevard)
Prosperity Boulevard	Legacy Boulevard
South Fig Tree Road	East Palm Parkway (South 15th Street to Prosperity Boulevard)
South Montgomery Lake Road	East Sierra View Boulevard (from South Manzanita to BSNF track (SOI line))
North Montgomery Lake Road (from Pacific View Avenue to North Manzanita Road)	Pacific View Avenue (from North Spring Road to North Manzanita Raod)
North Fig Tree Road (from Pacific View Avenue to North Montgomery Lake Road)	East Penny Lane (North Fig Tree Road to Pacific View Avenue)
Abbey Road (East Penny Lane to Pacific View Avenue)	Washington Avenue
North/South Manzanita Road	
Westgate Road	
Road 13 (North Dairy Lane to Chowchilla River)	

Plan lines are defined as a general description of future roadways. Plan lines are not precise plan lines. Precise plan lines are future roadways that provide little design flexibility for developers. Plan lines indicate the need of the City to make a particular connection and the developer must consider this need in subdivision planning and design. Proposing plan lines instructs all concerned in advance of the needs of the City. In most instances plan lines are common sense and would have been included such subdivision designs. However, large property holdings may be parceled over the years without specific subdivisions being proposed. A plan line provides coordinative advice to future developers.

Table CI - 4

Minor Collector Streets

North / South Alignment	East / West Alignment
Copper Road	Berenda View Avenue
Apricot Road	Pole Way
North/South 3rd Street	Reservoir Way
North/South 5th Street	Ash Way
North 10th Street	Grape Wood Avenue
North 15th Street	Strawberry Lane
	South Lake Tahoe Road
	Ventura Avenue
	Howell Road (from South Dairy Lane to North Santa Cruz Avenue)
	West Moonlight Drive (from South Dairy Lane to North Santa Cruz Avenue and from West Robertson Boulevard to Sunrise Street)
	West Palm Parkway (from South Dairy Lane to South 15th Street)

Local Streets

Local streets constitute the bulk of the City's circulation network and serve as the predominant way of travel for most of the City. These streets may be short in length or frequently interrupted by traffic control devices (stop signs or signals) and have numerous driveways that provide direct access to adjacent properties. Local streets connect residences, schools, parks and other uses not appropriate for access onto major roadways, to the City's network of arterials and collectors. Local streets may also serve professional offices and small industrial businesses that do not requiring visibility to a large number of passing motorists. In such cases "commercial streets" or "industrial streets" design may be adopted by the City.

Trip lengths are normally short and traffic volumes small. Local streets are two-lanes with 60 foot right-of-ways (there is some flexibility of right-of-way widths where design considerations or elements warrant and do not substantially minimize the efficiency of the street for traffic and public services). Since these streets traverse internal residential areas, traffic volume, frequency of noise, and safety are very important issues to local residents. Often the quality of these streets may make the difference between a desirable or an undesirable neighborhood.

Local street sections vary depending on the type of land use the local street directly serves – residential neighborhoods; commercial centers or business / industrial parks. Typically, local streets support low traffic volumes and do not require wide travel lanes. Local streets should strive to create a pedestrian friendly, walkable environment.

Residential neighborhoods may include cul-de-sacs. Proper design of a cul-de-sac is fundamental to successful pedestrian and bicycle circulation. Open-ended or “day-lighted” cul-de sacs can provide pedestrian and bicycle access to major and minor collectors or arterials, while restricting vehicular traffic. The use of cul-de-sacs is prohibited in residential neighborhoods that do not promote a pedestrian friendly walkable environment. The use of cul-de-sacs is also prohibited in commercial centers and business or industrial parks. Variation of cul-de-sac design may be permitted in planned developments where innovative and functional designs are appropriate.

Alleys

Alleys also constitute transportation facilities in older neighborhoods. Many times alleys contain other public utilities, serve as limited access to rear yards and are sometimes used as refuse collection routes. Occasionally, alleys may be used as access to parking areas for higher density residential developments. All dedicated alleys are included in this definition.

LEVELS OF SERVICE

It is too expensive to build every road to handle all types of traffic at all times. Instead, the system of Arterial, Collector and Local streets is designed to move traffic onto the most efficient routes for a given destination. Even these facilities are too expensive to design for the worst-case scenario, and are usually designed to meet "normal" traffic volumes for a given day. These classifications are termed *Levels of Service* (LOS) and are based on the amount of traffic a given section of road can handle taking into account speed, width of roadway, number of lanes, etc. As shown in Table CI - 5, the LOS ranges from "A" to "F" and is based primarily on the driver's perception of roadway conditions.

The City of Chowchilla has adopted an overall LOS standard of "C" with peak hour LOS standard of "D" acceptable in some instances. Due to the nature of the roadway system, improvements to existing developed areas is extremely difficult. As a result, there may be instances where a lower LOS is acceptable.

Connectivity

Generally, Chowchilla has developed its existing street system with excellent connectivity. All Arterial streets are continuous within the community and the expansion of these facilities to provide for future development can be accommodated.

Chowchilla has two major transportation facilities that will influence the future connectivity of the Collector street system: The Union Pacific Railroad (UPRR) corridor, which bisects the community; and Highway 99 which roughly parallels the UPRR corridor through the City. While the arterial system has developed around the UPRR corridor with five existing at grade crossings (Robertson Boulevard, Kings Avenue, Avenue 24 ½ [Palm Parkway], Avenue 24 [East Sierra View Avenue], and Minturn Road [Pacific View Avenue]), the railroad's policy of limiting the number of at-grade crossings greatly effects the location and layout of Arterial and Collector streets.

Table CI - 5

Level of Service Description

LOS	Conditions	Description	Street Segments	Intersections	
				Signalized	Unsignalized
			Volume-to-Capacity Ratio	Delay (seconds)	Reserve Capacity
A	Free Flow	Users are unaffected by other traffic, freedom of speed and movement, level of comfort, convenience and safety is excellent.	0.00-0.59	5.0	400
B	Stable Operation	Users begin to notice other traffic, freedom of speed continues, but freedom to maneuver declines slightly.	0.60-0.69	5.1 to 15.0	300-399
C	Stable Operation	Users are affected by other traffic, freedom of speed and maneuver are greatly affected. Traffic signals operate at maximum efficiency.	0.70-0.79	15.1 to 25.0	200-299
D	Approaching Unstable	Users are greatly affected by traffic, comfort, convenience and safety significantly affected. Users wait one signal cycle to pass through an intersection.	0.80-0.89	25.1 to 40.0	100-199
E	Unstable Operations	Traffic volumes at or near capacity, users wait several signals to pass through intersection.	0.90-0.99	40.1 to 60.0	0-99
F	Forced Flow	Traffic volumes exceed the capacity of the street and traffic queues develop. Stop and go traffic conditions.	1.00-plus	>60.0	<0

Sources: 1985 Highway Capacity Manual, Special Report 209, Transportation Research Board.
1965 Highway Capacity Manual, Special Report 87, Highway Research Board.

Highway 99 is presently classified by the California Department of Transportation as an expressway through Chowchilla. Medium term plans are to upgrade Highway 99 to full freeway status. Standards limit the number and spacing of interchanges in an urban area to a mile separation. The placement of interchanges is also limited by the natural features of Ash Slough and Brenda Slough. Although not limited by regulation over-crossing spacing is basically limited to design. Highway 152 is also presently classified as a State freeway / expressway in the Planning Area. Long term plans are to also upgrade Highway 152 to full freeway status. Caltrans has designated and acquired right-of-way for future interchanges within the Planning Area along Highway 152.

