



# MCTC 2018 Regional Transportation Plan / Sustainable Communities Strategy & Program Environmental Impact Report

**Roundtable Meeting  
April 12, 2018**



# YOUR MADERA 2042

## Livable/Walkable Communities

RTP/SCS Must be Prepared Every 4 Years & Must Meet Greenhouse Gas Targets through:

- Streetscapes & Landscapes
- Bicycle/Pedestrian Facilities
- Public Transit
- Street and Highways
- Trip Reduction Strategies



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## Latest Outreach

### ✓ RTP/SCS Workshop Series 2:

- Madera Ranchos
- Oakhurst
- Chowchilla
- City of Madera
- Town Hall Meetings

### ✓ On-Line and Special Event Surveys





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## On-Line & Special Event Surveys



- ✓ Received 385 Completed Surveys
- ✓ Main Findings:
  - Most believe improving **local streets and roads** is the most important thing to consider when spending scarce transportation dollars
  - There were a lot of good comments & suggestions including:
    - **Transit** Improvements
    - **Bicycle & Pedestrian** Improvements (specifically around local schools)
    - **Enhanced Landscape & Streetscape** Around the Communities in Madera County



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## Modal Project Funding – RTP/SCS Scenarios

A program of Modal Projects is being prepared to develop the Financial Element considering:

- ✓ Type of Funding
- ✓ Available Funding by Type
- ✓ Timing of Available Funding
- ✓ Committed Projects & Funding
- ✓ Scenario Characteristics



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## Concepts for Growth & Development

### Madera City

		2014		2018
PARAMETERS	Status Quo	Low Change	Hybrid Change	Moderate Change
<b>1 Demographic Shift in Housing Share</b>	5,808	5,808	5,808	5,808
	Very Low	0.0%	0.0%	0.0%
	Low	1.8%	1.0%	1.0%
	Medium	82.0%	65.0%	65.0%
	Medium High	13.0%	22.0%	22.0%
	High	3.2%	12.0%	12.0%
	100%	100%	100%	100%
<b>2 Change in Lot Sizes</b>	20 ac (0.05 du/ac)	20 ac (0.05 du/ac)	20 ac (0.05 du/ac)	20 ac (0.05 du/ac)
	1 ac (1.0 du/ac)	1 ac (1.0 du/ac)	1 ac (1.0 du/ac)	1 ac (1.0 du/ac)
	Medium	0.16 ac (6.25 du/ac )	0.13 ac (7.7 du/ac )	0.11 ac (9.1 du/ac )
	Medium High	0.08 ac (12.5 du/ac)	0.068 ac (14.76 du/ac)	0.063 ac (15.88 du/ac)
	High	0.05 ac (20 du/ac )	0.045 ac (22.2 du/ac )	0.04 ac (25 du/ac)
<b>3 Persons Per Household Employees Per Household</b>	3.00	3.00	3.00	3.00
	1.76	1.76	1.76	1.76
<b>4 Demographic Shift in Employment Share</b>	10211	10,211	10,211	10,211
	Industrial	30.0%	30.0%	30.0%
	Commercial Low	60.0%	55.0%	55.0%
	Commercial High	10.0%	15.0%	15.0%
	100%	100%	100%	100%
<b>5 Change in Intensities</b>	Industrial	0.25 FAR (825 sf/emp)	0.25 FAR (825 sf/emp)	0.25 FAR (825 sf/emp)
	Commercial Low	0.3 FAR (500 sf/emp)	0.325 FAR (500 sf/emp)	0.325 FAR (500 sf/emp)
	Commercial High	0.425 FAR (400 sf/emp)	0.45 FAR (400 sf/emp)	0.45 FAR (400 sf/emp)
<b>7 Transportation Enhancements</b>	New Freeway Ramps	Regional Transit Network (RTN)		
		Enhanced Existing Transit		

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## Concepts for Growth & Development

