



SR 233/ROBERTSON BOULEVARD CORRIDOR PLANNING STUDY/DOWNTOWN MASTER PLAN

CITY OF CHOWCHILLA STOP SIGN AND TRUCK ROUTE STUDIES

March 9, 2021



Projects and Funding Sources



Sustainable
Communities
Planning Grant

SR 233/ROBERTSON BOULEVARD CORRIDOR PLANNING STUDY/DOWNTOWN MASTER PLAN



CITY OF CHOWCHILLA STOP SIGN AND TRUCK ROUTE STUDIES



- MCTC initiated, in partnership with City of Chowchilla and Caltrans District 6
- Funded by the SB-1 Sustainable Communities Planning Grant by Caltrans

Presentation Outline

- Project Goals
- Planning Process
- Input and Next Steps
- Stop Sign Inventory Plan and Truck Route Study





SR 233/ Robertson Boulevard Corridor Planning Study



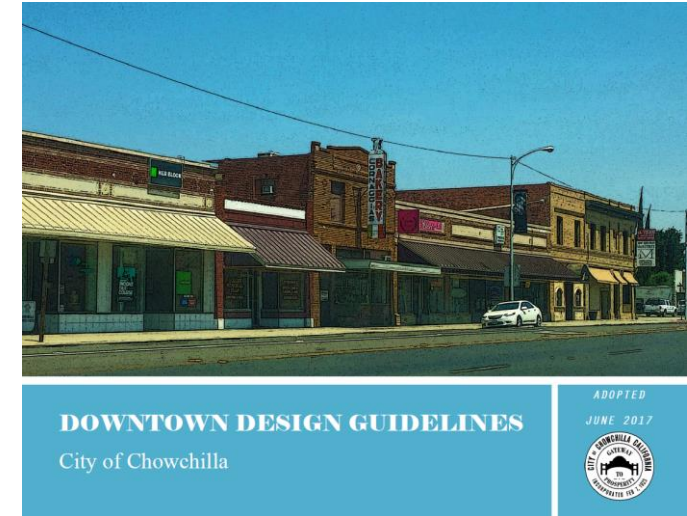
Project Overarching Goals

- To improve bicycle, pedestrian, and transit facilities along SR-233 Robertson Boulevard
- Recommend traffic calming solutions to enhance safety for all modes of transportation
- Encourage the use of active transportation
- Improve traffic operations and reduce congestion along the corridor
- Address the transportation needs of the community
- Improve public health and enhance community livability



Planning and Policy Documents Reviewed

- 2018 Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS)
- Madera CTC 2018 Regional Transportation Improvement Program
- Madera CTC Short Range Transit Development Plan (SRTDP)
- Madera County Active Transportation Plan (ATP)
- Smart Mobility 2010: A Call to Action for the New Decade
- City of Chowchilla Downtown Design Guidelines
- Bicycle Guide for District 6 and Complete Streets Elements
- Toward an Active California – State Bicycle + Pedestrian Plan
- Main Street, California A Guide for Improving Community and Transportation Vitality



