

**APPENDIX D:  
PRIORITIZED PROJECT LISTS**

## APPENDIX D. PRIORITIZED PROJECTS LISTS

This appendix describes the methodology used to prioritize projects in all jurisdictions within the Madera region, lists the priority bikeway projects by corridor, presents the prioritization scoring for bikeway projects, and presents the prioritization scoring for pedestrian projects. In general, the prioritization can be described as follows:

- Rank 0: Reflecting priority projects identified by City of Madera and Chowchilla or County of Madera staff
- Rank 1, 2, 3, and 4: Reflecting priority projects from scoring criteria.

### Methodology

Projects identified by local stakeholders as particularly important are noted as "Rank 0" in lists. This was in the hope of calling out projects that seemed particularly important to these stakeholders.

The following prioritization criteria was used in Chapter 9 to implement the community directed goals of the Plan and to provide a sorted list of projects to the City for implementation. **Table 1** was developed in coordination with local stakeholders.

**Table 1: Prioritization Criteria**

<b>Prioritization Criteria</b>	<b>High (3 Points)</b>	<b>Medium (2 Points)</b>	<b>Low or Yes (1 Point)</b>	<b>No (0 Points)</b>
<b>Cheap/Quick</b>	-	-	Project can be implemented using low-cost treatments such as signing, striping, or traffic calming. Includes near-term implementation of separated bikeways with striped buffers and soft-tipped posted or other temporary vertical separation.	Project require higher cost infrastructure investments or right-of-way acquisition.
<b>Location Near Schools</b>	Project provides direct access to at least one school and adjacent access to other schools.	Project provide adjacent access and connections for schools.	Project is within a reasonable distance from a school but may not provide direct access for most students.	-
<b>Promotes Spatial Equity</b>	Promotes East/West or North/South Connectivity and connect more than one neighborhood	Connects between more than one neighborhood	Localized bike facility only.	-
<b>Promotes Social-Economic Equity</b>	Project located in a disadvantaged community (high CES rating between 67-89) per Figure 16.	Project located partially in a disadvantage community identified in Figure 16 or provides access to partially disadvantaged communities (medium CES rating between 57-66).	Project is generally not located in a disadvantaged community (low CES rating between 38-56).	-
<b>Addresses Safety or Collisions</b>	Concentrated collisions along a project corridor	Concentrated collisions at primarily one location for a project corridor	Minimal collisions present along or adjacent to a project corridor	No collisions present on or near a project corridor

## Priority Projects Lists

The following presents a list of the prioritized corridors within Madera County as well as the individual scores for projects based on the methodology described in the previous section.

**Table 2: City of Madera Bikeway Corridor Prioritization**

<b>Rank</b>	<b>Corridor</b>	<b>Score</b>	<b>Corridor Name</b>
<b>1</b>	5	100%	6th Street
<b>1</b>	28	100%	Crosstown Bike Boulevard (Pine Street)
<b>2</b>	1	91%	SR 145 (Yosemite Ave)
<b>2</b>	2	91%	Elm Street
<b>2</b>	9	91%	Clinton Street
<b>3</b>	25	85%	Lake Street
<b>4</b>	33	82%	Fresno River Trail Extension
<b>4</b>	31	82%	Riverview Park Bike Boulevard
<b>4</b>	34	82%	Magnolia Street Bike Boulevard
<b>4</b>	36	82%	Stadium Road
<b>5</b>	35	77%	Irrigation Canal Trail (North)
<b>6</b>	3	73%	Sunset Avenue
<b>6</b>	11	73%	Olive Avenue (West)
<b>6</b>	12	73%	Country Club Drive (Road 26)
<b>6</b>	22	73%	Sharon Boulevard
<b>6</b>	23	73%	W/E Lincoln Ave
<b>6</b>	29	73%	Madera Avenue
<b>6</b>	37	73%	Gary Lane
<b>6</b>	32	73%	Cleveland to Sunset Trail
<b>7</b>	8	70%	D Street
<b>8</b>	14	68%	Olive Avenue (East)
<b>9</b>	10	67%	Howard Road

<b>Rank</b>	<b>Corridor</b>	<b>Score</b>	<b>Corridor Name</b>
<b>10</b>	13	64%	Cleveland Ave
<b>10</b>	18	64%	Almond Avenue
<b>10</b>	19	64%	Pecan Avenue
<b>10</b>	26	64%	Kennedy Street
<b>10</b>	27	64%	Raymond Road
<b>11</b>	4	61%	Gateway Drive
<b>11</b>	16	61%	Granada Drive
<b>12</b>	24	59%	Tozer Street (Road 28)
<b>13</b>	15	55%	Fairmead Connector (Avenue 17)
<b>13</b>	17	55%	Industrial Boulevard
<b>13</b>	20	55%	Canal Trail Connector
<b>13</b>	21	55%	Barnett Way
<b>14</b>	7	53%	Schnoor Street
<b>15</b>	6	52%	N Westberry Boulevard
<b>16</b>	30	45%	Avenue 16

**Table 3: City of Madera Bicycle Project Scoring**

Corridor	Corridor Number	Corridor	Extent	Cheap/ Quick	Near Schools	Promotes Spatial Equity/ Cross Town Connections	Promotes Socio Economic Equity	Addresses Safety/ Collisions	Percentage of Criteria Met
1	1.A	SR 145 (Yosemite Ave)	Storey Road to Gateway Drive	No	No	High	High	High	82%
	1.B	SR 145 (Yosemite Ave)	Gateway Drive to Howard Road	Yes	Yes	High	High	High	100%
2	2.A	Elm Street	Yosemite Avenue to Clinton Street	Yes	No	High	High	High	91%
3	3.A	Sunset Avenue	Granada Drive to 4th Street	Yes	Yes	High	Medium	Low	73%
4	4.A	Gateway Drive	Almond Avenue to Olive Avenue (SR-99 Interchange)	No	No	Low	Low	High	45%
	4.B	Gateway Drive	W Central Avenue to Olive Avenue	Yes	No	Medium	Medium	High	73%
	4.C	Gateway Drive	Fresno River Bridge	Yes	No	Low	High	Low	55%
	4.D	Gateway Drive	W Central Avenue to Cleveland Avenue	No	No	Medium	High	High	73%
5	5.A	6th Street	Olive Avenue to N Street	Yes	Yes	High	High	High	100%
	5.B	6th Street	N Street to Lake Street	Yes	Yes	High	High	High	100%