### Chowchilla City

		2014	2018
PARAMETERS	Status Quo	Hybrid Change	Moderate Change
1 Demographic Shift in Housing Share	1,285	1,285	1,285
	Very Low 0.3%	0.3%	0.3%
	Low 6.5%	6.5%	6.5%
	Medium 80.0%	80.0%	80.0%
	Medium High 12.5%	12.5%	12.5%
	High 0.8%	0.8%	0.8%
	100%	100%	100%
2 Change in Lot Sizes	20 ac (0.05 du/ac)	20 ac (0.05 du/ac)	20 ac (0.05 du/ac)
	Low 1 ac (1.0 du/ac)	1 ac (1.0 du/ac)	1 ac (1.0 du/ac)
	Medium 0.16 ac (6.25 du/ac )	0.1428 ac (7.0 du/ac)	0.1428 ac (7.0 du/ac)
	Medium High 0.08 ac (12.5 du/ac)	0.07 ac (14.3 du/ac)	0.068 ac (14.76 du/ac)
	High 0.05 ac (20 du/ac )	0.045 ac (22.2 du/ac )	0.04 ac (25 du/ac )
3 Persons Per Household Employees Per Houshold	3.13	3.13	3.13
	1.54	1.54	1.54
4 Demographic Shift in Employment Share	1,973	1,973	1,973
	Industrial 24.0%	24.0%	24.0%
	Commercial Low 67.8%	67.8%	67.8%
	Commercial High 8.2%	8.2%	8.2%
	100%	100%	100%
5 Change in Intensities			
	Industrial 0.2 FAR (825 sf/emp)	0.22 FAR (825 sf/emp)	0.22 FAR (825 sf/emp)
	Commercial Low 0.2 FAR (500 sf/emp)	0.25 FAR (500 sf/emp)	0.25 FAR (500 sf/emp)
	Commercial High 0.4 FAR (400 sf/emp)	0.4 FAR (400 sf/emp)	0.4 FAR (400 sf/emp)
7 Transportation Enhancements	New Freeway Ramps	Regional Transit Network (RTN) Enhanced Existing Transit	

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## Concepts for Growth & Development

### SE-Madera

		2014		2018
PARAMETERS	Status Quo	Low Change	Hybrid Change	Moderate Change
<b>1 Demographic Shift in Housing Share</b>	7,815	7,815	7,815	7,815
	Very Low 0.1%	0.1%	0.05%	0.1%
	Low 4.2%	4.2%	3.0%	3.0%
	Medium 82.0%	74.8%	70.8%	70.8%
	Medium High 12.0%	18.2%	20.2%	20.2%
	High 1.8%	2.8%	6.0%	6.0%
	100%	100%	100%	100%
<b>2 Change in Lot Sizes</b>	Very Low 20 ac (0.05 du/ac)	20 ac (0.05 du/ac)	20 ac (0.05 du/ac)	20 ac (0.05 du/ac)
	Low 1 ac (1.0 du/ac)	1 ac (1.0 du/ac)	1 ac (1.0 du/ac)	1 ac (1.0 du/ac)
	Medium 0.16 ac (6.25 du/ac )	0.13 ac (7.7 du/ac )	0.13 ac (7.7 du/ac )	0.11 ac (9.1 du/ac )
	Medium High 0.08 ac (12.5 du/ac)	0.07 ac (14.3 du/ac)	0.068 ac (14.76 du/ac)	0.063 ac (15.88 du/ac)
	High 0.05 ac (20 du/ac )	0.045 ac (22.2 du/ac )	0.04 ac (25 du/ac )	0.04 ac (25 du/ac)
<b>3 Persons Per Household Employees Per Houshold</b>	2.84	2.84	2.84	2.84
	0.56	0.56	0.56	0.56
<b>4 Demographic Shift in Employment Share</b>	4378	4378	4,378	4378
	Industrial 16.2%	16.2%	18.0%	16.2%
	Commercial Low 76.2%	76.2%	72.2%	76.2%
	Commercial High 7.6%	7.6%	9.8%	7.6%
	100%	100%	100%	100%
<b>5 Change in Intensities</b>	Industrial 0.2 FAR (825 sf/emp)	0.25 FAR (825 sf/emp)	0.25 FAR (825 sf/emp)	0.25 FAR (825 sf/emp)
	Commercial Low 0.2 FAR (500 sf/emp)	0.3 FAR (500 sf/emp)	0.3 FAR (500 sf/emp)	0.3 FAR (500 sf/emp)
	Commercial High 0.4 FAR (400 sf/emp)	0.45 FAR (400 sf/emp)	0.45 FAR (400 sf/emp)	0.45 FAR (400 sf/emp)
<b>7 Transportation Enchancements</b>	New Freeway Ramps	Regional Transit Network (RTN)		
		Enhanced Existing Transit		