The City and Caltrans are cooperating in the reconstruction of the Highway 99 / 233 interchange anticipated to begin construction in 2014. Reconstruction of this interchange is paramount to continued growth east of Highway 99. Future improvements to other interchanges serving the City, such as the Highway 99 / Avenue 24, Highway 152 / 233, and Highway 99 / Minturn Road will be necessary for serving maintaining the long-term growth plans of the City.

State Route 233 (Robertson Blvd.) is the north bound connection between Highway 152

and Highway 99. Highway 152 has a west bound connection with Highway 99 at the intersection of Highway 99 and Highway 152. Robertson Boulevard is the City's main arterial street along which the downtown is located. As a State Highway, Robertson is also a truck route through the City. The City and Caltrans have initiated dialogue as to the eventual transfer of State Route 233 to the City. The City's Redevelopment Plan for downtown calls for substantial streetscaping and parking modifications that would not meet State standards for a Highway. The City's circulation plan calls for Avenue 24 (East Sierra View Avenue) to be connected between West Robertson Blvd. and the interchange at Highway 99 / Avenue 24 (East Sierra View Avenue). This connection will require the acquisition of some right-of-way and the construction of a bridge over Brenda Slough. This street is considered a major collector street and will be capable of handling truck traffic. Connecting West Robertson Boulevard to Highway 99 would provide an alternative through street rather than using the downtown which is expected to become more congested over time.

SCENIC HIGHWAY DESIGNATIONS

The City of Chowchilla has designated West Robertson Boulevard (Highway 233) from Highway 99 to Highway 152 as a "Scenic Corridor". West Robertson Blvd. is also designated by the State Historical Resources Commission as a Point of Historical Reference. West Robertson Boulevard has also been designated as a "Road of Regional Significance" by the Madera County Regional Transportation Plan.

CHOWCHILLA MUNICIPAL AIRPORT

The Chowchilla Municipal Airport parallels the UPRR main rail corridor, south of Mariposa Avenue. The airport is located north of Avenue 24 ½ (Palm Parkway), and adjacent to the Chowchilla Fairgrounds. The Chowchilla Municipal Airport is a general aviation facility that is open 24 hours per day. The Airport's runway is approximately 3,250 feet and is equipped with medium intensity runway lights for night operations. A 300 foot safety overrun is provided at each end of the runway. Under normal weather conditions, the airport departure pattern is to the northwest over a portion of the City's downtown commercial and residential neighborhoods and the airport approach pattern is from the south. Due to the airport's location near residential development, aircraft use tight landing and departure patterns to avoid overflight of residences.

The Chowchilla Municipal Airport Layout Plan, originally adopted in 1974, was last revised in 1990. The City owns most of the property underlying the airport's runway protection zone as well as most of the property underlying the airport's approach and departure zone. The City has obtained easements over the balance of the airport's runway protection, and approach and departure zones which prohibits or restricts the type and intensity of development in those areas.

The Chowchilla Municipal Airport, classified as a "Basic Utility Stage II" facility, serves single-engine and light, twin-engine propeller aircraft. A Basic Utility Stage II facility can accommodate 75 percent of the single-engine and small twin engine aircraft used for

personal and business purposes, plus small business and air taxi-type twin-engine aircraft.

A significant proportion of the airport operations are by single-engine aerial applicator (crop duster) aircraft. No commercial passenger service operates from the Chowchilla Municipal Airport. The nearest airports providing commercial passenger services are Merced Regional Airport or Fresno – Yosemite International Airport.

Aircraft operations is estimated to be 129 per week for single-engine and light, twin-engine propeller aircraft.[1] The estimated aircraft operations do not account for flights associated with agricultural operations.

While it is highly desirable to relocate the Chowchilla Municipal Airport due to increased urbanization and resulting safety considerations as well as surface circulation needs, it is financially and regulatory impossible in the short to medium term. Nevertheless the City will continue to consider whether to pursue the relocation of the Airport to a suitable within the 2040 General Plan Planning Area, but likely within the City's Sphere of Influence boundary where land use and airport design requirements can be accommodated safely. The City will review alternative locations for the airport over the next 10 years. Reuse of airport land is considered for industrial or business park development.

Transit Services

The City of Chowchilla and the surrounding areas are served by a number of public, private, and social service transportation organizations. The following provides a description of some of these transit services.

Public Transit

Chowchilla's relative small size and short commuting distances result in a small role for public transit. The Chowchilla Area Transit Express (CATX), established in 1995, is operated by the City of Chowchilla Parks and Recreation Department. The CATX provides senior transit for nutrition and other needs of seniors. Since the initiation of the service, ridership has been increasing. CATX also provides transportation to others in the community who require transit services on a demand responsive basis. CATX has a seven mile service radius. CATX is funded by a number sources including: local transportation funds, donations, Fresno-Madera Agency on Aging, the County of Madera, and the City of Chowchilla.

As the City's population increases and the community geographic boundary expands outward, the need for public transit services such as fixed route services will take on a greater role. While a larger population base and higher development intensities have proven to increase levels of public transit, small communities such as Chowchilla must rely on other methods to improve public transit utilization. Providing convenient, reliable

[1] The annual operations estimate was prepared for the City by California Department of Transportation Aeronautics Division and represents a 12 month period ending August 2008.

and ample access to public transit within the City will improve public transit ridership. In residential neighborhoods, residents should be within the proximity of public transit or "bus" stops. Public transit routes and bus stops should be planned in the areas of high public activity in the City. The more important the designation, the closer the bus stop should be. For example, a government center or retail center would be well served at the edge of the one-quarter mile service area of a bus stop and probably should have a stop at the center. Bus stops should be well marked, clean and provide adequate shade, seating and shelter.

Private Transportation

Until 2004, the City of Chowchilla was served for a number of years by Greyhound Bus Lines. Greyhound Bus Lines closed its depot in Chowchilla in 2004. No other bus service has a depot in Chowchilla. The nearest bus service depots are in Madera or Merced at the present time. The City and the Redevelopment Agency will consider locating a "multi-modal" transit stop in an appropriate Downtown area where access to major transportation facilities is convenient and where both public and private transportation providers may establish service depots. The advent of the Fast Rail may also prompt public transit from outlying communities to stations in Merced or Fresno.

Social Service Transit

The City of Chowchilla participates with Madera County and others in the intra-city transportation of senior citizens. The City of Chowchilla has opted for a demand responsive system because of low route demand statistics and cost factors.

Other transportation opportunities for Chowchilla residents are provided by public or non-profit organizations, such as Madera County Action Committee (Nutrition Program), Madera Family Health Center, Madera Mental Health Center, Heartland Opportunity Center, and other volunteer programs.

Rail Service

Union Pacific Railroad Company main rail corridor traverses the City in a northwest / southeast direction, roughly parallel with Highway 99. There are rail spurs and sidings serving a portion of the City's industrial area, west of Highway 99 that were recently acquired by the City. A "Team Track" facility was installed by UP along Front Street between Mariposa Street and Trinity Street that is available to all industry in Chowchilla's environs. Approximately 30 UPRR freight trains pass through the City of Chowchilla on a 24- hour basis.

The Burlington Northern and Santa Fe Railroad (BNSF) main rail corridor roughly parallels Highway 99, approximately three miles east of Highway 99. There are no BNSF spurs or sidings serving the City. On a daily basis, approximately 40 freight trains travel on the BNSF main line.