Corridor	Corridor Number	Corridor	Extent	Cheap/ Quick	Near Schools	Promotes Spatial Equity/ Cross Town Connections	Promotes Socio Economic Equity	Addresses Safety/ Collisions	Percentage of Criteria Met
	5.C	6th Street	Lake Street to Magnolia Street	Yes	Yes	High	High	High	100%
6	6.A	N Westberry Boulevard	Howard Road (Avenue 14) to Fresno River	Yes	No	Medium	High	Low	64%
	6.B	N Westberry Boulevard	Fresno River Bicycle & Pedestrian Bridge	No	No	Low	High	Low	45%
	6.C	N Westberry Boulevard	Fresno River to Cleveland Avenue	Yes	No	Low	High	Low	55%
	6.D	N Westberry Boulevard	Cleveland Avenue to Avenue 16	No	No	Low	High	Low	45%
7	7.A	Schnoor Street	Almond Avenue to 100' North of Industrial Avenue	Yes	No	Low	Medium	Low	45%
	7.B	Schnoor Street	100' North of Industrial Avenue to Howard Road	Yes	No	Low	Medium	Low	45%
	7.C	Schnoor Street	Howard Road to Sunset Avenue	Yes	No	Medium	Medium	Medium	64%
	7.D	Schnoor Street	Sunset Avenue to Jefferson Avenue	Yes	No	Medium	Medium	Low	55%
	7.E	Schnoor Street	Jefferson Avenue to Avenue 16	Yes	No	Medium	Medium	Low	55%
8	8.A	D Street	Adell Street to Clark Street	No	No	Low	Medium	Medium	45%

Corridor	Corridor Number	Corridor	Extent	Cheap/ Quick	Near Schools	Promotes Spatial Equity/ Cross Town Connections	Promotes Socio Economic Equity	Addresses Safety/ Collisions	Percentage of Criteria Met
	8.B	D Street	Clark Street to Cleveland Avenue	Yes	No	Medium	Medium	Medium	64%
	8.C	D Street	Cleveland Avenue to Riverside Drive	Yes	No	Medium	High	Medium	73%
	8.D	D Street	Riverside Drive to 2nd Street	Yes	No	Medium	High	Medium	73%
	8.E	D Street	2nd Street to Yosemite Avenue	Yes	No	Medium	High	High	82%
	8.F	D Street	Yosemite Avenue to 7th Street	Yes	No	Medium	High	High	82%
	8.G	D Street	7th Street to Olive Avenue	Yes	No	Medium	High	Medium	73%
9	9.A	Clinton Street	Tozer Street to S E Street	Yes	Yes	High	High	Medium	91%
10	10.A	Howard Road	Westberry Boulevard to Granada Drive	No	No	Medium	Medium	Medium	55%
	10.B	Howard Road	Granada Drive to Schnoor Street	Yes	No	Medium	Medium	High	73%
	10.C	Howard Road	Schnoor Street to Q Street	Yes	No	Medium	Medium	High	73%
11	11.A	Olive Avenue (West)	6th Street/Grove Street to Madera Avenue	Yes	Yes	Medium	High	Low	73%
	11.B	Olive Avenue (West)	Yosemite Avenue to 6th Street	Yes	Yes	Medium	High	Low	73%
12	12.A	Country Club Drive (Road 26)	Clark Street to Cleveland Avenue	Yes	Yes	Low	High	Medium	73%



Corridor	Corridor Number	Corridor	Extent	Cheap/ Quick	Near Schools	Promotes Spatial Equity/ Cross Town Connections	Promotes Socio Economic Equity	Addresses Safety/ Collisions	Percentage of Criteria Met
13	13.A	Cleveland Ave	Road 23 to Westberry Boulevard	No	No	Medium	High	Low	55%
	13.B	Cleveland Ave	Westberry Boulevard to Granada Drive	Yes	No	Medium	High	Low	64%
	13.C	Cleveland Ave	Granada Drive to Sharon Boulevard	No	No	High	Medium	High	73%
14	14.A	Olive Avenue (East)	Gateway Drive to Roosevelt Avenue	No	No	Low	High	High	64%
	14.B	Olive Avenue (East)	Roosevelt Avenue to Tozer Street	Yes	No	Low	High	High	73%
15	15.A	Fairmead Connector (Avenue 17)	Road 23 to Airport Drive	No	No	Medium	High	Low	55%
	15.B	Fairmead Connector (Avenue 17)	Avenue 17 to Condor Road	No	No	Medium	High	Low	55%
	15.C	Fairmead Connector (Avenue 17)	Yeager Drive to Avenue 16	No	No	Medium	High	Low	55%
16	16.A	Granada Drive	Avenue 16 to Pamela Drive	Yes	No	Medium	High	Low	64%
	16.B	Granada Drive	Pedestrian/Bicycle Overpass - Connection from	No	No	Medium	High	Low	55%

