

ATTACHMENT 1: Comprehensive Changes List to the 2018 MCTC ATP

General Notes

- *All data from the American Community Survey was updated from the 2011-2015 period to 2018-2022 period throughout the document.*
- *Population data was updated from the 2010 census to the 2020 census accordingly.*
- *Fehr & Peers logo was removed from the document.*

SECTIONS

1. Introduction

Plan Overview

Original

The Madera ATP envisions a comprehensive bicycle and pedestrian network across Madera County.

Changes

The 2018 Madera Active Transportation Plan Amendment No. 1 provides new demographic data and an updated project list with accomplishments to the Madera ATP, adopted in May 2018. The Madera ATP envisions a comprehensive bicycle and pedestrian network across Madera County.

2. Existing Conditions

About Madera County

Original

The American Community Survey (2011-2015)

Changes

The American Community Survey (2018-2022)

Table 1 data changes

- Census 2010 to 2020.
- ACS 2015 to ACS 2022 (5-year estimates)

Demographics of Walking and Biking

Original

Madera County features a diverse population with varying access to transportation options. In Madera County, the two major languages spoken at home are English (58.5% of households) and Spanish (37.7%). For all languages spoken at home, 9.4% of households have a limited English proficiency. Madera County has a significant Hispanic/Latino population, with 44.3% of the population Hispanic or Latino, 46.6% White (not Hispanic or Latino), 3.8% Black or African-American, 1.4% American Indian or Alaska Native, 1.2% Asian, 0.1% Native Hawaiian, 0.2% some other race, and 2.3% two or more races. In terms of age, in 2015, 27.9% of the county population was under 18 years old, 59.6% between 18 to 65, and 12.5% 65 years of age or older. While approximately 3.5% of the population in California does not have access to a motor vehicle, a higher number of residents at 6.6% of the population of Madera County do not own a car. Only 0.4% of the working population over 16 years old bikes to work. Error! Reference source not found. below shows the means of commute in Madera County.

Changes

Madera County features a diverse population with varying access to transportation options. In Madera County, the two major languages spoken at home are English (54.4% of households) and Spanish (42.5%). For all languages spoken at home, 12.6% of households have a limited English proficiency. Madera County has a significant Hispanic/Latino population, with 60.8% of the population Hispanic or Latino, 30.1% White (not Hispanic or Latino), 2.3% Black or African-American, 0.3% American Indian or Alaska Native, 2.6% Asian, 0.5% Native Hawaiian, 0.6% some other race, and 2.1% two or more races. In terms of age, in 2022, 27.2% of the county population was under 18 years old, 57.8 between 18 to 65, and 15% 65 years of age or older. While approximately 3.4% of the population in California does not have access to a motor vehicle, a lower number of residents at 1.8% of the population of Madera County do not own a car. Only 0.4% of the working population over 16 years old bikes to work. Error! Reference source not found. below shows the means of commute in Madera County.

Table 2 data changes

- ACS 2015 to ACS 2022 (5-year estimates)

Bicycle and Pedestrian Crash Data

Original

Bicycle collision data is reported from the California Highway Patrol (Statewide Integrated Traffic Records System [SWITRS] Bicycle Collision Data) and data from the past seven years (2006 – 2013) was analyzed to reveal trends and patterns regarding bicyclist safety. The analysis shows high concentrations of collisions and fatalities within the downtown and midtown areas of both the City of Chowchilla and the City of Madera, as well as along many of the major arterials in neighborhoods surrounding urban cores. Between 2006 and 2013, 147 reported vehicle-bicyclist collisions occurred within Madera County. Of these collisions, six were fatal and 14 were classified as severe injuries. Data regarding the cause, type, and severity of vehicle-bicycle collisions in Madera County is limited and incomplete. A large proportion of collisions are