Passenger rail (AMTRAK) service is provided on the BNSF rail corridor. The nearest AMTRAK stations for Chowchilla residents desiring to use AMTRAK is either the City of Madera Station or the City of Merced Station. The Merced Station is a fully functional

AMTRAK station, whereas the Madera Station is an unmanned platform station. On a daily basis, eight AMTRAK passenger trains pass by the City of Chowchilla on the BNSF main rail corridor.

California High Speed Rail

The California High Speed Rail Authority proposes a high-speed train system (HST) for intercity travel in California between the major metropolitan centers of Sacramento and the San Francisco Bay Area in the north, through the Central Valley, to Los Angeles. The north/south and east/west corridors for this system will converge in Madera County at or near Chowchilla. The (HST) will carry passengers at speeds in excess of 200 miles / hour on a fully grade-separated track, with state-of-the-art safety, signaling and automatic control systems.

While a no final determination has been made as to the precise corridor alignment for the (HST) will be, conceptual plans for the rail corridor and rail stations indicate the high-speed trains in route between major metropolitan centers of Sacramento, Los Angeles and San Francisco will pass through the City of Chowchilla via the Highway 99 / UPRR main rail corridor or north of Chowchilla or east of the General Plan Area via the BNSF railroad corridor. The City vehemently opposes the UPRR corridor as it would decimate the Chowchilla Downtown, and have substantial circulation impacts for the balance of the City. The City has taken a strong position that the corridor needs to be on the south side of Highway 152 so as not to substantially impact the proposed land use and circulation systems in the General Plan. Failure to plan a corridor south of Highway 152 would “box” the City into an unmanageable triangle between transportation facilities.

The high-speed rail train system does not include a rail station for the City of Chowchilla. The nearest rail station for Chowchilla residents desiring to use the high-speed rail will either be in the City of Merced or in the City of Fresno.

The 2040 General Plan supports the possible siting and implementation of a Heavy Maintenance Facility for the California High-Speed Train System (HST). The locations identified within the Plan Area are consistent with the California High Speed Rail Authority preliminary guidelines for locating and designing HST maintenance facilities. The preliminary guidelines were developed based on practices used on similar HST systems around the world and detailed operational analysis of the California HST.

Bicycle and Pedestrian

The 2040 General Plan encourages bicycling and walking for recreation and mobility. On-street bikeways can provide enormous benefits to both the cycling and non-cycling public. Bicycle and pedestrian facilities create opportunities to incorporate exercise into one’s daily routine as well as increase the carrying capacity of community’s transportation system. Sidewalks and landscape parkways provide pleasant and safe paths for

pedestrians that encourage people to walk to schools, parks, and to commercial and employment centers. Indirectly, bicycle and pedestrian facilities provide air quality and noise attenuation benefits to a community.

To encourage and facilitate bicycle and pedestrian mobility, the 2040 General Plan includes a comprehensive trails system linking residential areas, schools, parks, and commercial and employment centers so that residents can travel within the community without driving. Bicycling, in particular, can be a viable alternative to local work commutes. Chowchilla's pedestrian traffic is heaviest in the immediate vicinity of schools and in the City's Central Business District.

The 2040 General Plan recognizes four classes of bicycle and pedestrian facilities. Class I facilities (e.g., multi-modal trail, pedestrian / bike path, paseo, landscape parkway) provide a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with cross flows by motorists minimized. In instances where Class I facilities are interrupted by streets, traffic control devices (i.e., yield or stop sign, signal, traffic lane choker) should be provided to improve the safety for all users - motorist, bicyclist and pedestrian. Class I facilities need to provide adequate pavement width to allow for two directional flow and multiple users of the facilities.

Class II (e.g., bike lane) facilities provide a restricted right-of-way on the City's roadway's shoulder designated for the exclusive or semi-exclusive use of bicycles with through-travel by motor vehicles or pedestrians prohibited. Vehicle parking and cross flows by pedestrians and motorists are permitted. Bicycle lanes are typically provided on collector and arterial streets and are designated by striping and pavement markings for the exclusive or preferential use of bicycles.

Class III (e.g., bike route) facilities provide right-of-way designated by signs or permanent markings and may be shared with pedestrians and motorists. Bike routes work well for short connections and in connection with a comprehensive bikeway. Bike routes should not be used as a substitute for appropriate bike lanes on collector or arterial streets.

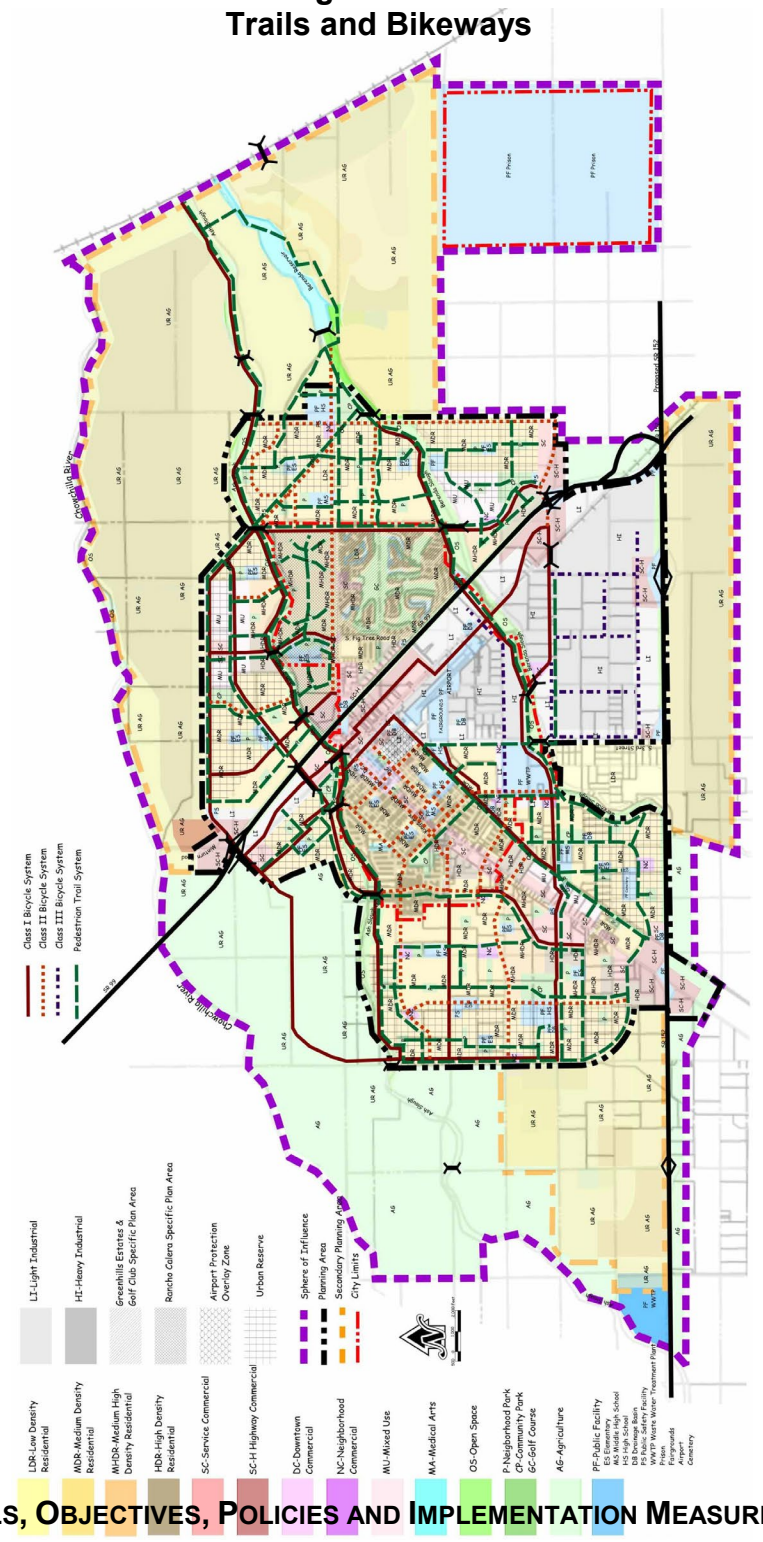
The City's existing and planned Class I and Class II facilities are shown on Figure CI - 2

Trails and Bikeways. City linkages to regional Class I and Class II facilities are also shown on Figure CI - 2. Pedestrian Trails are also shown on Figure CI – 2 and the connectivity to public facilities, shopping, and employment.