Corridor	Corridor Number	Corridor	Extent	Cheap/ Quick	Near Schools	Promotes Spatial Equity/ Cross Town Connections	Promotes Socio Economic Equity	Addresses Safety/ Collisions	Percentage of Criteria Met
			Pamela Drive to Riverview to use new bridge						
	16.C	Granada Drive	Riverview Drive to Sunset Avenue	Yes	No	Medium	High	Medium	73%
	16.D	Granada Drive	Sunset Avenue to Howard Road	Yes	No	Medium	Medium	Low	55%
	16.E	Granada Drive	Howard Road to Almond Avenue	Yes	No	Medium	Medium	Medium	64%
	16.F	Granada Drive	Almond Avenue to Pecan Avenue	No	No	Medium	Medium	Medium	55%
17	17.A	Industrial Boulevard	Granada Drive to Schnoor Avenue	Yes	No	Medium	Medium	Low	55%
18	18.A	Almond Avenue	Granada Drive to Schnoor Avenue	Yes	Yes	Medium	Medium	Low	64%
	18.B	Almond Avenue	Stadium Road to Monterey Street	Yes	Yes	Medium	Medium	Low	64%
	18.C	Almond Avenue	Monterey Street to Golden State Boulevard	Yes	Yes	Medium	Medium	Low	64%
19	19.A	Pecan Avenue	Road 25 to Golden State Boulevard	No	Yes	High	High	Medium	82%
	19.B	Pecan Avenue	SR-99 Interchange Widening - Golden State Boulevard to Road 28	No	No	Low	High	Low	45%
	19.C	Pecan Avenue	Road 28 to Road 29 1/2	No	Yes	Medium	High	Low	64%

Corridor	Corridor Number	Corridor	Extent	Cheap/ Quick	Near Schools	Promotes Spatial Equity/ Cross Town Connections	Promotes Socio Economic Equity	Addresses Safety/ Collisions	Percentage of Criteria Met
20	20.A	Canal Trail Connector	Pine Street to Stadium Road	No	Yes	Low	High	Low	55%
21	21.A	Barnett Way	Almond Avenue to Macadamia Avenue	No	No	Medium	High	Low	55%
22	22.A	Sharon Boulevard	Cleveland Avenue to Riverside Drive	Yes	No	Medium	High	Medium	73%
23	23.A	W/E Lincoln Ave	Sharon Avenue to Tulare Street	Yes	Yes	Medium	High	Low	73%
24	24.A	Tozer Street (Road 28)	Yosemite Avenue to Clinton Street	Yes	Yes	Low	High	Medium	73%
	24.B	Tozer Street (Road 28)	Clinton Street to Sunrise Avenue	No	Yes	Low	High	Medium	64%
	24.C	Tozer Street (Road 28)	Sunrise Avenue to South A Street	No	No	Low	High	Low	45%
	24.D	Tozer Street (Road 28)	South A Street to Avenue 14	Yes	No	Low	High	Low	55%
25	25.A	Lake Street	Avenue 17 to Ellis Street	No	Yes	Medium	High	Medium	73%
	25.B	Lake Street	Ellis Street to Cleveland Avenue	Yes	Yes	Medium	High	High	91%
	25.C	Lake Street	Cleveland to Sunrise Boulevard	Yes	No	High	High	High	91%
26	26.A	Kennedy Street	Lake Street to Raymond Road	Yes	No	Medium	High	Low	64%

Corridor	Corridor Number	Corridor	Extent	Cheap/ Quick	Near Schools	Promotes Spatial Equity/ Cross Town Connections	Promotes Socio Economic Equity	Addresses Safety/ Collisions	Percentage of Criteria Met
27	27.A	Raymond Road	Kennedy Street to Cleveland Avenue	No	No	Medium	High	Medium	64%
28	28.A	Crosstown Bike Boulevard (4th Street)	Lake Street to Pine Street	Yes	Yes	High	High	High	100%
	28.B	Crosstown Bike Boulevard (Pine Street)	4th Street to Pecan Avenue	Yes	Yes	High	High	High	100%
29	29.A	Madera Avenue	Gateway Drive to G Street	Yes	No	Medium	High	Medium	73%
	29.B	Madera Avenue	G Street to Avenue 13	Yes	No	Medium	High	Medium	73%
30	30.A	Avenue 16	Westberry Boulevard to Gateway Drive Interchange	Yes	No	Low	Low	Medium	45%
31	31.A	Riverview Park Bike Boulevard	Riverview Drive from Schnoor Street to Central Place, Central Place from Riverview Drive to Central Avenue, Central Avenue from Central Place to North I Street, N I Street	Yes	Yes	High	Medium	Medium	82%

Corridor	Corridor Number	Corridor	Extent	Cheap/ Quick	Near Schools	Promotes Spatial Equity/ Cross Town Connections	Promotes Socio Economic Equity	Addresses Safety/ Collisions	Percentage of Criteria Met
			from Central Avenue to 4th Street						
32	32.A	Cleveland to Sunset Trail	Cleveland Avenue to Granada Drive	No	Yes	High	Medium	Medium	73%
	32.B	Cleveland to Sunset Trail	Pedestrian/Bicycle Overpass - Crossing east of Granada Drive	No	Yes	High	Medium	Medium	73%
	32.C	Cleveland to Sunset Trail	Fresno River to Sunset Avenue	No	Yes	High	Medium	Medium	73%
33	33.A	Fresno River Trail Extension	Pedestrian/Bicycle Overcrossing - Tulare Street to Yosemite Avenue	No	Yes	High	High	Medium	82%
	33.B	Fresno River Trail Extension	South Side of Fresno River from proposed Tulare Street Crossing to Cleveland Avenue/Tozer Street	Yes	Yes	High	Medium	Medium	82%
34	34.A	Magnolia Street Bike Boulevard	Yosemite Avenue to Irrigation Canal Trail (south of Clinton Street)	Yes	Yes	Medium	High	Medium	82%
35	35.A	Irrigation Canal Trail (North)	Lilly Street to Millview Park	Yes	Yes	High	Medium	Medium	82%