# YOUR MADERA 2042



## Concepts for Growth & Development

### County

PARAMETERS		Status Quo	2014 Hybrid Change	2018 Moderate Change
1	<b>Demographic Shift in Housing Share</b>	3,520	3,520	3,520
	Very Low	3.0%	3.0%	3.0%
	Low	53.0%	53.0%	53.0%
	Medium	42.0%	42.0%	42.0%
	Medium High	2.0%	2.0%	2.0%
	High	0.0%	0.0%	0.0%
		100.00%	100.00%	100.00%
2	<b>Change in Lot Sizes</b>			
	Very Low	20 ac (0.05 du/ac)	20 ac (0.05 du/ac)	20 ac (0.05 du/ac)
	Low	1 ac (1.0 du/ac)	1 ac (1.0 du/ac)	1 ac (1.0 du/ac)
	Medium	0.16 ac (6.25 du/ac )	0.1428 ac (7.0 du/ac)	0.1428 ac (7.0 du/ac)
	Medium High	0.08 ac (12.5 du/ac)	0.07 ac (14.3 du/ac)	0.068 ac (14.76 du/ac)
	High	0.05 ac (20 du/ac )	0.045 ac (22.2 du/ac )	0.04 ac (25 du/ac )
3	<b>Persons Per Household</b>	3.15	3.28	3.15
	<b>Employees Per Houshold</b>	1.41	1.41	1.41
4	<b>Demographic Shift in Employment Share</b>	4975	4,975	4975
	Industrial	23.9%	23.9%	23.9%
	Commercial Low	75.1%	75.1%	75.1%
	Commercial High	1.0%	1.0%	1.0%
		100.00%	100.00%	100.00%
5	<b>Change in Intensities</b>			
	Industrial	0.2 FAR (825 sf/emp)	0.22 FAR (825 sf/emp)	0.2 FAR (825 sf/emp)
	Commercial Low	0.2 FAR (500 sf/emp)	0.25 FAR (500 sf/emp)	0.2 FAR (500 sf/emp)
	Commercial High	0.4 FAR (400 sf/emp)	0.4 FAR (400 sf/emp)	0.4 FAR (400 sf/emp)
7	<b>Transportation Enhancements</b>	New Freeway Ramps	Regional Transit Network (RTN)	
			Enhanced Existing Transit	

# YOUR MADERA 2042



## Concepts for Growth & Development

### Status Quo Scenario

- Transportation Options Available to all Residents as Provided Historically
- Focus on the Existing Trend of Driving as the Primary Form of Travel
- Existing Land Use Density Trends (Generally Below Mid-point of Each of the General Plan's Land Use Category Density Ranges) for Housing & Employment
- Includes a Lower Number of Under-developed Parcels with the Potential to Redevelop to Higher Density Uses







# YOUR MADERA 2042

## Concepts for Growth & Development

### Status Quo Scenario



## Scenario 1 - Status Quo

Development Patterns and Transportation Improvements as Provided for in the Past



### LIFE IN 2042:

*Provide transportation options to all Madera County residents, as we have provided for in the past, focusing on the existing trend of driving as the primary form of travel*



*Utilizes existing land use density trends (generally below mid-point of each of the General Plan's land use category density ranges) for housing & employment & includes a lower number of under-developed parcels with the potential to redevelop to higher density uses*



### HOW WOULD WE BENEFIT?

If the strategies for this scenario are implemented, the following would result:

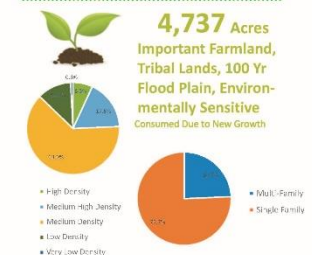
#### TRANSPORTATION



#### GHG REDUCTION



#### LAND USE





# YOUR MADERA 2042

## Concepts for Growth & Development

### 2014 RTP/SCS Hybrid Scenario

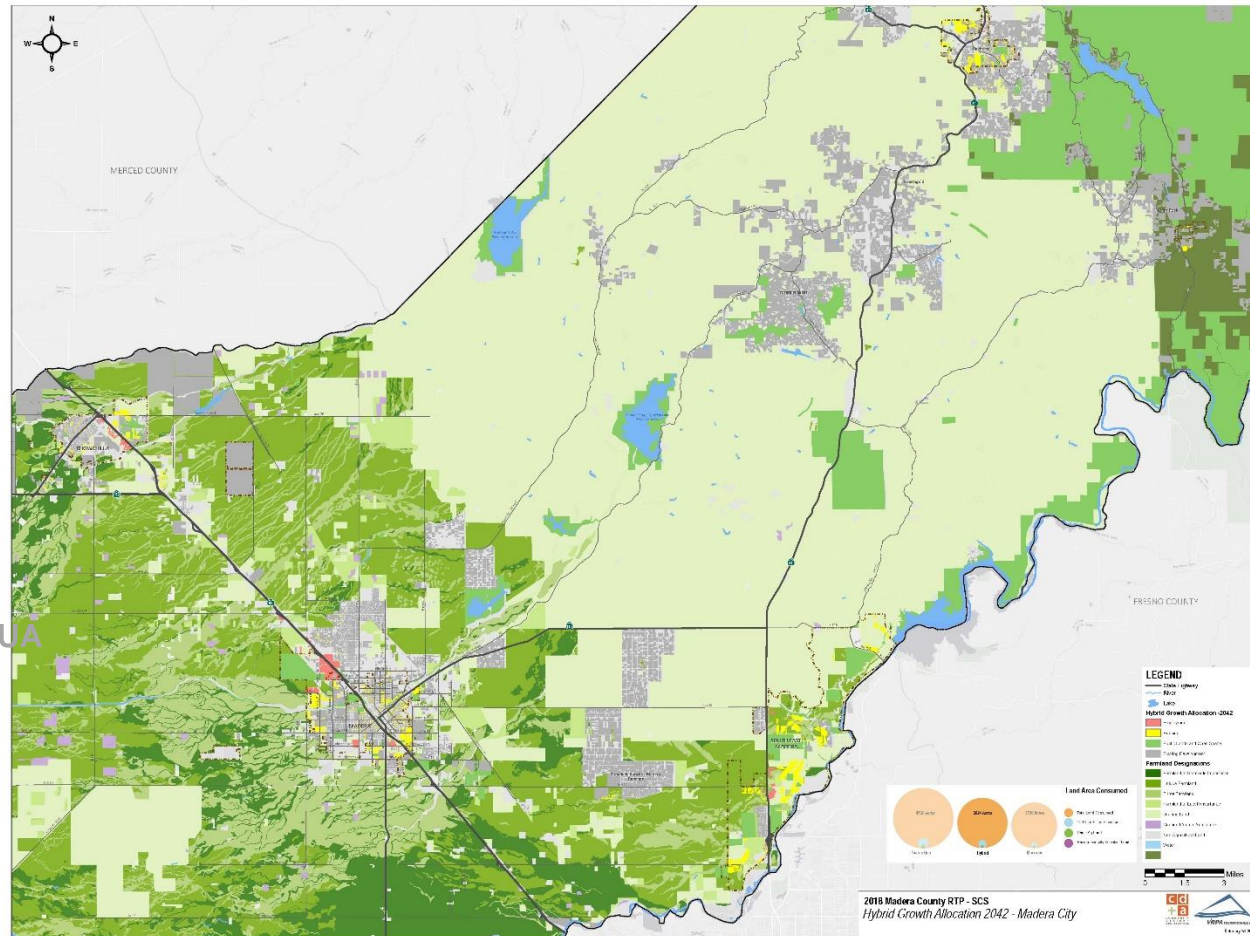
- Transportation Options Available to all Residents
- Investing in All Transportation Modes
- Uses Existing & Planned Transit Routes to Attract New Development
- Encourages People to Use Their Cars Less
- Consistent with 2014 RTP & SCS
- Moderate Density Increases in the City of Madera & Rio Mesa
- Low Density Increases in Chowchilla & Other Communities
- Land Use Densities Shift Marginally Higher Except Very Low & Low
- Employment Floor Area Ratio (FAR) is also Marginally Increased
- Lower Number of Under-developed Parcels with the Potential to Redevelop to Higher Density Uses



# YOUR MADERA 2042

## Concepts for Growth & Development

### 2014 RTP/SCS Hybrid Scenario





# YOUR MADERA 2042

## Concepts for Growth & Development

### 2014 RTP/SCS Hybrid Scenario



## Scenario 2 - 2018 RTP/SCS Hybrid



2018 Hybrid Development Patterns and Transportation Improvements as Provided for in the 2014 RTP/SCS

### LIFE IN 2042:

Consistent with 2014 RTP & SCS Hybrid Scenario Assumptions:

- Make Transportation Options Available to all Madera County Residents
- Invest in More Transportation Modes Including Existing & Planned Transit Routes to Attract New Development & to Encourage People to Use Their Cars Less