Study Corridor

Chowchilla City Boundary

Study Corridor

Downtown

City of Chowchilla

Downtown

SR233/Robertson Blvd

N 2ND ST

N 4TH ST

N 6TH ST

N 8TH ST

N 9TH ST

RIVERSIDE AVE

S 2ND ST

RD 15 3/4

RD 17

RD 18 1/2

RD 19

RD 19 1/2

RD 20

RD 21

RD 22 1/2

RD 23 1/2

RD 24 1/2

RD 25 1/2

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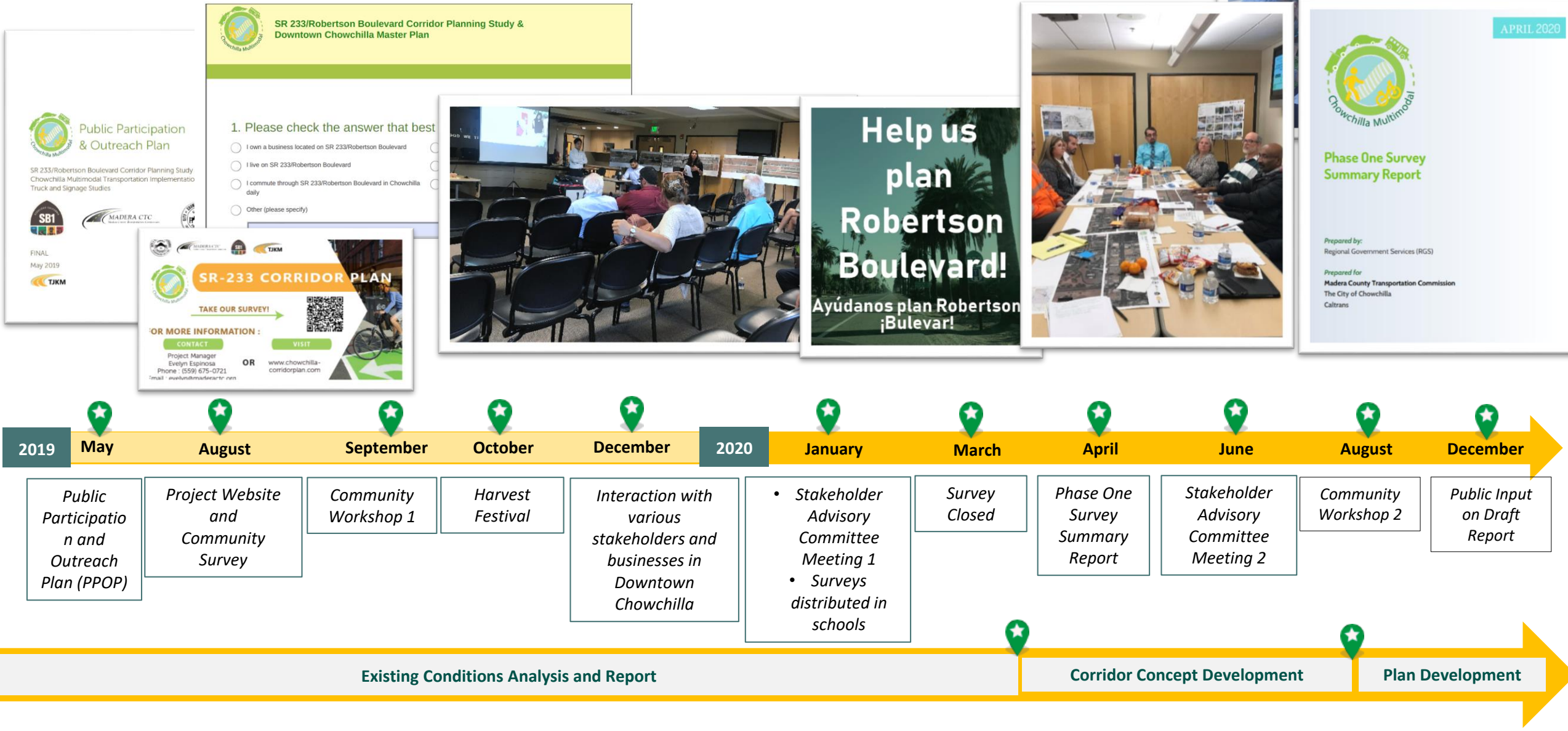
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Planning Process

- Existing Conditions Assessment
- Community/Stakeholder Outreach and Engagement
- Identification of Needs and Opportunities
- Development of Conceptual Alternatives