Corridor	Corridor Number	Corridor	Extent	Cheap/ Quick	Near Schools	Promotes Spatial Equity/ Cross Town Connections	Promotes Socio Economic Equity	Addresses Safety/ Collisions	Percentage of Criteria Met
35	35.B	Irrigation Canal Trail (North)	Pedestrian/Bicycle Overcrossing - Connection to Magnolia Bike Boulevard	No	Yes	High	Medium	Medium	73%
36	36.A	Stadium Road	Howard Road to Pecan Avenue	Yes	Yes	Medium	High	Medium	82%
37	37.A	Gary Lane	Stadium Road to Emily Way	No	Yes	Medium	High	Medium	73%

**Table 4: City of Madera Pedestrian Project Scoring**

Corridor Number	Corridor	Extent	Cheap/ Quick	Near Schools	Promotes Spatial Equity/ Cross Town Connections	Promotes Socio Economic Equity	Addresses Safety/ Collisions	Percentage of Criteria Met
1	SR 145 (E Yosemite Ave)	From Elm Street to Tozer Street	No	No	Medium	High	Medium	64%
2	Yosemite Ave & Elm Street	Intersection Improvement	Yes	No	Medium	High	Medium	73%
3	Sunset Ave & N Westberry Blvd	Intersection Improvement	Yes	Yes	Medium	Medium	High	82%
4	National Avenue & N Schnoor Street	Intersection Improvement	Yes	Yes	High	High	Low	82%
5	W 3rd Street & N Schnoor Street	Intersection Improvement	Yes	Yes	Medium	Medium	Low	64%
6	N D Street & E South Street	Intersection Improvement	Yes	Yes	High	High	Low	82%
7	N D Street & Riverside Drive	Intersection Improvement	No	Yes	High	High	Low	73%

Corridor Number	Corridor	Extent	Cheap/Quick	Near Schools	Promotes Spatial Equity/ Cross Town Connections	Promotes Socio Economic Equity	Addresses Safety/ Collisions	Percentage of Criteria Met
8	Clinton Street Crossings	Intersection Improvements at C Street and B Street	Yes	No	Medium	High	Medium	73%
9	Pecan Avenue & Road 29	Intersection Improvement	No	Yes	Low	High	Low	55%
10	Sunset Avenue & Fariview Avenue	Intersection Improvement	Yes	Yes	Medium	High	Low	73%
11	John Adams Elementary/Thomas Jefferson Middle SRTS Pedestrian Improvements	Schnoor Avenue from Sunset Avenue to Howard Avenue, National Avenue from Schnoor Avenue to Pine Street, and Willis/Pine from Roberts Avenue to Howard Avenue.	No	Yes	Medium	Medium	Medium	64%
12	James Madison Elementary School SRTS Pedestrian Improvements	Maple Street from Maple Court to Monterrey; residential streets between Olive,	No	Yes	Medium	High	Medium	73%



Corridor Number	Corridor	Extent	Cheap/Quick	Near Schools	Promotes Spatial Equity/ Cross Town Connections	Promotes Socio Economic Equity	Addresses Safety/ Collisions	Percentage of Criteria Met
		Maple Court, Maple Steet, and Monterey Street						
13	Washington Elementary SRTS Pedestrian Improvements	South Street from D Street to Lake Street; residential streets between Cleveland, Lincoln, D, and Austin	No	Yes	Medium	High	Medium	73%
14	Alpha Elementary School & Madera South High School SRTS Pedestrian Improvements	Pine Street from Olive Avenue to Pecan Avenue and Stadium Road from Olive Avenue to Pecan Avenue	No	Yes	Low	High	Low	55%
15	Gateway Drive Pedestrian Access	9th Street from Gateway to D Street, E Street from 6th to 14th Street, Clinton from E to D Street	No	No	High	High	Medium	73%

Corridor Number	Corridor	Extent	Cheap/ Quick	Near Schools	Promotes Spatial Equity/ Cross Town Connections	Promotes Socio Economic Equity	Addresses Safety/ Collisions	Percentage of Criteria Met
16	Northwest Downtown Pedestrian Access	All missing segments between Central Avenue, H Street, and 4th Street	No	No	High	High	High	82%
17	Multiple Corridors Priority Sidewalk Gap Improvements	Select corridors within 1/4-mile of schools or commercial districts	No	Yes	High	High	High	91%
18	Multiple Corridors General Sidewalk Gap Improvements	Select corridors outside 1/4-mile of schools or commercial districts	No	Yes	High	High	High	91%

**Table 5: City of Chowchilla Bikeway Corridor Prioritization**

Rank	Corridor Number	Score	Corridor Name
1	5	91%	Riverside Avenue
2	3	82%	11th Street
2	6	82%	N/S 15th Street
2	11	82%	Humboldt Avenue
3	1	73%	SR 233 (E/W Robertson Boulevard)
3	2	73%	Kings Avenue
3	10	73%	Washington Road
3	12	73%	Trinity Avenue
4	4	64%	Ventura Avenue
5	7	64%	Ave 25 1/2 (Howell Road)
5	13	64%	1st Street
5	17	64%	Road 24 1/2
5	18	64%	Road 16
5	19	64%	Mariposa Avenue Multi-Use Path
5	20	59%	Fairmead Connector (Avenue 24)
6	14	57%	Ash Slough Multi-use Path
7	16	55%	Road 15 1/2
8	22	55%	Fig Tree Road Extension
8	23	55%	Havasu Drive Widening/Extension
8	9	50%	Santa Cruz Boulevard
9	15	45%	Berenda Slough Canal Loop Multi-use Path Extension
10	21	45%	Montgomery Lake Way North Extension
10	24	45%	Eastern Rancho Calera Roadway at City Limit

**Table 6: City of Chowchilla Bikeway Project Scoring**

Corridor	Corridor Number	Corridor	Extent	Cheap/ Quick	Near Schools	Promotes Spatial Equity/ Cross Town Connections	Promotes Socio Economic Equity	Addresses Safety/ Collisions	Percentage of Criteria Met
1	1.A	SR 233 (E/W Robertson Boulevard)	Myer Drive to Chowchilla Boulevard	No	No	High	High	High	82%
	1.B	SR 233 (E/W Robertson Boulevard)	Chowchilla Boulevard to Montgomer y Lake Way	Yes	No	Medium	High	Low	64%
2	2.A	Kings Avenue	N 15th Street to Chowchilla Boulevard	Yes	No	Medium	High	Medium	73%