Relationship to Regional Transportation

The City of Chowchilla supports and participates in the development of the Madera County Regional Transportation Plan, and its policies and implementation measures. Key facilities of the City's Circulation Element supports the Regional Plan. Likewise, the Regional Plan supports the City's transportation system in such areas as airports, public transit, bike and pedestrian facilities, and roads of regional significance.

Figure CI - 2
Trails and Bikeways



CIRCULATION GOALS, OBJECTIVES, POLICIES AND IMPLEMENTATION MEASURES

Circulation goals, objectives, policies and implementation measures must correlate and support the goals, objectives, policies and implementation measures of the Land Use Element. Circulation goals, objectives, policies and implementation measures must treat

vehicular traffic as an integral part of the community's well being while not ignoring the need for alternative forms of transportation such as bicycle and pedestrian. Therefore, the Circulation Element must establish a framework for an efficient street system with minimal adverse effects on safety, noise, energy use, community appearance, and air quality. Additionally, the Element should allow for alternatives to motor vehicles where practical and support public transit where needed and feasible. Particularly in new development, designs will be required to address bicycle and pedestrian connectivity to shopping, schools, and parks.

GOALS

The goals of the Circulation Element are to:

- **Plan for, create, and maintain an efficient, cost effective, safe, and coordinated multi-modal circulation system, serving the needs of a variety of users.**
- **Plan for and develop streets in accordance with the ultimate functions they have been designated to serve.**
- **Minimize conflicts between different types of vehicular traffic and to discourage the intrusion of both through traffic and truck traffic into residential areas.**
- **Provide adequate off-street parking for all uses.**
- **Continue to support the development of inter-city and intra-city transit systems, with special emphasis toward serving the needs of senior citizens, the physically handicapped, and low-income residents.**
- **Provide for reasonably safe and efficient non-motorized (bicycle facilities and pedestrian) access within the City.**

OBJECTIVES, POLICIES AND IMPLEMENTATION MEASURES

General Circulation

Objective CI 1

Establish a circulation system that is consistent with the land use patterns of the City.

Policy CI 1.1

Establish a hierarchy of streets and improvement standards to support existing and future transportation needs.

***Implementation Measure* CI 1.1. A**

The Classification of Existing and Future Streets shall be used in determining right-of-way acquisitions, design and land use decisions.

***Implementation Measure* CI 1.1. B**

Future street development shall be consistent with the street classifications. The City reserves the right to reduce the ultimate right-of-way to avoid existing development, and to construct a travel-way which generally meets the street classification standards, by reducing the area provided for landscaping, utilities, parking and other non-travel use.

***Implementation Measure* CI 1.1.C**

The City will encourage property owners in newly developing areas to prepare Specific Plans or Area Plans which identify future major street alignments. The City will participate in the design of street alignments in advance of development to ensure consistent and logical design of the circulation system.

***Implementation Measure* CI 1.1 D**

Incorporation of moderately curved streets, cul-de-sacs, knuckles and "T" intersections in site plans is encouraged. Maximum length of straight streets should not exceed 900 feet, unless appropriate design allows for a longer street.

***Implementation Measure* CI 1.1. E**

All *streets entering upon opposite sides of any given street should have their centerline directly opposite to each other or separated by at least 150 feet.*

***Implementation Measure* CI 1.1. F**

New residential development over 20 units shall provide at least two connections to arterials or collector streets.

Policy CI 1.2

Coordinate planning and development of the circulation system with development approvals throughout the City.

***Implementation Measure* CI 1.2. A**

The City shall prepare, adopt and maintain Improvement Standards and Specifications for the development of all street improvements, and to implement the Goals, Objectives, Policies and Implementation Measures of this General Plan.

***Implementation Measure* CI 1.2. B**

When new streets are provided at the periphery of a project, minimum construction shall consist of full half-width construction on the site nearest the project plus a minimum of one lane of travel in the opposite direction.

Policy CI 1.3

Locations of Collector street intersections with Arterial streets shall be fixed by the Circulation Map. Street dedications and development design shall implement the Circulation Map. Location of Collector and Arterial Street alignments in newly developing areas shall be logical, efficient, and established early in the development process to aid in the consistent design of subdivisions.

Policy CI 1.4

Provide timely and effective means of programming and constructing street and highway improvements to maintain an overall Level of Service of "C" as referred in Table CI - 5, with an A.M. and P.M. peak hour Level of Service of "D" as defined in the Highway Capacity Manual (published by the Transportation Research Board of the National Research Council) and / or better unless other public health, safety, or welfare factors determine otherwise.

Policy CI 1.5

Street improvements identified in the Capital Improvement Plan shall be prioritized with emphasis on reducing traffic congestion and improving circulation.

***Implementation Measure* CI 1.5.A**

Improve intersections operating at less than an A.M. and P.M. peak hour Level of Service "D" conditions by adding appropriate turning lanes to congested approaches, widening intersection approaches, or modifying signal timing at intersections and coordinating with other signals, as appropriate, unless other public health, safety, or welfare factors determine otherwise.

***Implementation Measure* CI 1.5.B**

The City may pursue the reservation of right-of-way and define specific development standards and requirements through the preparation and adoption of Precise Plan Lines.

***Implementation Measure* CI 1.5.C**

The City may pursue the identification of right-of-way for major streets and work with developers to ensure that the general location of these road segments are integrated in development plans. Plan lines may be shown on the Circulation Map or on the Land Use Map for the purpose of identifying these general locations.

***Implementation Measure* CI 1.5.D**

To help ensure that adequate and safe travel-ways can be created through existing developed areas of the City, right-of-way standards for each classification may be modified upon approval by the City Engineer.

***Implementation Measure* CI 1.5.E**

Properly space and coordinate traffic signals in order to minimize the acceleration, idling and deceleration that produce higher vehicular emissions levels as part of a Transportation System Management program.

Policy CI 1.6

New development shall be required to mitigate traffic impacts associated with the project on the Highways, Arterial streets, Collector streets, and Local streets, including signalization, interchanges, public transit facilities, and other traffic facilities.

***Implementation Measure* CI 1.6.A**

Traffic studies of affected Highways, Arterial, Collector, and Local streets, may be required as part of the environmental assessment of proposed projects to assure City-wide traffic service levels are maintained. The criteria for requiring traffic studies includes the potential for significant environmental effects from the project, number of vehicle trips generated by the project, location of project relative to existing circulation system, actual or assumed level-of-service of surrounding streets or intersections, and relevance of prior traffic studies which may have considered the proposed project. Traffic studies shall include level-of-service forecasts to account for individual and cumulative major land use changes in the City. Level-of-service forecasts should be used to identify deficient roadways and update street improvement plans and priorities.