uncategorized by type and cause, and data often falls short of capturing the nuance of how collisions occurred. Between 2006 and 2013, 247 vehicle-pedestrian collisions occurred within Madera County. Of these collisions, 32 were fatal and 37 involved severe injuries. Pedestrian-involved collisions accounted for approximately five percent of all traffic collisions. The City of Madera is overrepresented within the county in terms of vehicle-pedestrian collisions. Despite being signalized with pedestrian call buttons and having adequate sidewalks and curbs, the intersection of D Street and Yosemite Avenue in the City of Madera still ranks first for most pedestrian collisions. The intersection of 6th Street and Lake Street in the City of Madera is the second highest-ranked intersection, tied with Gateway Drive and Madera Avenue connecting the off-ramps from SR 99 to downtown Madera. Error! Reference source not found. summarizes the highest occurrences of pedestrian and bicycle collisions by intersection. Error! Reference source not found. and Error! Reference source not found. on the following pages detail bicycle and pedestrian collision densities in a heatmap format, respectively.

Changes

Bicycle collision data is reported from the California Highway Patrol (Statewide Integrated Traffic Records System [SWITRS] Bicycle Collision Data) and data from the past seven years (2014 – 2021) was analyzed to reveal trends and patterns regarding bicyclist safety. The analysis shows high concentrations of collisions and fatalities within the downtown and midtown areas of both the City of Chowchilla and the City of Madera, as well as along many of the major arterials in neighborhoods surrounding urban cores. Between 2014 and 2021, 122 reported vehicle-bicyclist collisions occurred within Madera County. Of these collisions, three were fatal and 19 were classified as severe injuries. Data regarding the type of crash shows that the majority of the crashes, 79, (63.2%) of the crashes were broadside, followed by 15 (12%) sideswipe crashes. The primary crash factor violation indicates that the three largest violation categories were automobile right away 34, (27.42%), wrong side of the road (30, 24.19%), and improper turning (20, 16.13%). Between 2014 and 2021, 217 vehicle-pedestrian collisions occurred within Madera County. Of these collisions, 33 were fatal and 43 involved severe injuries. Pedestrian-involved collisions accounted for approximately 3.79 percent of all traffic collisions. The City of Madera is overrepresented within the county in terms of vehicle-pedestrian collisions. Despite being signalized with pedestrian call buttons and having adequate sidewalks and curbs, the intersection of D Street and Yosemite Avenue in the City of Madera tied with the intersection of 15th & Roberston Boulevard in the City of Chowchilla ranking for most pedestrian collisions. The intersection of 6th Street and Lake Street in the City of Madera is the second highest-ranked intersection, tied with Gateway Drive and Madera Avenue connecting the off-ramps from SR 99 to downtown Madera. Error! Reference source not found. summarizes the highest occurrences of pedestrian and bicycle collisions by intersection. Error! Reference source not found. and Error! Reference source not found. on the following pages detail bicycle and pedestrian collision densities in a heatmap format, respectively.

Table 3 data changes

- Data was updated and now is 2014-2022

Figure 3 and 4 changes

- GIS files were downloaded and the maps updated accordingly.

Health and Active Transportation Snapshot

Original

As outlined by the 2017 ATP Guidelines, active transportation plans should extend to and serve disadvantaged and underserved communities. To reflect this, the ATP considers the burden to which populations across Madera County are affected by public health concerns. In comparison to the rest of California, residents of Madera County are more likely to be obese, have limited access to exercise opportunities, and be physically inactive. Figure 5 summarizes findings related to public health in Madera County.

Changes

As outlined by the ATP Guidelines, active transportation plans should extend to and serve disadvantaged and underserved communities. The California Transportation Plan and each District California Active Transportation Plan (CAT) also prioritize these goals. To reflect this, the ATP considers the burden to which populations across Madera County are affected by public health concerns. In comparison to the rest of California, residents of Madera County are more likely to be obese, have limited access to exercise opportunities, and be physically inactive. Figure 5 summarizes findings related to public health in Madera County.