Corridor	Corridor Number	Corridor	Extent	Cheap/ Quick	Near Schools	Promotes Spatial Equity/ Cross Town Connections	Promotes Socio Economic Equity	Addresses Safety/ Collisions	Percentage of Criteria Met
3	3.A	11th Street	Ventura Avenue to Mariposa Avenue (Chowchilla High School)	Yes	Yes	Medium	High	Medium	82%
4	4.A	Ventura Avenue	N 3rd Street to N 15th Street	No	No	Medium	High	Medium	64%
5	5.A	Riverside Avenue	N 1st Street to N 15th Street	Yes	Yes	Medium	High	High	91%
6	6.A	N/S 15th Street	Ventura Avenue to Mariposa Avenue	Yes	No	Medium	High	High	82%
7	7.A	Ave 25 1/2 (Howell Road)	City Limit to Ventura Avenue	Yes	No	Medium	High	Low	64%

Corridor	Corridor Number	Corridor	Extent	Cheap/ Quick	Near Schools	Promotes Spatial Equity/ Cross Town Connections	Promotes Socio Economic Equity	Addresses Safety/ Collisions	Percentage of Criteria Met
8	8.A	5th Street	Ventura Avenue to SR 233	Yes	Yes	Medium	High	Low	73%
	8.B	5th Street	SR 233 to Mariposa Avenue	No	Yes	Medium	High	Low	64%
9	9.A	Santa Cruz Boulevard	Future Ash Slough Canal Multi-use Path to Howell Road	Yes	No	Low	High	Low	55%
	9.B	Santa Cruz Boulevard	Howell Road to Washington Road	No	No	Low	High	Low	45%
10	10.A	Washington Road	City Limits to SR 233	Yes	No	High	High	Low	73%
11	11.A	Humboldt Avenue	S 15th Street to S Front Street	Yes	Yes	Medium	High	Medium	82%

Corridor	Corridor Number	Corridor	Extent	Cheap/ Quick	Near Schools	Promotes Spatial Equity/ Cross Town Connections	Promotes Socio Economic Equity	Addresses Safety/ Collisions	Percentage of Criteria Met
12	12.A	Trinity Avenue	S 11th Street to S Front Street	Yes	Yes	Medium	High	Low	73%
13	13.A	1st Street	Sonoma Ave to Mariposa Ave	Yes	No	Medium	High	Low	64%
14	14.A	Ash Slough Multi-use Path	Santa Cruz Boulevard to Chowchilla Boulevard	Yes	Yes	Low	High	Low	64%
	14.B	Ash Slough Multi-use Path	Chowchilla Boulevard Eastern City Limits	No	Yes	Low	High	Low	55%

Corridor	Corridor Number	Corridor	Extent	Cheap/Quick	Near Schools	Promotes Spatial Equity/ Cross Town Connections	Promotes Socio Economic Equity	Addresses Safety/ Collisions	Percentage of Criteria Met
	14.C	Ash Slough Multi-use Path	Bicycle/Pedestrian Overcrossing at Chowchilla Boulevard/Railroad	No	Yes	Low	High	Low	55%
	14.D	Ash Slough Multi-use Path	Bicycle/Pedestrian Underpass at SR 99	No	Yes	Low	High	Low	55%
15	15.A	Berenda Slough Canal Loop Multi-use Path Extension	Eastern City Limits, to Berenda Reservoir to Avenue 24 1/2 to Road 15 1/2	No	No	Low	High	Low	45%



Corridor	Corridor Number	Corridor	Extent	Cheap/ Quick	Near Schools	Promotes Spatial Equity/ Cross Town Connections	Promotes Socio Economic Equity	Addresses Safety/ Collisions	Percentage of Criteria Met
	15.B	Berenda Slough Canal Loop Multi-use Path Extension	Bicycle/Pedestrian Overcrossing at SR 99	No	No	Low	High	Low	45%
	15.C	Berenda Slough Canal Loop Multi-use Path Extension	Bicycle/Pedestrian Overcrossing at Chowchilla Boulevard/Railroad	No	No	Low	High	Low	45%
16	16.A	Road 15 1/2	Mariposa Avenue to Avenue 24	No	No	Medium	High	Low	55%
17	17.A	Road 24 1/2	Road 15 1/2 to Road 16	No	No	High	High	Low	64%

Corridor	Corridor Number	Corridor	Extent	Cheap/ Quick	Near Schools	Promotes Spatial Equity/ Cross Town Connections	Promotes Socio Economic Equity	Addresses Safety/ Collisions	Percentage of Criteria Met
18	18.A	Road 16	Mariposa Avenue to Avenue 24	No	No	Medium	High	Medium	64%
19	19.A	Mariposa Avenue Multi-Use Path	Road 15 to S 1st Street	No	Yes	Medium	High	Low	64%
20	20.A	Fairmead Connector (Chowchilla Boulevard)	SR 233 to Avenue 24	No	No	High	High	Low	64%
	20.B	Fairmead Connector (Avenue 24)	Chowchilla Boulevard to Fairmead Boulevard	No	No	Medium	High	Low	55%

Corridor	Corridor Number	Corridor	Extent	Cheap/ Quick	Near Schools	Promotes Spatial Equity/ Cross Town Connections	Promotes Socio Economic Equity	Addresses Safety/ Collisions	Percentage of Criteria Met
21	21.A	Montgomery Lake Way North Extension	Avenue 26 to Ash Slough Canal	No	No	Low	High	Low	45%
22	22.A	Fig Tree Road Extension	Avenue 26 to Ash Slough Canal	No	Yes	Low	High	Low	55%
23	23.A	Havasu Drive Widening/Extension	Montgomery Lake Way North Extension to City Limit	No	Yes	Low	High	Low	55%
24	24.A	Eastern Rancho Calera Roadway at City Limit	Avenue 26 to Ash Slough Canal	No	No	Low	High	Low	45%

