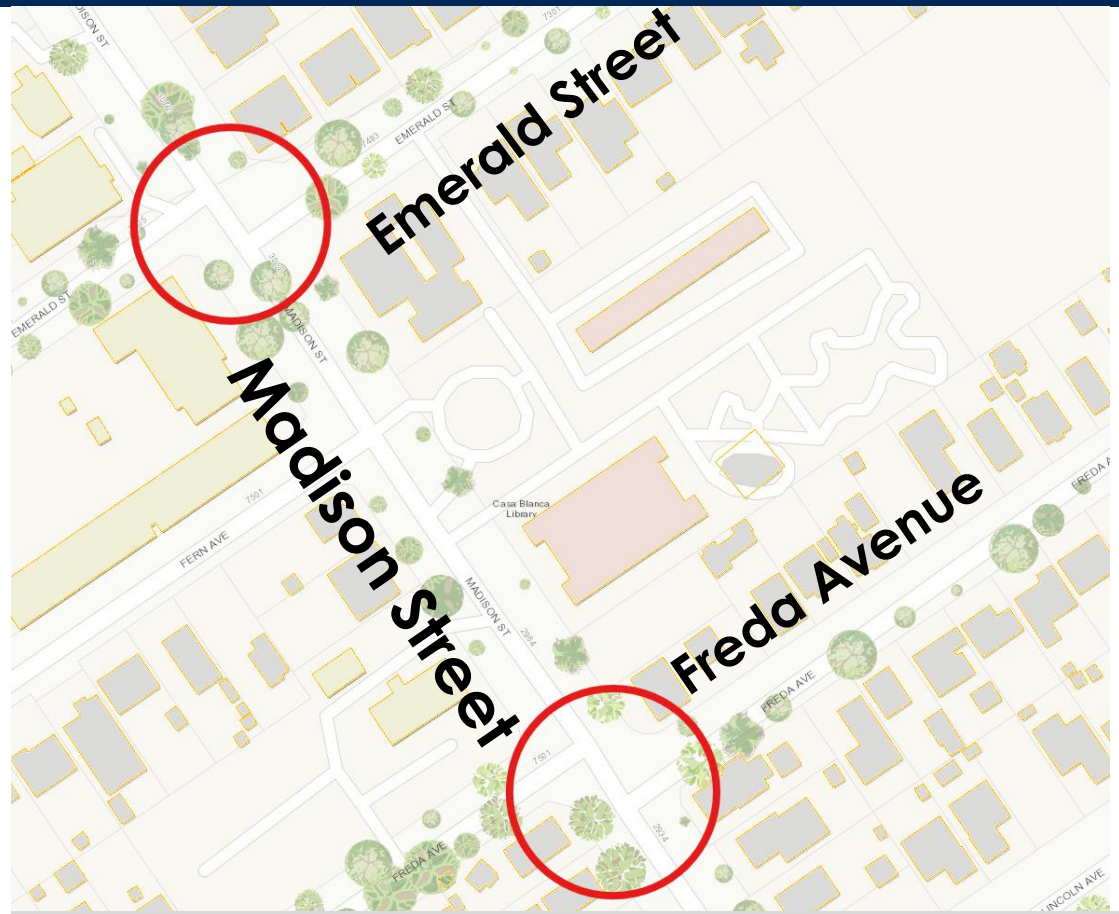
MADISON STREET AND EMERALD STREET AND MADISON STREET AND FREDA AVENUE TRAFFIC CIRCULATION 12-MONTH PILOT PROJECT