Figure 5 data changes

The infographic was replaced with a new one that included updated data. Below are the data sources:

- [County Health Rankings and Roadmaps](#)
- ACS 2015 to ACS 2022 (5-year estimates)
- California Highway Patrol (Statewide Integrated Traffic Records System [SWITRS] Bicycle Collision Data) and data from the past seven years (2014 – 2021)

Regional Regulatory Framework

Original

Pedestrian Improvements

The 2014 RTP recommends several strategies that will collectively improve conditions for existing pedestrians and cyclists. In general, all new roadway projects and all reconstruction projects should be constructed to provide increased safety and mobility for all users, including people who walk and bicycle. In addition, local agencies have identified general streetscape projects within their jurisdictions to promote walkability within activity centers, especially in downtown areas and along major

Changes

Pedestrian Improvements

The 2022 RTP recommends several strategies that will collectively improve conditions for existing pedestrians and cyclists. In general, all new roadway projects and all reconstruction

projects should be constructed to provide increased safety and mobility for all users, including people who walk and bicycle. In addition, local agencies have identified general streetscape projects within their jurisdictions to promote walkability within activity centers, especially in downtown areas and along major corridors.

Original

Information about the 2018 ATP was added to this section.

Changes

Madera Active Transportation Plan

The Madera Active Transportation Plan (ATP) adopted in 2018, envisioned a comprehensive bicycle and pedestrian network across Madera County. The ATP supports the region's Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS) and Federal Transportation Improvement (FTIP) by providing a long-range vision for the bicycle and pedestrian network across the county. It also supports the local planning processes by providing a vision and guidance for the creation of active transportation facilities across the county.

3. Public Engagement & Stakeholder Outreach

Active Transportation Plan Webpage

Original

The planning team designed an Active Transportation Plan webpage (<http://www.maderactc.org/planning/active-transportation/>) that was housed on the MCTC website. The webpage provided an overview of the ATP planning effort as well as access to project materials including the interactive online mapping tool and online stakeholder survey. Website information was included on the handout materials allowing for stakeholders and the public to easily find additional information.

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4. Vision and Goals

No changes

5. City of Madera Active Transportation Network

Table Changes

- Table 6 became Table 6A
- Table 6 (6A) content remained the same.

- Table 6B was added with the following information:

TABLE 6B: CITY OF MADERA COMPLETED BICYCLE PROJECTS

Corridor Name	Extent	Existing Facilities	Funding Source	Implementation	Cost	Description
Roosevelt Ave	Olive Ave to Sunrise Ave	Class II.A Bike Lanes	ATP	2,577	\$404,000	ATP: The Active Transportation Program (ATP) is a combination of various transportation programs which focuses on funding active transportation projects across the state to benefit both urban and rural areas. The City of Madera was awarded a project in the Statewide component of ATP Cycle 7 Statewide and Small Urban and Rural component. The total awarded project cost is 7,756,000 with a local match from the City of Madera. The project was awarded at the December 2024 CTC meeting.
C Street	Roosevelt Ave to E 9th St	Class II.A Bike Lanes	ATP	2,984		
D Street	Olive Ave to E 9th St	Class II.A Bike Lanes	ATP	2,754		
E 14 Street	Roosevelt Ave to S D St	Class II.A Bike Lanes	ATP	868		
Ellis Street	N Lake St to Chapin St	Class II.A Bike Lanes	ATP	4,250	\$150,000	AHSC: The Affordable Housing and Sustainable Communities (AHSC) program provides grants to projects that seek to integrate low-carbon transportation and affordable housing. The City of Madera was awarded \$3,672,000 in funds to improve City of
E 5th Street	N C St to Flume St	Class II.A Bike Lanes	AHSC	1,601		
N B Street	E 6th St to Central Ave	Class II.A Bike Lanes	AHSC	1,989		
N Lake Street	E 5th St to E 4th St	Class II.A Bike Lanes	AHSC	441		
E 6th Street	N Lake St to Vineyard Ave	Class II.A Bike Lanes	AHSC	509		

TABLE 6B: CITY OF MADERA COMPLETED BICYCLE PROJECTS

Corridor Name	Extent	Existing Facilities	Funding Source	Implementation	Cost	Description
E 3rd Street	N E St to N B St	Class II.A Bike Lanes	AHSC	1,185		Madera Transit and Streets. The project was awarded in 2021.
E 1st Street	N E St to D St	Class II.A Bike Lanes	AHSC	385		
D Street	E 3rd St to E Cleveland Ave	Class II.A Bike Lanes	AHSC	3,512		
Total City of Madera Proposed Bikeway Project List Cost					\$554,000	

6. City of Chowchilla Active Transportation Network

No changes.