Community and Stakeholder Outreach



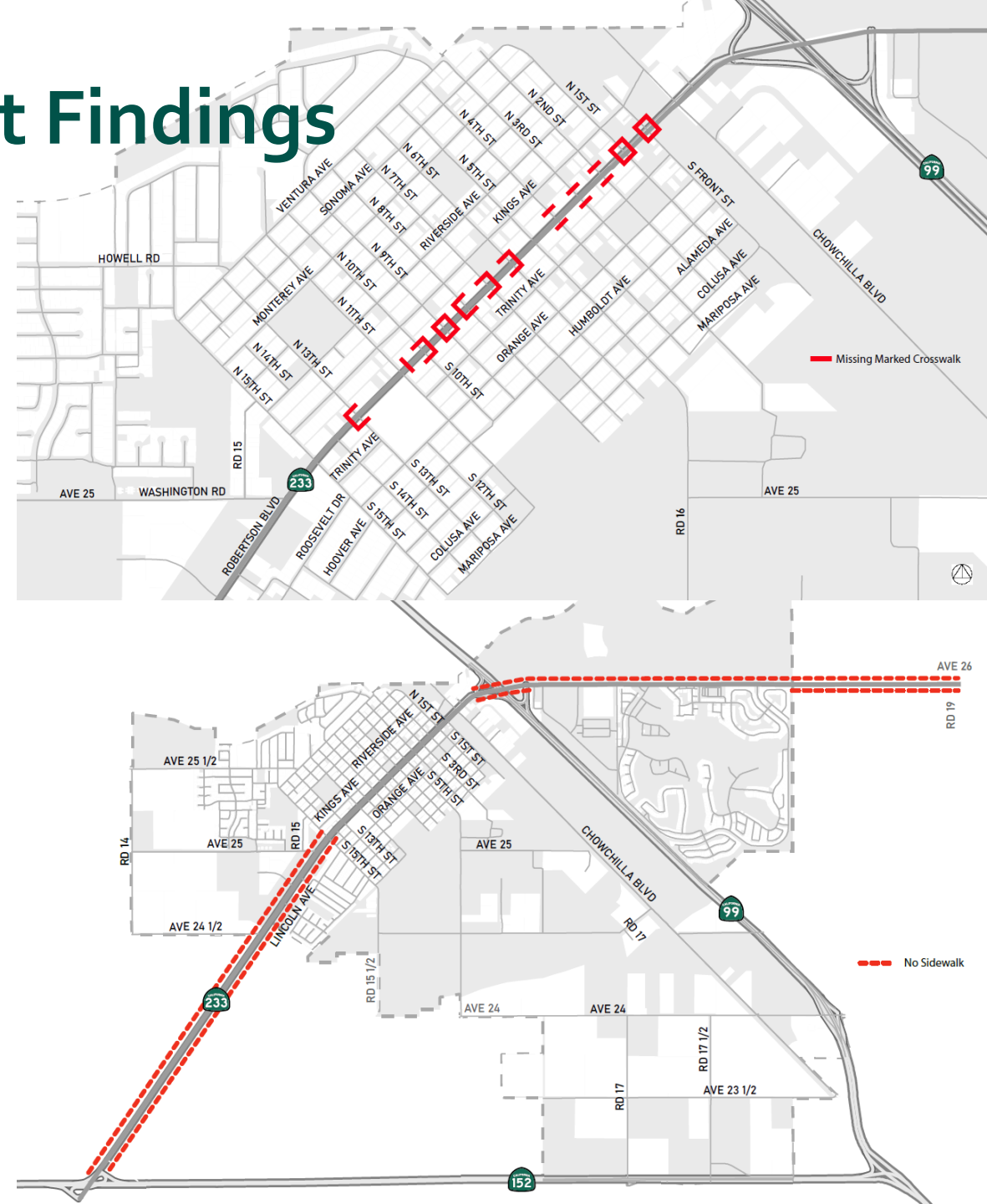
Community and Stakeholder Outreach

Outreach Activity	Date	Location	Details
Phase 1			
Project Website	August, 2019 - Present	Online	<ul style="list-style-type: none"> • https://www.chowchillacorridorplan.com/
Phase 1 Survey	August, 2019	Online Survey	<ul style="list-style-type: none"> • Public input on existing pedestrian, bicycle and automobile facilities
Community Workshop 1	September 12, 2019	Chowchilla City Hall	<ul style="list-style-type: none"> • Project Team presented existing conditions • Garnered additional feedback and input on pertinent issues
Pop-up Event: Harvest Festival	October 31, 2019	Ventura Avenue, Chowchilla	<ul style="list-style-type: none"> • Exhibits presented to increase awareness about the project • Garnered maximum public input via on-site online survey
Business Outreach and Survey Promotion	December 10, 2019	Robertson Boulevard	<ul style="list-style-type: none"> • Interaction with business owners; flyers and project business cards were handed out
Stakeholder Advisory Committee Meeting 1	January 22, 2020	Chowchilla City Hall	<ul style="list-style-type: none"> • Existing conditions and public input shared and discussed • Comments and concerns were expressed and noted
Phase 2			
Stakeholder Advisory Committee Meeting 2	June 15, 2020	Virtual, via Zoom	<ul style="list-style-type: none"> • Presentation on the preliminary corridor design alternatives • Comments and input provided by the stakeholders
Community Workshop 2	August 18, 2020	Virtual, via Zoom	<ul style="list-style-type: none"> • Presentation on the preliminary corridor design alternatives with additional alternatives • In-meeting tools were used to highlight the improvements • In-meeting polling was utilized and participant concerns and comments were noted
Phase 2 Survey	August, 2020	Online Survey	<ul style="list-style-type: none"> • Public polling on preliminary design alternatives