Public Works Department

Transportation Board Meeting

December 3, 2025

LOCATION MAP



PROPOSED TRAFFIC CIRCULATION 12-MONTH PILOT PROJECT PROHIBITING EASTBOUND & WESTBOUND THROUGH AND LEFT MOVEMENTS

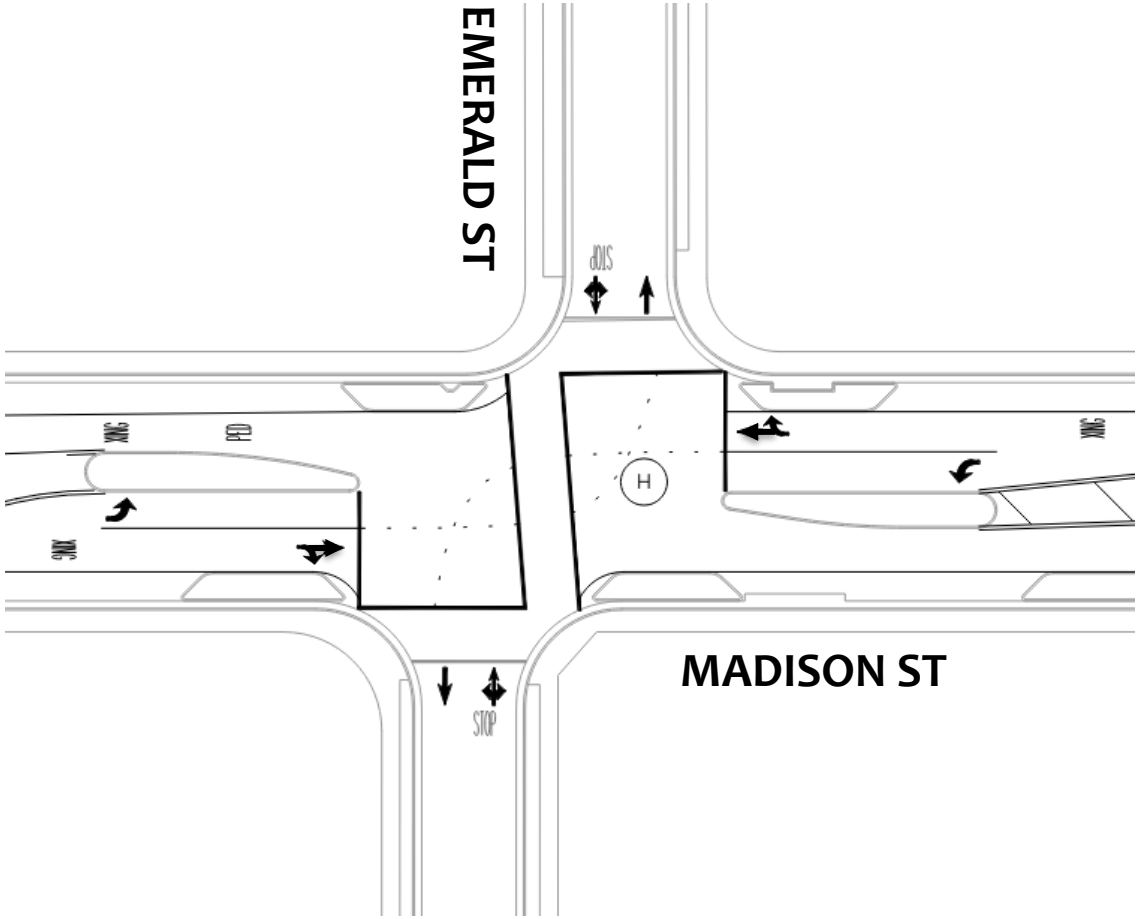
BACKGROUND

- In 2023, High-Intensity Activated Crosswalk (HAWK) signals were installed at the intersections of Madison Street and Emerald Street and Madison Street and Freda.
- Residents expressed concerns of indecisive driver behavior
- City deployed signage and link to video instructions on how HAWK signals operate.