Policy CI 1.7

The City of Chowchilla shall consider accepting relinquishment of State Highway 233 by the year 2012.

***Implementation Measure* CI 1.7.A**

The City of Chowchilla shall establish a committee of elected officials and staff to initiate negotiations with Caltrans for the smooth and equitable transition of State Route 233 to the City of Chowchilla. The committee shall provide the City Council with its recommendations not later than June 30, 2010.

Policy CI 1.8

The overall Level of Service for the City of Chowchilla is LOS standard of "C" with peak hour LOS standard of "D" acceptable in some instances such as at peak hour or where

right-of-way limitations exist and removal of those limitations is an economic hardship or environmentally damaging. Due to the nature of the roadway system, improvements to existing developed areas are occasionally extremely difficult. As a result, there may be instances where a lower LOS than "D" is acceptable such as in the Downtown District.

ARTERIAL STREETS

Objective CI 2

To develop and maintain an efficient and effective roadway system using major and minor Arterial streets.

Policy CI 2.1

The City shall promote an active policy of consolidating driveways, access points and curb cuts along existing and developed Arterial streets when a zone change to a greater density or intensity, division of property, or new development, or a major remodeling occurs.

Implementation Measure **CI 2.1.A**

Existing points of ingress and egress shall be consolidated whenever possible. Driveway consolidation for new development shall be encouraged through access agreements along Arterial or higher classification streets.

Implementation Measure **CI 2.1.B**

Left-hand turn lanes or center lanes shall be provided for all left-turn access from Arterial streets in commercial and industrial areas.

Implementation Measure **CI 2.1.C**

If parcel size demands and alternative shared access is not available, commercial driveways may be provided not less than 50 feet from an intersection. (Measurement shall be from the curb return to the nearest edge of the driveway.) These driveways shall not be serviced by median breaks. If more than one is required to serve a property, the driveways shall be separated by not less than 50 feet. (The separation is to be measured nearest edge to nearest edge of the driveways.).

Implementation Measure **CI 2.1.D**

The distance between commercial driveways on Arterial streets should not be less than 50 feet. (Measurements shall be from the curb return of the intersection to the nearest edge of the driveway.)

***Implementation Measure* CI 2.1.E**

Driveway access to major activity centers, should be located no closer than 100 feet to the intersection of a Collector or Arterial street. (Measurements shall be from the curb return of the intersection to the nearest edge of the driveway.)

***Implementation Measure* CI 2.1.F**

Where practical and desirable, commercial driveways should be located on adjacent Collector streets rather than on Arterial streets.

***Implementation Measure* CI 2.1.G**

Single family residential driveways are prohibited on new Arterial streets, and shall be discouraged on existing Arterial streets.

Policy CI 2.2

Design of Arterial Streets shall minimize unsignalized intersections where cross traffic is allowed. The number of signals shall be kept to a minimum and shall be spaced to encourage efficient traffic flow.

***Implementation Measure* CI 2.2.A**

Traffic signals shall not be closer than 1/4 mile a part on Arterial and Collector streets unless conditions warrant additional signalization to improve traffic flow or public safety.

***Implementation Measure* CI 2.2.B**

Separation of Collector Street entry points should not be less than 500 feet apart on Arterial streets, and other Collector streets.

Policy CI 2.3

Planning and development of Arterial and Collector streets shall include design features which can be used as public transit stops.

***Implementation Measure* CI 2.2.A**

Arterial and Collector streets shall be designed to allow transit vehicles to pull in and out of traffic by using a parking lane with bus stops.

Policy CI 2.4

To avoid conflict between the circulation system and residential uses, it is recommended that truck traffic be oriented only onto the designated Arterial streets, where feasible.

***Implementation Measure* CI 2.4.A**

The City shall periodically review the list of streets designated as truck routes, and provide public notification of any changes to the truck route system.

***Implementation Measure* CI 2.4.B**

The City shall proceed with the connection of Avenue 24 (East Sierra View Avenue) between West Robertson Blvd. and Highway 99 / Avenue 24 interchange as a truck route to reroute trucks from downtown Chowchilla.

COLLECTOR STREETS

Objective CI 3

The circulation system shall coordinate Collector streets with Arterial streets and Local streets.

Policy CI 3.1

The City shall promote an active policy of consolidating driveways, access points and curb cuts along existing developed Collector streets when a zone change to a greater density or intensity, division of property, or new development or a major remodeling occurs.

***Implementation Measure* CI 3.1.A**

Driveways to multi-family residential property along Major Collector streets should be consolidated whenever possible.

***Implementation Measure* CI 3.1.B**

The distance between driveways and intersecting Collectors or Local streets should not be less than 50 feet. (Measurements shall be from curb return to the nearest edge of the driveway.)

***Implementation Measure* CI 3.1.C**

Whenever possible, left-hand turn lanes or center turn lanes shall be provided as access on Collector Streets in commercial and industrial areas of the City.

***Implementation Measure* CI 3.1.D**

Single-family residential driveways should not be allowed along Major Collector or higher classification streets. If driveways are to be allowed, lots fronting the street shall be designed at such a width to allow multiple access driveways to discourage backing out into traffic.

***Implementation Measure* CI 3.1.E**

In commercial and industrial areas, if parcel size demands and an alternative shared

access is not available, driveways may be provided not less than 50 feet from the intersection. (Measurement shall be from the curb return to the nearest edge of the driveway.) These driveways shall not be serviced by median breaks. If more than one is required to serve a property, the driveways shall be separated by 50 feet. (The separation is to be measured nearest edge to nearest edge of the driveways.)

***Implementation Measure* CI 3.1.F**

Driveway access to major activity centers should be located no closer than 50 feet to the adjacent intersection of a Collector or Arterial street. (Measurement shall be from the curb return to the nearest edge of the driveway.)

Policy CI 3.2

Design of Collector Streets shall encourage efficient movement of traffic and minimize uncontrolled cross-traffic.

***Implementation Measure* CI 3.2.A**

Where possible, Arterial, and Collector streets shall form 4-leg, right-angle intersections; jogs, offset and skewed intersections of streets in near proximity shall be avoided.

***Implementation Measure* CI 3.2.B**

To the extent possible Collector streets shall be curvilinear and incorporate "traffic calming" features such as "roundabouts" at strategic locations as approved by the City.

***Implementation Measure* CI 3.2.C**

Residential development shall be oriented away (side-on or rear-on) from future Arterial streets, and properly buffered so that the traffic carrying capacity on the street will be preserved and the residential environment protected from the potentially adverse characteristics of the street. "Daylighted" cul-de-sacs for pedestrian access are also encouraged.

***Implementation Measure* CI 3.2.D**

If the design of the Collector street is constrained by significant right-of-way limitations, the Collector street or an existing street which connects one part of the City with another, must function at Collector traffic levels.

***Implementation Measure* CI 3.2.E**

To create an efficient and effective circulation system, Collector Streets Intersection should be no less than approximately 300 feet apart.

LOCAL RESIDENTIAL AND PRIVATE STREETS

Objective CI 4

To encourage the design of local and private streets so that they are safe and pleasant for residents.

Policy CI 4.1

Discourage through-traffic on Local streets in residential areas.

***Implementation Measure* CI 4.1.A**

To keep Local street volumes within design capacity, street length should be kept under 1,000 feet unless interrupted by an Arterial or Collector street. (The overall length of Local streets should not exceed 1,200 feet unless appropriate design allows for a longer street).