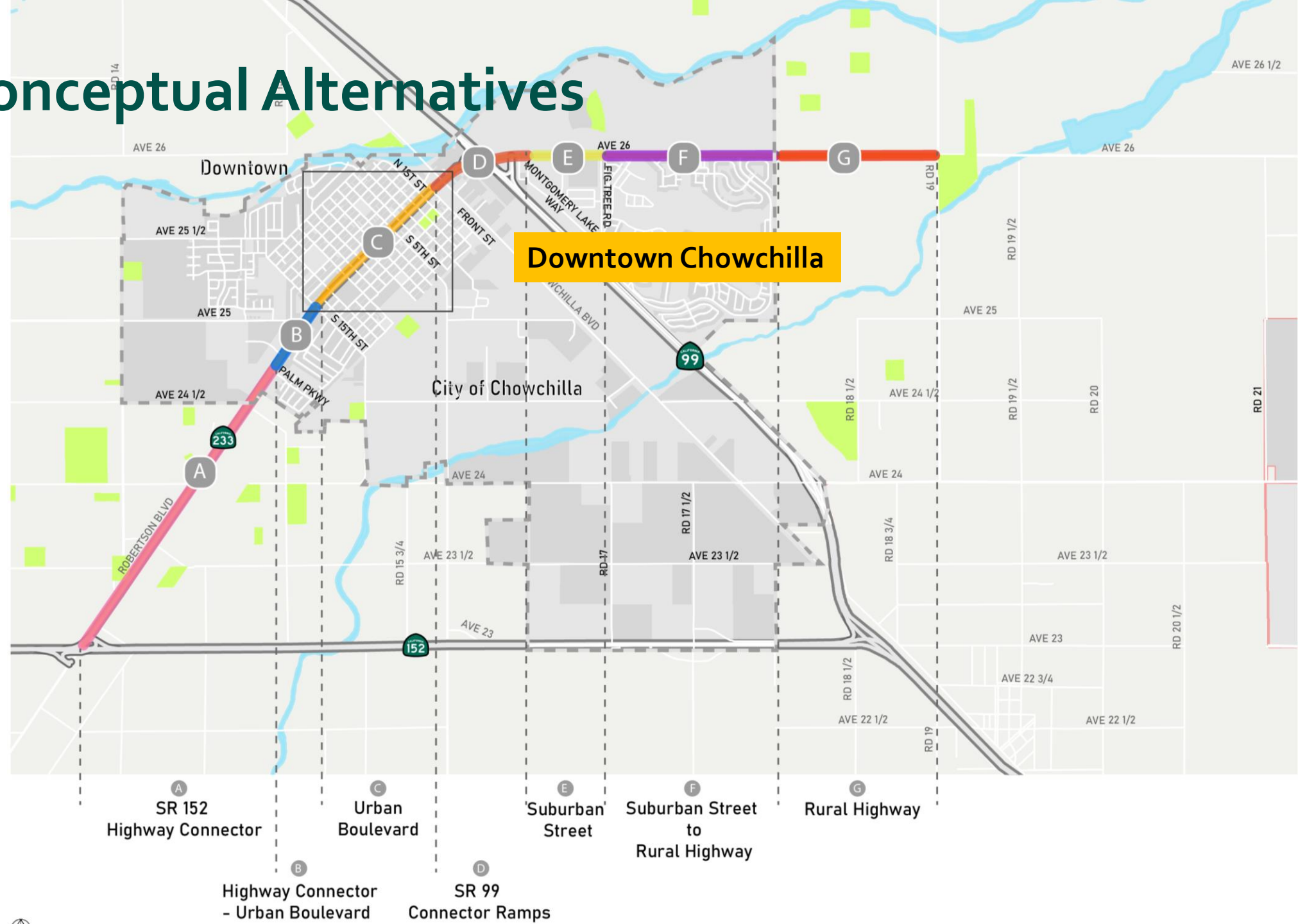
Existing Conditions Assessment Findings

- Continuous pedestrian infrastructure along the corridor is needed
- Pedestrian access improvements close to schools, parks, and Downtown Chowchilla
- Segregated/protected bicycle facility is needed
- Need for education on pedestrian and bicyclist etiquette was highlighted
- On-street parking in Downtown Chowchilla needs to be preserved

Sources: Existing Conditions Analysis, Site Survey, Community Survey, Community and Stakeholder Input



Corridor Conceptual Alternatives



Major Enhancements

Pedestrian Improvements

- Continuous sidewalk network
- High-visibility marked crosswalks at intersections
- ADA compliant curb ramps
- Intersection bulb-outs
- Rectangular Rapid Flashing Beacons
- Yield Lines



ADA Compliant curb ramps; Bulbouts



*High-visibility marked crosswalks; Yield line;
Rectangular Rapid Flashing Beacons (RRFB's)*