**Table 7: City of Chowchilla Pedestrian Project Scoring**

Corridor Number	Corridor	Extent	Cheap/ Quick	Near Schools	Promotes Spatial Equity/ Cross Town Connections	Promotes Socio Economic Equity	Addresses Safety/ Collisions	Percentage of Criteria Met
1	Robertson Blvd & S 11th Street	Intersection Improvement	No	Yes	High	High	High	91%
2	Kings Ave	N Front Street to N 15th Street	No	No	High	High	Medium	73%
3	11th Street	Ventura Ave to Orange Ave	No	Yes	Low	High	Medium	64%
4	S 11th Street & Humboldt Avenue	Intersection Improvement	Yes	Yes	Medium	High	Medium	82%
5	Ventura Ave	N 3rd Street to N 15th Street	Yes	No	High	High	Medium	82%
6	Riverside Ave	N 1st Street to N 15th Street	No	Yes	High	High	High	91%
7	N 15th Street & Gill Way	Intersection Improvement	Yes	No	Medium	High	Low	64%
8	S 8th Street	Robertson Boulevard to Humboldt Avenue	No	Yes	High	High	High	91%

Corridor Number	Corridor	Extent	Cheap/ Quick	Near Schools	Promotes Spatial Equity/ Cross Town Connections	Promotes Socio Economic Equity	Addresses Safety/ Collisions	Percentage of Criteria Met
9	Stephens Elementary School - 6th Street Improvements	Ventura Avenue to Monterey Avenue	No	Yes	Medium	High	Medium	73%
10	CA-233 (Yosemite)	Washington Road to Palm Parkway	No	No	High	High	High	82%

**Table 8: Unincorporated Madera County Bikeway Corridor Prioritization**

<b>Rank</b>	<b>Corridor Number</b>	<b>Score</b>	<b>Corridor Name</b>
1	14	82%	Avenue 12 1/2 (Ruth Ave)
1	17	82%	Avenue 12
2	38	73%	Raymond Road (Road 600)
2	13	73%	Country Club Drive (Road 26)
3	2	64%	Maple Street
3	3	64%	Elm Street
3	4	64%	Road 19 ½ (Fairmead)
3	5	64%	Avenue 22 3/4
3	37	64%	La Vina Bikeway (Avenue 9)
4	8	59%	Fairmead Connector (Avenue 17)
4	12	59%	Ellis Street
4	1	59%	Fairmead Connector (Fairmead Boulevard)
4	33	59%	Friant Connector (North Fork Road)
5	6	55%	Avenue 22 1/2
5	7	55%	Avenue 24
5	10	55%	D Street
5	11	55%	Martin Street
5	15	55%	Road 36
5	16	55%	Berkshire Bike Boulevard
5	24	55%	SR 41 Complete Streets
5	31	55%	Avenue 12
5	32	55%	San Joaquin River Trail
5	34	55%	Children's Boulevard (Avenue 9)
5	36	55%	La Vina Elementary School Path
6	25	50%	Golden Chain Highway Route (SR 49)
7	20	45%	Yosemite Forks Route (Road 222)
7	23	45%	North Fork Connector (Road 222)

<b>Rank</b>	<b>Corridor Number</b>	<b>Score</b>	<b>Corridor Name</b>
<b>7</b>	26	45%	Crane Valley Road (Road 426)
<b>7</b>	27	45%	SR 41 Route
<b>7</b>	28	45%	Road 204
<b>7</b>	29	45%	Avenue 15
<b>7</b>	30	45%	Rio Mesa Boulevard
<b>7</b>	35	45%	Children's Boulevard (Avenue 9) Multi-Use Path
<b>8</b>	9	42%	Avenue 17
<b>9</b>	22	41%	Fine Gold Route (Road 221)
<b>10</b>	18	36%	Bass Lake Loop Multi-Use Path
<b>10</b>	19	36%	Bass Lake Loop Bike Route (Road 274)
<b>10</b>	21	36%	North Fork Route (North Fork Road)

**Table 9: Unincorporated Madera County Bikeway Project Prioritization**

Corridor	Corridor Number	Location	Extent	Cheap/Quick	Near Schools	Promotes Spatial Equity/ Cross Town Connections	Promotes Socio Economic Equity	Addresses Safety/ Collisions	Percentage of Criteria Met
1	1.A	Unincorporated Madera County - Fairmead	Fairmead Connector (Fairmead Boulevard )	No	No	Medium	High	Low	55%
	1.B	Unincorporated Madera County - Fairmead	Fairmead Connector (Fairmead Boulevard )	No	Yes	Medium	High	Low	64%
2	2.A	Unincorporated Madera County - Fairmead	Maple Street	No	Yes	Medium	High	Low	64%
3	3.A	Unincorporated Madera County - Fairmead	Elm Street	No	Yes	Medium	High	Low	64%



Corridor	Corridor Number	Location	Extent	Cheap/Quick	Near Schools	Promotes Spatial Equity/ Cross Town Connections	Promotes Socio Economic Equity	Addresses Safety/ Collisions	Percentage of Criteria Met
4	4.A	Unincorporated Madera County - Fairmead	Road 19 1/2	No	Yes	Medium	High	Low	64%
5	5.A	Unincorporated Madera County - Fairmead	Avenue 22 3/4	No	Yes	Medium	High	Low	64%
6	6.A	Unincorporated Madera County - Fairmead	Avenue 22 1/2	No	No	Medium	High	Low	55%
7	7.A	Unincorporated Madera County	Avenue 24	No	No	Medium	High	Low	55%
8	8.A	Unincorporated Madera County	Fairmead Connector (Fairmead Boulevard )	No	Yes	Medium	High	Low	64%