***Implementation Measure* CI 4.1.B**

To assist in alleviating traffic delays, Local street intersections should be no less than 150' apart.

***Implementation Measure* CI 4.1.C**

Where feasible in overall subdivision design, curvilinear streets shall be constructed.

***Implementation Measure* CI 4.1.D**

Subdivision designs should be encouraged to use "daylighted" cul-de-sacs opening on to Arterial and Collector streets thereby providing enhanced pedestrian access to future public transit system routes.

***Implementation Measure* CI 4.1.E**

Residential subdivisions shall be designed to encourage access from Local to Collector streets and discourage use of Local streets as an access onto, or bypass of, Collector or Arterial streets.

***Implementation Measure* CI 4.1.F**

Integrate into the City Public Works Construction Standards design details for "daylighted" cul-de-sacs which can be jointly used for public transit pick-up locations along Arterial and Collector streets.

***Implementation Measure* CI 4.1.G**

A cul-de-sac shall be constructed on all permanent dead-end streets. Cul-de-sacs are strongly discouraged in commercial and industrial developments. Cul-de-sac

lengths shall not exceed 600 feet. Temporary cul-de-sacs may be permitted on streets planned for extension.

Policy CI 4.2

Development or redevelopment of alleys should ensure the fair share of improvement costs and shall be clearly identified early in the development process.

***Implementation Measure* CI 4.2.A**

Alleys or Lanes, when allowed in new residential areas shall be paved and incorporated into an overall design theme and development program that includes ongoing maintenance and replacement costs as an integral component of the development.

***Implementation Measure* CI 4.2.B**

New alley or lane standards within the Downtown District should be maintained to provide for pedestrian corridors, access to off-street parking, delivery services, and refuse collection. The alleys or lanes should be fully improved and may contain ornamental paving, landscaping and lighting.

***Implementation Measure* CI 4.2.C**

Existing alleys or lanes used as access to new development shall be required to improve the alley to City standards. Such improvements shall extend in length along the full alley frontage of the property, and extend to the nearest public street. Width of improvements shall encompass full existing and dedicated alley width.

***Implementation Measure* CI 4.2.D**

Proposals for private streets and new alleys or lanes constructed in conjunction with development shall be required to demonstrate fiscal ability for long-term maintenance.

RIGHT OF WAY ACQUISITION

Objective CI 5

Acquire the ultimate right-of-way for streets during the earliest stage of development possible. Where existing right-of-way is substandard, acquire additional right-of-way to satisfy ultimate needs.

Policy CI 5.1

Work with new development to ensure that the fair share of street improvement costs are clearly identified early in the development process and that street development is consistent with the City's Capital Improvement Plan.

***Implementation Measure* CI 5.1.A**

Ultimate right-of-way shall be dedicated and / or developed to the appropriate width when a zone change to a greater density or intensity, division of property, or when new development or major remodeling occurs.

***Implementation Measure* CI 5.1.B**

The City shall adopt minimum right-of-way development standards for residential and non-residential developments. Dedication or construction in excess of this minimum level shall be included for funding in the City-wide Capital Improvement Plan.

***Implementation Measure* CI 5.1.C**

The City will include in its Capital Improvement Plan the acquisition of right-of-way and the construction or reconstruction of those streets not otherwise obtainable under Program CI 6.1-A.

***Implementation Measure* CI 5.1.D**

The City will work with Madera County to apply City standards to all land use and development permits issued in the unincorporated territory within the City's Planning Area boundary.

***Implementation Measure* CI 5.1.E**

Where public infrastructure is installed within easements, the City shall consider placing public streets in the alignment of infrastructure where practical.

Policy CI 5.2

On developed streets, where the existing right-of-way does not meet the current standards, the City will adopt and fund a program to acquire the ultimate right-of-way where practical. The City reserves the ability to deviate from the standard if the ultimate right-of-way is not obtainable due to existing development or other limitations.

***Implementation Measure* CI 5.2.A**

The City shall establish an additional fund base, and periodically update, a City-wide Capital Improvement Plan, that shall identify both funded and unfunded portions of the street improvements necessary to maintain the adopted Level of Service.

PARKING

Objective CI 6

Provide adequate parking and loading facilities while encouraging alternative means of transportation.

Policy CI 6.1

Encourage the development of appropriate locations for park-and-ride facilities as appropriate in all new developments.

***Implementation Measure* CI 6.1.A**

Sites for stand-alone park-and-ride lots should generally be located near highly traveled commute routes, (i.e., Highway 99, Robertson Blvd, Highway 152, Minturn Road, and Avenue 24.).

Policy CI 6.2

The City shall establish off-street parking ratios for all public and private development within the City.

***Implementation Measure* CI 6.2.A**

Parking standards shall be evaluated for new development to ensure that parking requirements are satisfied within walking distance of the commercial areas, and to ensure that Arterial, or higher classification streets, do not separate parking facilities from the parking demand generator.

***Implementation Measure* CI 6.2.B**

Adjacent parking areas for large commercial and professional developments should be designed to allow interconnection and free flow of traffic between those facilities. Access easements and agreements should be obtained during the development process to ensure future access and recorded to run with the land.

***Implementation Measure* CI 6.2.C**

The City will establish off-street parking ratios for development within the Downtown District.

***Implementation Measure* CI 6.2.D**

Where it is infeasible for new development to provide off-street parking within the Downtown District, the City will establish an in-lieu fee with the proceeds used to increase parking within the District.

AESTHETICS AND FACILITY DESIGN

Objective CI 7

The circulation system shall be designed to create an aesthetically pleasant environment for the City. When new development occurs, aesthetics shall be an important factor in circulation design.

Policy CI 7.1

Noise wall standards approved by the City shall incorporate decorative block elements and landscaping between the wall and any pedestrian and / or bicycle facility, or the curb and gutter of an arterial or collector street.

Policy CI 7.2

All new development shall implement the City's Street Tree Program on all levels of streets in the City.

Policy CI 7.3

The City will investigate the feasibility of locating commercial truck parking facilities at strategic locations throughout the City where residents' truck and tractor rigs can be parked over night as a means of keeping City streets clear of these vehicles when the residents are at home.

***Implementation Measure* CI 7.3.A**

The City Community Development Department shall cooperate with the Redevelopment Agency to identify locations for potential truck parking and development a funding plan for land acquisition and improvements by the year 2010.

Policy CI 7.4

Provide for adequate spatial separation and landscaping for development along regional highways rights-of-way.

***Implementation Measure* CI 7.4.A**

Additional landscape design requirements and dedications of at least 20 feet wide shall be considered for new projects along the entryway into the City, specifically Highways 99 and Highway 152 at Robertson Blvd., Avenue 24 / SR 99, and Minturn Road / SR 99. Maintenance of these areas may be included in a Maintenance District established by the City.

Policy CI 7.5

Appropriate truck routes shall be designated serving the industrial area which promote direct access and are functionally adequate.

Policy CI 7.6

Protect and enhance the efficiency of Highways 99 and 152.

***Implementation Measure* CI 7.6.A**

The City will continue to preserve the required right of way for the eventual widening of Highway 99 and the eventual connection of Highway 152 with Highway 99 southeast of the City.

***Implementation Measure* CI 7.6.B**

The City will pursue funding and a negotiated agreement with Caltrans to achieve the necessary upgrades of Highways 233 interchange with Highway 99 under the State Transportation Improvement Plan (STIP).

PUBLIC TRANSPORTATION

Objective CI 8

Develop a public transit system capable of satisfying both local and regional travel demand.