Bicycle and Other Major Enhancements



Class II buffered bike lane



Class IV two-way cycle track



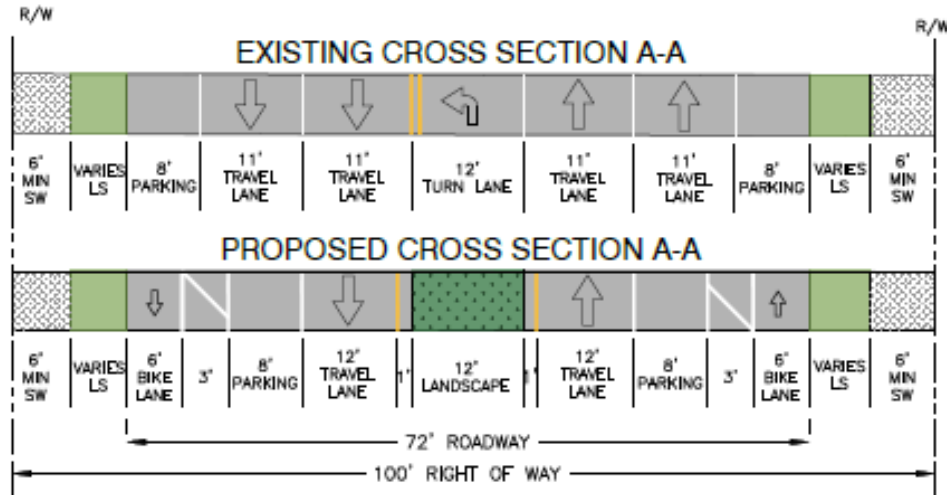
Parklets



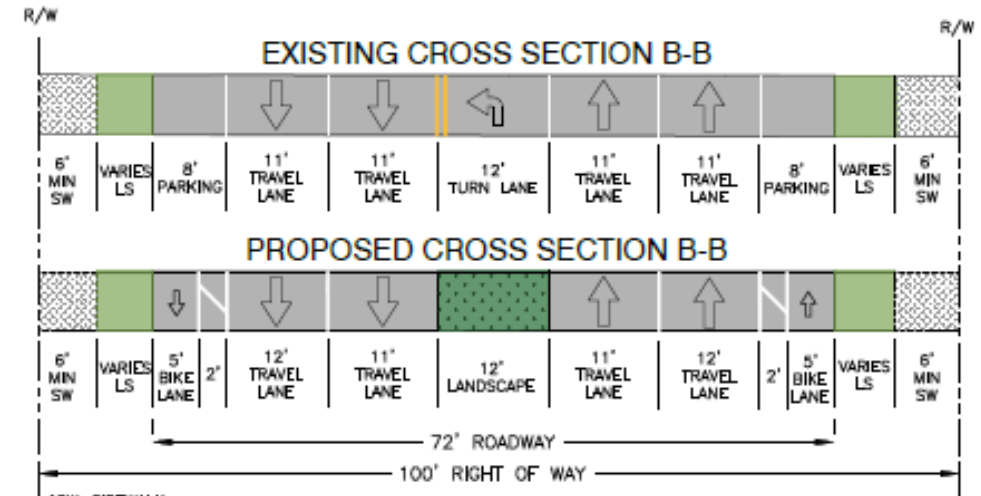
Living preview of a protected bikeway and a parklet

Downtown Chowchilla Conceptual Alternatives - Sections

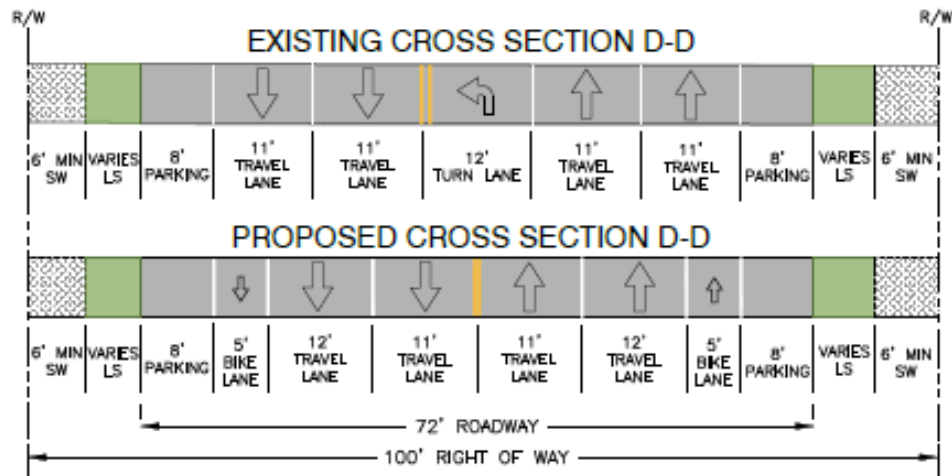
Alternative 1



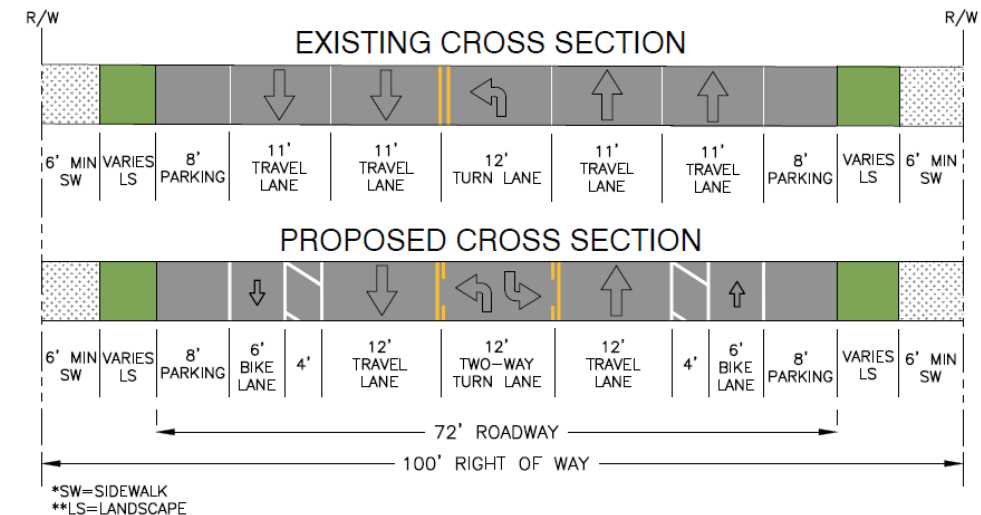
Alternative 2



Alternative 3



Alternative 4



Downtown Chowchilla Conceptual Alternatives - Summary

Alternative	Travel Lanes	Pedestrian Facility	Bicycle Facility	Median	Parking	Other Improvements
Existing	2 Travel lanes (per direction)	Sidewalks (6 feet min)	Bike route	Turn lanes	Yes; total number: 324	
Alternative 1	1 Travel lane (per direction)	Sidewalks (6 feet min)	Parking protected bike lanes	Landscaped median (turn lanes at intersection)	Yes; total number: 227 change: -97	Yield limit lines; RRFB; pedestrian signage
Alternative 2	2 Travel lanes (per direction)	Sidewalks (6 feet min)	Buffered bike lanes	Landscaped median (turn lanes at intersection)	None; total number: 0 change: -324	Yield limit lines; RRFB; pedestrian signage
Alternative 3	2 Travel lanes (per direction)	Sidewalks (6 feet min)	Bike lanes	Landscaped median (segment between 15th St and 11th St); None (segment between 11th St to front St)	Yes; total number: 231 change: -93	Yield limit lines; bulbouts; pedestrian signage
Alternative 4	1 Travel lane (per direction)	Sidewalks (6 feet min)	Buffered bike lanes	Two-way left turn lanes	Yes; total number: 231 change: -93	Yield limit lines; bulbouts; pedestrian signage