- Moderate Density Increases in the City of Madera & Rio Mesa
- Low Density Increases in Chowchilla & Other Communities
- Land Use Densities Shift Marginally Higher in all Housing Categories Except Very low & Low
- Employment Floor Area Ratio (FAR) is also Marginally Increased
- Lower Number of Under-developed Parcels with the Potential to Redevelop to Higher Density Uses



### HOW WOULD WE BENEFIT?

If the strategies for this scenario are implemented, the following would result:

#### TRANSPORTATION



**6,009,603**  
Vehicle Miles  
Traveled



**22,771**  
Weekday Trips  
by Bike, Walk, or  
Transit



**3.22 %**  
Jobs Within  
1/4 Mile of Transit



**Average Travel  
Time In Minutes  
By Trip Purpose**

Work Trips - 17.8  
Other Home  
Based Trips - 10.8  
All Other Trips - 8.3



**25.30 %**  
Housing Within  
1/4 Mile of Transit

#### GHG REDUCTION

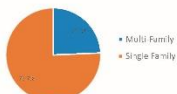
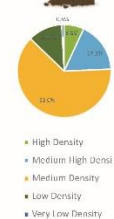


**Per Capita Change:**  
2005-2020 = -12.4%  
2005-2035 = -17.6%  
**GHG Targets:**  
2005-2020 = -5%  
2005-2035 = -10%

#### LAND USE



**3,924 Acres**  
Important Farmland,  
Tribal Lands, 100 Yr  
Flood Plain, Environ-  
mentally Sensitive  
Consumed Due to New Growth



# YOUR MADERA 2042

## Concepts for Growth & Development



### Moderate Change Scenario

- Transportation Options Available to all Residents
- Slightly Increases Existing & Planned Bicycle, Pedestrian & Transit Systems as Factors to Further Attract New Development
- Slightly Increases County Areas & Chowchilla Residential Densities to Moderate Levels
- Madera City & Rio Mesa - Marginally Increases the Residential Density for Medium & Medium High Residential Categories
- Density Shifts are Marginally Higher in all Housing Categories Except Very Low & Low Categories
- The Employment FAR for Commercial High is Further Increased by .25 for all Subareas Except Unincorporated County
- Includes the Same Number of Under-developed Parcels with the Potential to Redevelop as the 2014 RTP/SCS