Policy CI 8.1

The City shall integrate the planning for a "Transit Service Center" with the "Downtown Development Guidelines" to attract major national bus carriers to reestablish a bus depot in the City of Chowchilla.

***Implementation Measure* CI 8.1.A**

The City Community Development Department and the Redevelopment Agency shall initiate a cooperative program with local property owners and / or businesspersons to identify a location and funding for a "Transit Service Center" within the downtown of the City by the year 2014.

Policy CI 8.2

Developers of new commercial uses (in excess of 20,000 square feet gross leasable floor space in a single development or a combination of stores in a single development) shall be required to participate in funding public transit improvements that may include but not be limited to public transit vehicles, transit stops, or employee van pools.

Policy CI 8.3

Recognize in the planning of transit systems the efforts of other social service transit provided by schools, mental health services, and others who provide specialized transit services.

***Implementation Measure* CI 8.3.A**

Continue to refer development requests to the Chowchilla Unified School District for review and comment.

Policy CI 8.4

Development adjacent to arterials, or to minor and major collectors shall coordinate with City to identify appropriate locations for public transit improvements (i.e. bus pullouts, seating shelters) to encourage public transit use.

***Implementation Measure* CI 8.4.A**

Public transit stops shall be provided as recommended by the City to ensure residents are within the proximity of a public transit stop.

***Implementation Measure* CI 8.4.B**

Street design for arterials, major collectors and minor collectors shall include provisions for fixed route public transit system.

***Implementation Measure* CI 8.4.C**

Public transit routes and stops shall be planned in the areas of high public activity in the City.

Policy CI 8.5

Provide local transit service to the City via the CATX demand / response system.

***Implementation Measure* CI 8.5.A**

Annually evaluate public transportation needs of the City and modify services as demand and funding allow.

NON-MOTORIZED TRANSPORTATION

Objective CI 9

Provide an extensive and regionally linked public bicycle and pedestrian trails system.

Policy CI 9.1

Incorporate bicycle and pedestrian trails in future development projects.

Policy CI 9.2

Promote maximum opportunities for pedestrian traffic throughout the City by continuing to develop and maintain a safe sidewalk system which facilitates pedestrian access, including disabled person accessibility, to public transit for commuting, recreation or other purposes.

Policy CI 9.3

Subdivision layouts should include safe and pleasant designs which promote pedestrian access to Arterial and Collector streets, and consider the location of community services, such as schools, parks, the needs of disabled persons, and neighborhood shopping activity centers in their design.

***Implementation Measure* CI 9.3.A**

Encourage the use of "daylighted" cul-de-sacs for residential sidewalks to increase pedestrian access to Arterial or Collector streets.

***Implementation Measure* CI 9.3.B**

Implement street standards that include sidewalks or walkways on both sides of streets, where appropriate. Where existing streets may require additional right-of-way to accommodate full improvements including sidewalks, and where it is impractical to acquire sufficient right-of-way, the vehicle travel-way will be the first priority.

Policy CI 9.4

A bicycle route system shall be identified and maintained which serves the existing developed City. This route system may utilize City streets, canals, or other rights-of-ways. Where on-street bicycle lanes are proposed they should be considered a shared facility with vehicular traffic on the street.

***Implementation Measure* CI 9.4.A**

The bicycle route system should be consistent with the Madera County Regional Plan.

Policy CI 9.5

Sources of funding for operation and maintenance of multi-use trails accommodating pedestrian and bicycle use shall be clearly identified before planning and construction. Trail systems shall be supported by a long-term funding mechanism for maintenance.

Policy CI 9.6

Plan for and implement a trail system along Ash Slough and Berenda Slough which will connect the urbanized areas of the City with Berenda Reservoir. This program should be implemented in connection with land development projects or through dedications of private property or grant funded programs.

Policy CI 9.7

Plan for and implement a combination pedestrian and bicycle path from newly developing areas to the downtown, schools, parks, and other shopping opportunities.

INTER-JURISDICTIONAL COOPERATION

Objective CI 10

Achieve a coordinated regional and local transportation system that minimizes traffic congestion and efficiently serves users.

Policy CI 10.1

Work with Caltrans to identify needed improvements to its highway facilities in the City and implement necessary programs and funding mechanisms to assist in improving Highways 99, 233 and 152, and their intersections.

Policy CI 10.2

Support coordination with other cities, counties and planning agencies concerning consideration and management of land use, jobs / housing balance and transportation planning as a means of improving air quality.

Policy CI 10.3

Cooperate with local and regional jurisdictions in the preparation of state-mandated regional plans, including the San Joaquin Valley Clean Air Plan.

MUNICIPAL AIRPORT

Objective CI 11

Ensure that the Chowchilla Airport is located in an appropriate area so as to maintain long-term operational characteristics without creating or being influenced by land use conflicts.

Policy CI 11.1

As funding and the regulations of airports allow, the City of Chowchilla shall study and evaluate the potential relocation of the airport to a suitable site outside the 2040 General Plan Planning Area, but preferably within the City's Sphere of Influence boundary.

Policy CI 11.2

In the long term, the City of Chowchilla shall coordinate with the Madera County Airport Land Use Commission to find and evaluate suitable sites, identify funding sources, and implement the relocation the Municipal Airport.

Policy CI 11.3

As directed by the City at the appropriate time, the City of Chowchilla Community

Development Department, Redevelopment Agency, and the Airport Commission shall work together to identify a future site for the relocation of the Chowchilla Airport and a reuse plan for the existing airport land. An implementation plan shall be prepared that identifies funding for land acquisition, airport development costs, and disposition of the existing airport.

***Implementation Measure* CI 11.3.A**

When relocation of the airport appears feasible, a City ad-hoc airport relocation committee shall be established to assist in identifying a future site for the relocation of the Chowchilla Airport and prepare an implementation plan that identifies funding for land acquisition, airport development costs, and disposition of the existing airport for City Council consideration.

HIGH SPEED RAIL SYSTEM

Policy CI 11.4

The City shall strive to participate in every aspect of planning for the High Speed Rail System as it affects the City. The City will take a strong and vigorous position on selecting a rail corridor and final route that does not detrimentally impact the City's land use and circulation system. The City will pursue the location of the HSR Heavy Maintenance Facility in a location that is beneficial to the City and its economic development potential.

ACCESS AND CONNECTIVITY

Objective CI 12

Ensure safe, interesting, and convenient environments for pedestrians and bicyclists.

Policy CI 12.1

Facilitate pedestrian and bicycle access to parks and open space through infrastructure investments and improvements.

Policy CI 12.2

Partner with the Chowchilla Unified School District, Chowchilla law enforcement, and non-profit organizations to improve access to bicycles, helmets, and related safety equipment and safety programs for lower income families.

Policy CI 12.3

Require the provision of on-site bicycle facilities in new large-scale development projects.

Policy CI 12.4

Provide safe, interesting, and convenient environments for pedestrians and bicyclists, including inviting and adequately lit streetscapes, shaded for comfort, networks of trails, paths and parks and open spaces located near residences, to encourage regular exercise and reduce vehicular emissions.

PARKING

CA legislation AB 2097 prohibits cities from imposing any minimum automobile parking requirement on any residential, commercial, or other development project that is located within 1/2 mile of public transit.

Objective CI 13

Meet the requirements of AB 2097 for parking associated with new development and redevelopment in the City of Chowchilla.

Policy CI 13.1

Undertake a holistic review of the City's parking standards to better reflect contemporary needs, support alternative transportation modes, and shared parking between uses, with appropriate reductions and/or elimination of minimum parking requirements for Downtown and for corridor segments with required ground floor active uses.