Stakeholders and Community Input on Alternatives

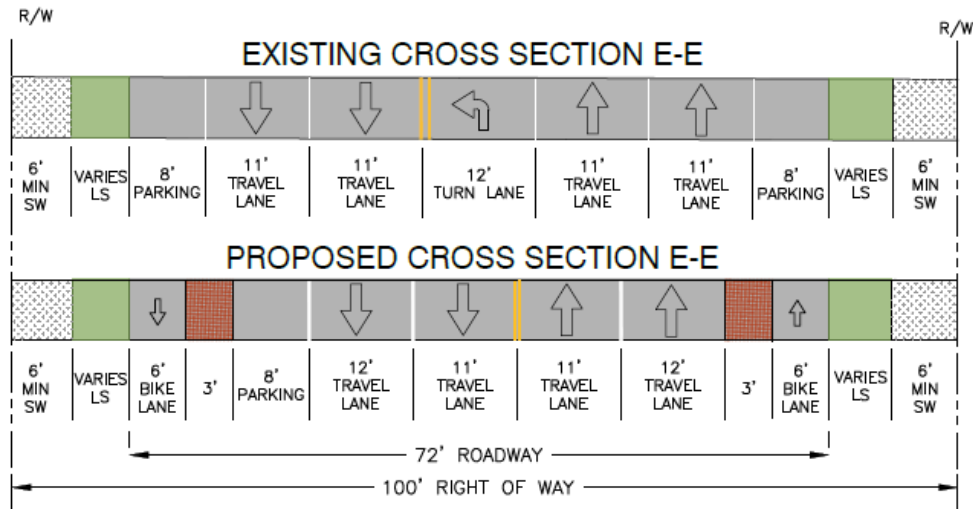
- The need for pedestrian safety improvements like ADA compliance of curb ramps, lighting, and crosswalk enhancements was highlighted
- The need for a protected bicycle lane along the corridor was highlighted
- Lane reduction to add bicycle improvements wasn't supported - the corridor's four lane ROW needs to be preserved to avoid extensive queuing and congestion caused by the halting trains (for up to 45 minutes) on the Union Pacific Railroad
- Medians and bulb-outs along the corridor can lead to ROW issues during historic City events
- On-street parking along Downtown Chowchilla is needed; parking survey should be conducted to determine real demand

Sources: Community Survey, Community and Stakeholder Meeting Input

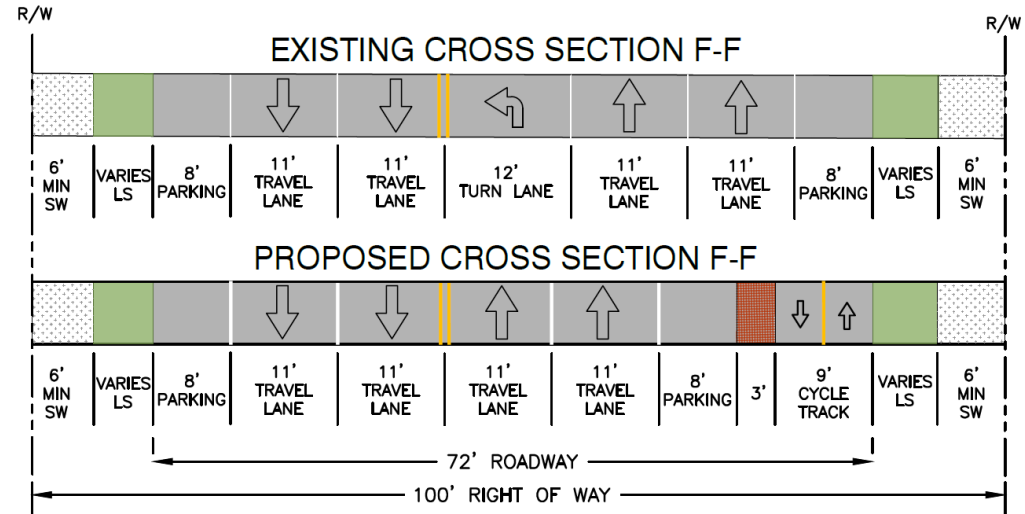


Downtown Chowchilla Conceptual Alternatives - Sections

Alternative 5



Alternative 6



Additional Alternatives for Downtown Chowchilla

Alternative	Travel Lanes	Pedestrian Facility	Bike Facility	Median	Parking	Other Improvements
Existing	2 Travel lanes (per direction)	Sidewalks (6 feet min)	Bike route	Turn lanes	Yes; total number: 324	
Alternative 5	2 Travel lanes (per direction)	Sidewalks (6 feet min)	Protected bike lanes	None	Yes; total number: 110 change: -214	Bulbouts; yield line limits; pedestrian signage
Alternative 6	2 Travel lanes (per direction)	Sidewalks (6 feet min)	Two-way cycle track on one side	None (majority of the corridor); turn lanes	Yes; total number: 180 change: -144	Bulbouts; yield line limits; RRFB's; pedestrian signage