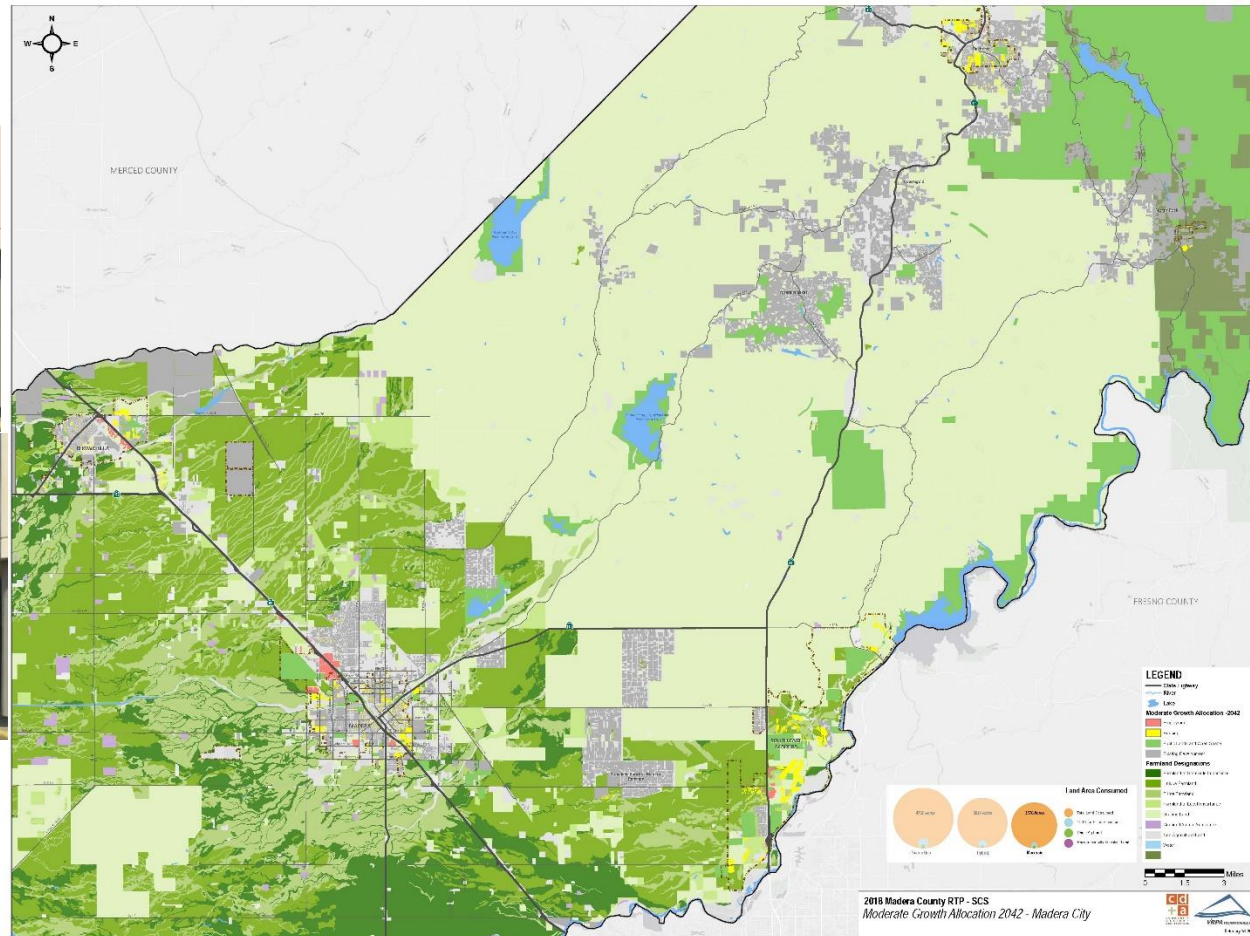




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## Concepts for Growth & Development

### Moderate Change Scenario



# YOUR MADERA 2042

## Concepts for Growth & Development

### Moderate Change Scenario



## Scenario 3 - Moderate

Moderate Development Patterns  
& Enhanced Transportation Improvements



### LIFE IN 2042:

*Increases Existing & Planned Bicycle, Pedestrian & Transit Systems  
as Factors to Further Attract New Development.*



- Increases County Areas & Chowchilla Residential Densities to Moderate Levels For Madera City & Rio Mesa
- Marginally Increases the Residential Density for Medium & Medium High Residential Categories
- Density Shifts are Marginally Higher in all Housing Categories Except Very Low & Low Categories
- The Employment FAR for Commercial High Further Increased by .25 for all Subareas Except County
- Includes the Same Number of Under-developed Parcels with the Potential to Redevelop as the 2015 Hybrid 2018 Update.



### HOW WOULD WE BENEFIT?

If the strategies for this scenario are implemented, the following would result:

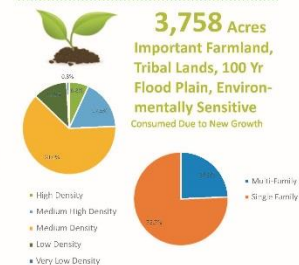
#### TRANSPORTATION



#### GHG REDUCTION



#### LAND USE





# YOUR MADERA 2042

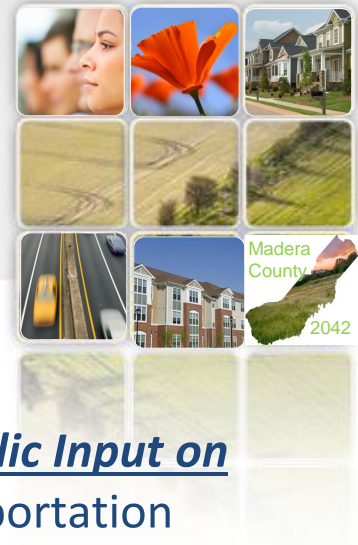


## What is the Purpose of this Meeting?

- Receive **a Recommendation** on the Desired 2018 RTP/SCS Land Use & Transportation Scenario



# YOUR MADERA 2042



## What are the Next Steps?

- **April 2018** – Workshop 3: Open House Workshop to Receive **Public Input on the Recommended or Preferred** 2018 RTP/SCS Land Use & Transportation Scenario
- **April 2018** –MCTC Board **Approve Preferred SCS Scenario**
- **April - May 2018** - Prepare the RTP/SCS and PEIR Documents
- **End of May 2018** - Release the Draft RTP/SCS and PEIR for 55-day Public Review and Comment
- **May or June 2018** - Hold a Public Hearing During Public Review of the Draft RTP/SCS & PEIR (TBD)
- **Mid August 2018** - Hold a Public Hearing to Certify the PEIR & adopt the RTP/SCS



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## Questions / Comments