Policy CI 13.2

Expand sustainably generated electric charging station capacity throughout Chowchilla, including within existing and new parking facilities, to encourage electric vehicle ownership, and to meet the Governor's Executive Order N-79-20 targets and future demand.

Policy CI 13.3

Promote personal use of electric vehicles by providing or promoting adequate publicly accessible charging stations and designated parking at City facilities, multi-family housing, and commercial developments.

ACTIVE TRANSPORTATION

On September 26, 2013, Governor Brown signed legislation creating the Active Transportation Program (ATP) in the Department of Transportation (Senate Bill 99, Chapter 359 and Assembly Bill 101, Chapter 354). The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SRTS), into a single program with a focus to make California a national leader in active transportation. The ATP is administered by the Division of Local Assistance, Office of State Programs, and new funding programs are continuously being identified and

administered.

The purpose of ATP is to encourage increased use of active modes of transportation by achieving the following goals:

- Increase the proportion of trips accomplished by biking and walking
- Increase safety and mobility for non-motorized users
- Advance the active transportation efforts of regional agencies to achieve Greenhouse Gas (GHG) reduction goals
- Enhance public health
- Ensure that disadvantaged communities fully share in the benefits of the program
- Provide a broad spectrum of projects to benefit many types of active transportation users

Objective CI 14

Encourage, promote an increased use of active modes of transportation and construct where needed and appropriate.

Policy CI 14.1

Support implementation of the 2018 Madera County Active Transportation Plan (ATP) to create a network of safe, accessible, and appealing pedestrian and bicycle facilities and environments for the “Proposed Bicycle Facilities – City of Chowchilla & Fairmead” and consider developing an Active Transportation Plan for the City of Chowchilla that includes the components of the Madera County ATP and the Chowchilla Industrial Park Specific Plan.

Policy CI 14.2

Bicycle and pedestrian facilities shall be identified, scheduled, and implemented in compliance with the City of Chowchilla Active Transportation Network identified in the 2018 Madera County Active Transportation Plan, as well as on other appropriate routes at the discretion of the City Council.

Policy CI 14.3

Employ appropriate traffic calming measures in areas where pedestrian travel is desirable but is unappealing due to traffic conditions.

Policy CI 14.4

Bicycle and pedestrian connections shall be continuous and convenient to the nearest

neighborhood center, school, or park.

Policy CI 14.5

Orient development to encourage pedestrian and transit accessibility. Strategies include locating buildings and primary entrances adjacent to public streets and providing clear and direct pedestrian paths across parking areas and intersections.

Policy CI 14.6

Provide pedestrian facilities that are accessible to persons with disabilities, compliant with Americans with Disabilities Act (ADA) Standards for Accessible Design, and ensure roadway improvement projects address accessibility and use universal design concepts.

Policy CI 14.7

Create development standards that provide desired and maximum block lengths in residential, retail, and mixed-use districts to enhance walkability.

Policy CI 14.8

To allow for greater connectivity throughout residential neighborhoods, discourage cul-de-sacs unless adequate pedestrian access to adjacent streets is provided.

TRANSIT

Objective CI 15

Promote and encourage the use of electric vehicles and public transit.

Policy CI 15.1

CATX should work with Madera County Transit to develop a future regular bus route that circulates through other areas of the City's key destinations and that would eventually connect to the future High-Speed Rail stations in the cities of Merced and Madera.

Policy CI 15.2

Encourage the use of low emission or electric vehicles in City and transit fleets.

Policy CI 15.3

The City shall work with California High Speed Rail Authority on providing transit connections to the nearest proposed high-speed rail stations in Merced to the north and Madera to the south.

SB 743 (LOS TO VMT TRANSITION)

SB 743 is a performance measure that discourages suburban sprawl, reduces greenhouse gas emissions, and encourages smart growth development, complete streets, and multimodal transportation. California's new rules ask developers to project VMT, Vehicle Miles Traveled, created by their projects and, if they reach a certain level, provide for mitigations by taking steps that can include: improving access to transit and local amenities, incorporating affordable housing, and/or providing incentives to increase transit use. VMT Analysis for Land Development Projects shall utilize the Madera County Transportation Commission VMT resources screening process.

Objective CI 16

Meet or exceed the performance measures established by SB 743 (Vehicle Miles Traveled)

Policy CI 16.1

Foster a comprehensive network of safe, accessible roads, trails, sidewalks, and pathways that emphasize a Complete Streets approach, while reducing vehicle miles traveled (VMT) and dependence on single-occupancy vehicles.

Policy CI 16.2

Maintain a roadway network that serves not just automobile operations, but also multi-modal movement and adjacent land uses.

Policy CI 16.3

Foster a more connected system of streets, pedestrian facilities, and bicycle facilities as new development and redevelopment is undertaken, or as opportunities are presented.

Policy CI 16.4

Update policies to reflect VMT by Improving intersections operating at less than an A.M. and P.M. peak hour Level of Service "D" conditions by adding appropriate turning lanes to congested approaches, widening intersection approaches, or modifying signal timing at intersections and coordinating with other signals, as appropriate, unless other public health, safety, or welfare factors determine otherwise.

Policy CI 16.5

Evaluate new development and redevelopment projects for compliance with adopted Vehicle Miles Traveled (VMT) significance thresholds.

Policy CI 16.6

Continue efforts to reduce VMT—such as through pedestrian and bikeway improvements, streetscape design to promote non-vehicle transportation, mixed-use developments, flexibility in parking standards, and transportation demand management—to reduce

automobile traffic and GHG emissions, while recognizing that the City has limited control over regional economic and travel patterns that influence VMT.

Policy CI 16.7

Identify projects for VMT noting that many projects may be too small to meet the threshold for VMT mitigation such as local serving projects, certain mixed-use projects, affordable and farmworker housing, and some redevelopment projects; and are thus excluded from VMT mitigation.

Policy CI 16.8

For proposed large-scale development projects with significant transportation impacts, a survey shall be conducted within one-half mile of the project site to determine any gaps in facilities for walking, bicycling or transit.

Policy CI 16.9

Seek to reduce mobile sources of air pollution by creating denser and walkable neighborhoods, and improving bicycle infrastructure, with the goals to reduce the number of miles traveled in cars and improve regional air quality.

Policy CI 16.10

The Chowchilla Specific Plan shall be reevaluated for VMT Mitigation to provide for transportation improvements.

COMPLETE STREETS

A Complete Street is an approach to planning, designing, building, operating, and maintaining streets that enable safe access for all people who use them, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.

Objective CI 17

Ensure that roadway and streetscape design reflect the Complete Streets concept.

Policy CI 17.1

Support walking and bicycling by encouraging Complete Streets (bike lanes, traffic-calming measures, sidewalks separated from the roadway with tree-planted landscaping), where feasible in the right-of-way, particularly in neighborhoods, Downtown, and in transit-oriented locations.

Policy CI 17.2

Update the City's Engineering and Street Design Standards to ensure that roadway and streetscape design specifications reflect the Complete Streets concept, bus stops and

bus pull-outs, while also addressing the needs of through traffic and bike lanes and trails next to public streets.

Environmental Justice Policies for Circulation Element

Objective CI 18

Ensure that bicycle and pedestrian access and safety is available to all members of the community, included the underserved.

Policy CI 18.1

Prioritize bicycle and pedestrian infrastructure and safety improvement projects that improve access for underserved communities, particularly those reliant on walking, biking, and transit for transportation.