Corridor	Corridor Number	Location	Extent	Cheap/Quick	Near Schools	Promotes Spatial Equity/ Cross Town Connections	Promotes Socio Economic Equity	Addresses Safety/ Collisions	Percentage of Criteria Met
	8.B	Unincorporated Madera County	Fairmead Connector (Avenue 20 1/2)	Yes	No	Medium	High	Low	64%
	8.C	Unincorporated Madera County	Fairmead Connector (Golden State Boulevard )	No	No	Medium	High	Low	55%
	8.D	Unincorporated Madera County	Fairmead Connector (Avenue 18 1/2)	Yes	No	Medium	High	Low	64%
	8.E	Unincorporated Madera County	Fairmead Connector (Road 23)	No	No	Medium	High	Low	55%
	8.F	Unincorporated Madera County/ City of Madera	Fairmead Connector (Avenue 17)	No	No	Medium	High	Low	55%

Corridor	Corridor Number	Location	Extent	Cheap/Quick	Near Schools	Promotes Spatial Equity/ Cross Town Connections	Promotes Socio Economic Equity	Addresses Safety/ Collisions	Percentage of Criteria Met
9	9.A	Unincorporated Madera County - Madera Acres	Avenue 17	Yes	No	Low	Medium	Low	45%
	9.B	Unincorporated Madera County - Madera Acres	Avenue 17	Yes	No	Low	Medium	Low	45%
	9.C	Unincorporated Madera County - Madera Acres	Avenue 17	No	No	Low	Medium	Low	36%
10	10.A	Unincorporated Madera County - Madera Acres	D Street	No	Yes	Low	Medium	Medium	55%

Corridor	Corridor Number	Location	Extent	Cheap/Quick	Near Schools	Promotes Spatial Equity/ Cross Town Connections	Promotes Socio Economic Equity	Addresses Safety/ Collisions	Percentage of Criteria Met
11	11.A	Unincorporated Madera County - Madera Acres	Martin Street	No	Yes	Low	Medium	Medium	55%
12	12.A	Unincorporated Madera County - Madera Acres	Ellis Street	No	No	Low	Medium	Medium	45%
12	12.B	Unincorporated Madera County/ City of Madera - Madera Acres	Ellis Street	No	Yes	Medium	High	Medium	73%

Corridor	Corridor Number	Location	Extent	Cheap/Quick	Near Schools	Promotes Spatial Equity/ Cross Town Connections	Promotes Socio Economic Equity	Addresses Safety/ Collisions	Percentage of Criteria Met
13	13.A	Unincorporated Madera County/ City of Madera - Madera Acres	Country Club Drive (Road 26)	Yes	Yes	Medium	High	High	91%
	13.B	Unincorporated Madera County/ City of Madera - Madera Acres	Country Club Drive (Road 26)	No	No	High	High	Low	64%
	13.C	Unincorporated Madera County/ City of Madera - Madera Acres	Country Club Drive (Road 26)	Yes	No	Medium	High	Low	64%

Corridor	Corridor Number	Location	Extent	Cheap/Quick	Near Schools	Promotes Spatial Equity/ Cross Town Connections	Promotes Socio Economic Equity	Addresses Safety/ Collisions	Percentage of Criteria Met
14	14.A	Unincorporated Madera County - Bonadelle Ranchos-Madera Ranchos	Avenue 12 1/2 (Ruth Ave)	Yes	Yes	Medium	High	Medium	82%
15	15.A	Unincorporated Madera County - Bonadelle Ranchos-Madera Ranchos	Road 36	Yes	Yes	Medium	Medium	Low	64%
	15.B	Unincorporated Madera County - Bonadelle Ranchos-Madera Ranchos	Road 36	No	No	Medium	Medium	Low	45%

Corridor	Corridor Number	Location	Extent	Cheap/Quick	Near Schools	Promotes Spatial Equity/ Cross Town Connections	Promotes Socio Economic Equity	Addresses Safety/ Collisions	Percentage of Criteria Met
16	16.A	Unincorporated Madera County - Bonadelle Ranchos-Madera Ranchos	Berkshire Bike Boulevard	Yes	Yes	Medium	Low	Low	55%
17	17.A	Unincorporated Madera County - Bonadelle Ranchos-Madera Ranchos	Avenue 12	Yes	Yes	Medium	Medium	High	82%
18	18.A	Unincorporated Madera County - Bass Lake	Bass Lake Loop Multi-Use Path	No	No	Medium	Low	Low	36%
19	19.A	Unincorporated Madera County - Bass Lake	Bass Lake Loop Bike Route (Road 222)	No	No	Medium	Low	Low	36%

Corridor	Corridor Number	Location	Extent	Cheap/ Quick	Near Schools	Promotes Spatial Equity/ Cross Town Connections	Promotes Socio Economic Equity	Addresses Safety/ Collisions	Percentage of Criteria Met
19	19.B	Unincorporated Madera County - Bass Lake	Bass Lake Loop Bike Route (Road 274)	No	No	Medium	Low	Low	36%
20	20.A	Unincorporated Madera County - Yosemite Forks	Yosemite Forks Route (Road 222)	Yes	No	Medium	Low	Low	45%
21	21.A	Unincorporated Madera County - North Fork	North Fork Route (Road 274)	No	No	Medium	Low	Low	36%
	21.B	Unincorporated Madera County - North Fork	North Fork Route (Road 225/Road 222)	No	No	Medium	Low	Low	36%



Corridor	Corridor Number	Location	Extent	Cheap/Quick	Near Schools	Promotes Spatial Equity/ Cross Town Connections	Promotes Socio Economic Equity	Addresses Safety/ Collisions	Percentage of Criteria Met
	21.C	Unincorporated Madera County - North Fork	North Fork Route (North Fork Road)	No	No	Medium	Low	Low	36%
22	22.A	Unincorporated Madera County - Fine Gold	Fine Gold Route (North Fork Road)	No	No	Medium	Low	Low	36%
	22.B	Unincorporated Madera County - Bass Lake Annex	Fine Gold Route (Road 221)	Yes	No	Medium	Low	Low	45%
23	23.A	Unincorporated Madera County - North Fork	North Fork Connector (Road 222)	Yes	No	Medium	Low	Low	45%