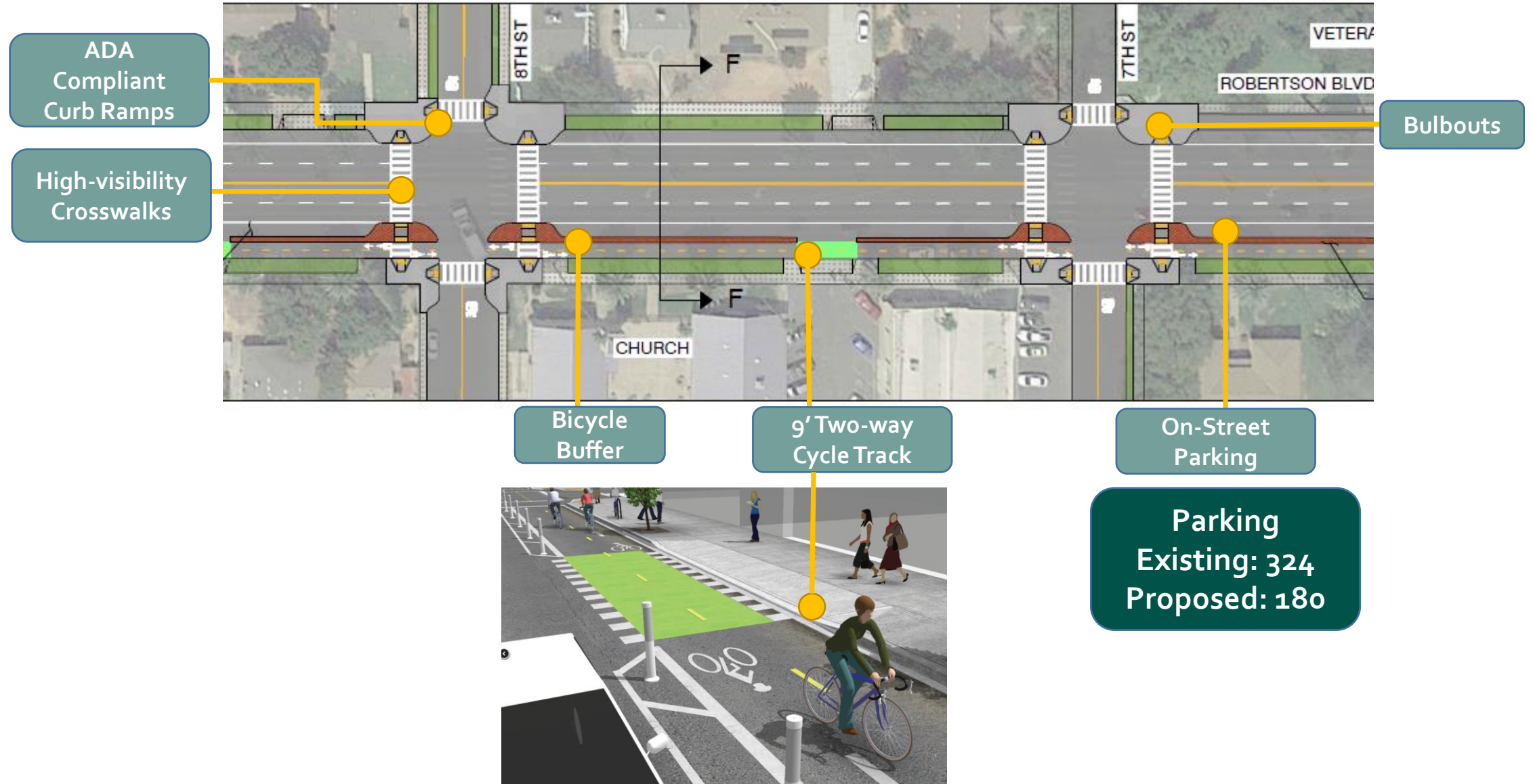
Pedestrian Improvements
Segregated/Protected Bike Facility