7. Unincorporated Madera County Active Transportation Network

Original

Many of the foothill communities located in the eastern portion of Madera County came about during the California Gold Rush. The unincorporated foothill communities today serve as popular tourist destinations for lodging and outdoor recreation at nearby national parks. Many aging Baby Boomers seeking quiet and scenic second-home locations have also been moving into these rural areas. The 2010 Census total population for each community is ranked accordingly: Yosemite Lakes (4,952), Oakhurst (2,829), Coarsegold (1,840), Raymond (1,035), and Bass Lake (527). Other communities include Ahwahnee and North Fork.

Changes

Many of the foothill communities located in the eastern portion of Madera County came about during the California Gold Rush. The unincorporated foothill communities today serve as popular tourist destinations for lodging and outdoor recreation at nearby national parks. Many aging Baby Boomers seeking quiet and scenic second-home locations have also been moving into these rural areas. The 2020 Census total population for each community is ranked accordingly: Yosemite Lakes (5,022), Oakhurst (5,945), Coarsegold (4,144), Raymond (1,050), and Bass Lake (575). Other communities include Ahwahnee (2,296) and North Fork (3,250).

Original

After Table 14 next section starts.

Changes

After Table 14, the following was included as an update:

River Parkway Road is a recent pedestrian and bike facility constructed in Oakhurst. This project is not currently in the ATP route plan. Additionally, a portion of Road 200 has a Class III.A bike facility.

8. Educational Program and Safe Routes to School

Enforcement Programs

Original

1. **Consider coordinating with the Police/Sherriff Departments** to seek funding to train all officers in walking and bicycling safety issues, and enforcement principles on rules of the road. For example, the Madison, Wisconsin Department of Transportation has developed a DVD in

collaboration with the Madison Police Department to train traffic officers in pedestrian and bicycle issues (for more information see <http://www.pedbikeinfo.org/cms/downloads/EDU.PedestrianSafetyEnforcementDVDs.pdf>). The Bicycle Transportation Alliance in Portland, Oregon also offers Pedestrian Safety Enforcement Training (for more information see <https://btaoregon.org/pedestrian-safety/>).

3. **Consider education programs targeted at seniors who walk and drive.** For example, Walk Wise, Drive Smart is a program aimed at improving the pedestrian environment not only for the growing number of senior citizen pedestrians, but for all residents and visitors. It is a community program that holds educational workshops, walking audits, and feedback surveys. Activities are aimed at senior citizens, providing exercise at a pace and location comfortable to the participants, but open to all. For more information, see <http://www.walk-wise.org/> and <http://www.pedbikeinfo.org/cms/downloads/OTH.WalkWise,DriveSmart.pdf>.

Changes

1. **Consider coordinating with the Police/Sherriff Departments** to seek funding to train all officers in walking and bicycling safety issues, and enforcement principles on rules of the road. For example, the Madison, Wisconsin Department of Transportation has developed a DVD in collaboration with the Madison Police Department to train traffic officers in pedestrian and bicycle issues. The Bicycle Transportation Alliance in Portland, now The Street Trust, Oregon also offers programs to help street users of every age and mode engage with safe active transportation (for more information see their [website](#)).
3. **Consider education programs targeted at seniors who walk and drive.** For example, [Walk Wise, Drive Smart](#) is a program aimed at improving the pedestrian environment not only for the growing number of senior citizen pedestrians, but for all residents and visitors. It is a community program that holds educational workshops, walking audits, and feedback surveys. Activities are aimed at senior citizens, providing exercise at a pace and location comfortable to the participants, but open to all.