Corridor	Corridor Number	Location	Extent	Cheap/Quick	Near Schools	Promotes Spatial Equity/ Cross Town Connections	Promotes Socio Economic Equity	Addresses Safety/ Collisions	Percentage of Criteria Met
24	24.A	Unincorporated Madera County - Oakhurst	SR 41 Complete Streets	No	No	Medium	Low	High	55%
25	25.A	Unincorporated Madera County	Golden Chain Highway Route (SR 49)	Yes	No	Medium	Low	Low	45%
	25.A	Unincorporated Madera County - Oakhurst	Golden Chain Highway Route (SR 49)	Yes	No	Medium	Low	Medium	55%
26	26.A	Unincorporated Madera County - Oakhurst	Crane Valley Road (Road 426)	Yes	No	Medium	Low	Medium	55%
	26.B	Unincorporated Madera County - Oakhurst	Crane Valley Road (Road 426)	No	No	Medium	Low	Low	36%

Corridor	Corridor Number	Location	Extent	Cheap/ Quick	Near Schools	Promotes Spatial Equity/ Cross Town Connections	Promotes Socio Economic Equity	Addresses Safety/ Collisions	Percentage of Criteria Met
27	27.A	Unincorporated Madera County - Yosemite Forks	SR 41 Route	No	No	Medium	Low	Medium	45%
	27.B	Unincorporated Madera County	SR 41 Route	No	No	Medium	Low	Low	36%
	27.C	Unincorporated Madera County	SR 41 Route	No	No	Medium	Medium	Medium	55%
28	28.A	Unincorporated Madera County - Rio Mesa	Road 204	No	No	Medium	Medium	Low	45%
29	29.A	Unincorporated Madera County - Rio Mesa	Avenue 15	No	No	Medium	Medium	Low	45%

Corridor	Corridor Number	Location	Extent	Cheap/Quick	Near Schools	Promotes Spatial Equity/ Cross Town Connections	Promotes Socio Economic Equity	Addresses Safety/ Collisions	Percentage of Criteria Met
30	30.A	Unincorporated Madera County - Rio Mesa	Rio Mesa Boulevard	No	No	Medium	Medium	Low	45%
31	31.A	Unincorporated Madera County - Rio Mesa	Avenue 12	No	No	Medium	Medium	Medium	55%
32	32.A	Unincorporated Madera County - Rio Mesa	San Joaquin River Trail	No	No	Medium	Medium	Medium	55%
33	33.A	Unincorporated Madera County - Rio Mesa	Friant Connector (Road 145)	Yes	No	Medium	Medium	Medium	64%
33	33.B	Unincorporated Madera County - Rio Mesa	Friant Connector (North Fork Road)	No	No	Medium	Medium	Medium	55%

Corridor	Corridor Number	Location	Extent	Cheap/ Quick	Near Schools	Promotes Spatial Equity/ Cross Town Connections	Promotes Socio Economic Equity	Addresses Safety/ Collisions	Percentage of Criteria Met
34	34.A	Unincorporated Madera County - Rio Mesa	Children's Boulevard (Avenue 9)	No	No	Medium	Medium	Medium	55%
35	35.A	Unincorporated Madera County - Rio Mesa	Children's Boulevard (Avenue 9) Multi- Use Path	No	No	Medium	Medium	Low	45%
36	36.A	Unincorporated Madera County - La Vina	La Vina Elementar y School Path	No	Yes	Medium	Medium	Low	55%
37	37.A	Unincorporated Madera County - La Vina	La Vina Bikeway (Avenue 9)	No	Yes	Medium	Medium	Medium	64%
38	38.A	Unincorporated Madera County - Raymond	Raymond Road (Road 600)	No	Yes	Medium	Medium	High	73%

**Table 10: Unincorporated Madera County Pedestrian Projects Scoring**

Corridor Number	Location	Extent						Percentage of Criteria Met
			Cheap/ Quick	Near Schools	Promotes Spatial Equity/ Cross Town Connections	Promotes Socio Economic Equity	Addresses Safety/ Collisions	
1	Raymond	Raymond Road & South Street	Yes	Yes	Medium	Low	Low	55%
2	Madera Acres	Country Club Drive (Road 26) & Martin Street	Yes	Yes	Medium	High	Low	73%
3	Bonadelle Ranchos-Madera Ranchos	Ave 16 1/2 & Paula Road	Yes	Yes	Low	Low	Low	45%
4	Bonadelle Ranchos-Madera Ranchos	Avenue 12 & Fernwood Drive	Yes	No	Medium	Medium	Medium	64%
5	Bonadelle Ranchos-Madera Ranchos	Avenue 12	No	Yes	Medium	Medium	Medium	64%

Corridor Number	Location	Extent	Cheap/ Quick	Near Schools	Promotes Spatial Equity/ Cross Town Connections	Promotes Socio Economic Equity	Addresses Safety/ Collisions	Percentage of Criteria Met
6	Bonadelle Ranchos- Madera Ranchos	Road 36 & Blossom Avenue	No	Yes	Low	High	Low	55%
7	Fairmead	Ave 22 3/4 & Maple Street	Yes	Yes	Medium	High	Low	73%
8	Fairmead	Multiple Corridors	No	No	High	High	Low	64%
9	Fairmead	Maple Street	No	Yes	Medium	High	Low	64%
10	Oakhurst	High School Road	No	Yes	Medium	Low	Low	45%
11	Oakhurst	Highway 41	No	No	Medium	Low	Medium	45%
12	North Fork	Rd 225 (Amber Ln) & Rd 274	No	Yes	High	Low	Low	40%