Parking (180 spaces)
4-lane roadway
No Medians



Downtown Chowchilla Alternative 6 – Two-way Cycle Track

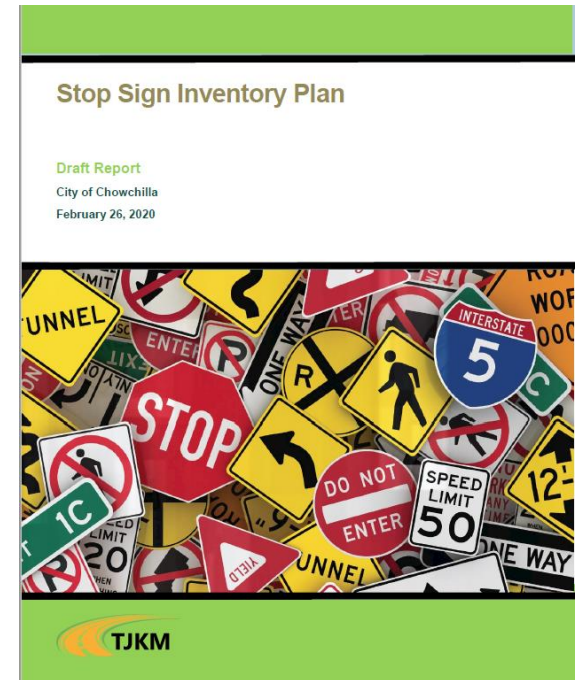


Input and Next Steps

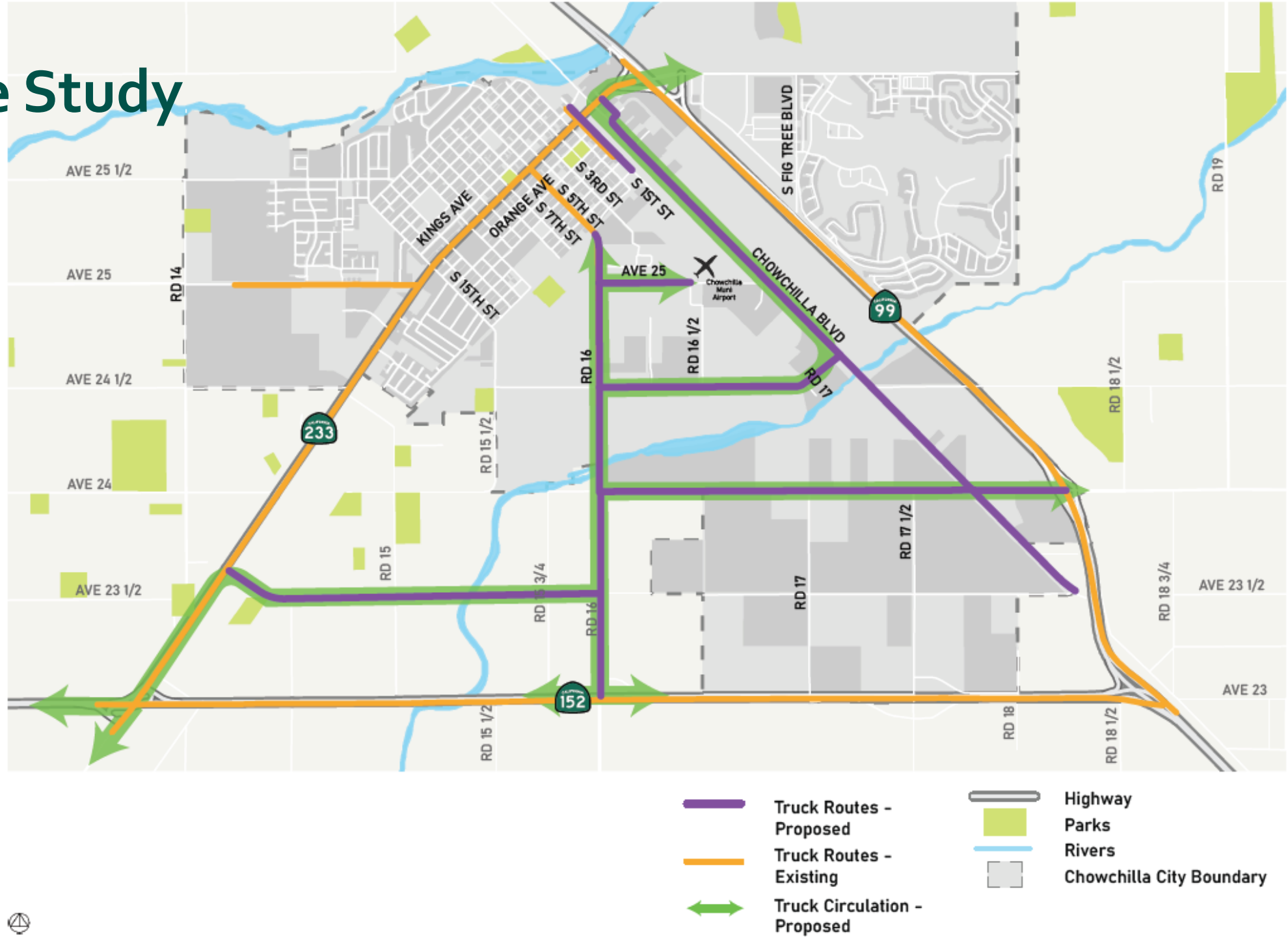
- To receive feedback and comments from City Council
- Update report
- Present to MCTC Board for acceptance
- Finalize report

Stop Sign Inventory Plan

- To increase public safety by identifying deficient signs within the City limits
- Total Stop Signs: 340
 - Maintained by City: 319
 - Maintained by Caltrans: 21
- Citywide Findings:
 - A total of 40 signs failed the retroreflectivity test. Estimate cost of replacement \$10,000.
 - A total of 32 signs passed the retroreflectivity test but were damaged, vandalized or faded. Estimate cost of replacement \$8,000.
 - One signpost was in poor condition. Estimate cost of replacement \$250.



Truck Route Study



Questions?