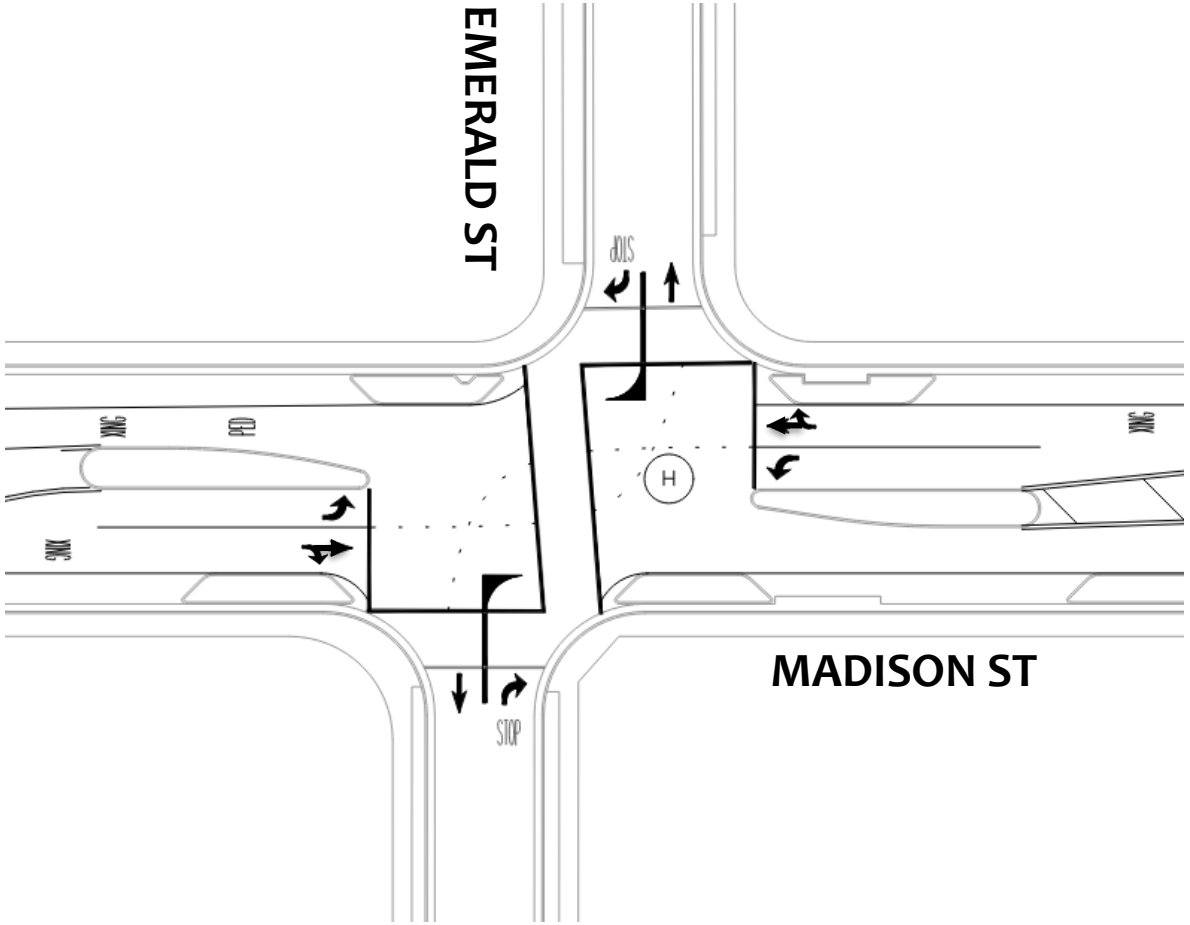
DISCUSSION

- On June 23, 2025, Traffic Engineering staff met with the community to consider solutions to improve operations and safety
- On August 13, 2025, Traffic Engineering presented a conceptual version of the pilot project at the August CAG meeting.
- 12-month pilot project is anticipated to reduce the number of vehicular movements and potential conflict points at the intersections
- CAG supported the concept to modify traffic patterns at the intersections of Madison Street and Emerald Street and Madison Street and Freda Avenue.

EXISTING AND PROPOSED TRAFFIC PATTERN MODIFICATION

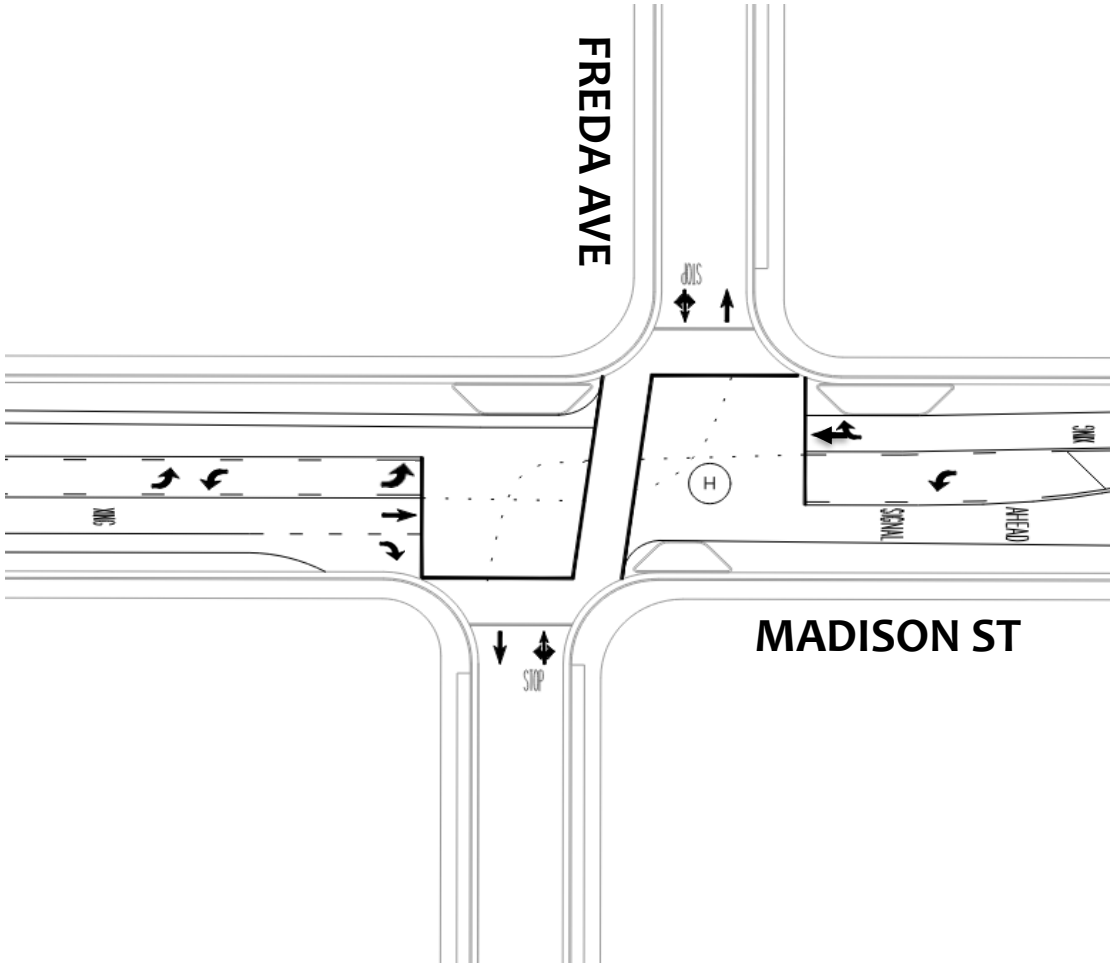


EXISTING

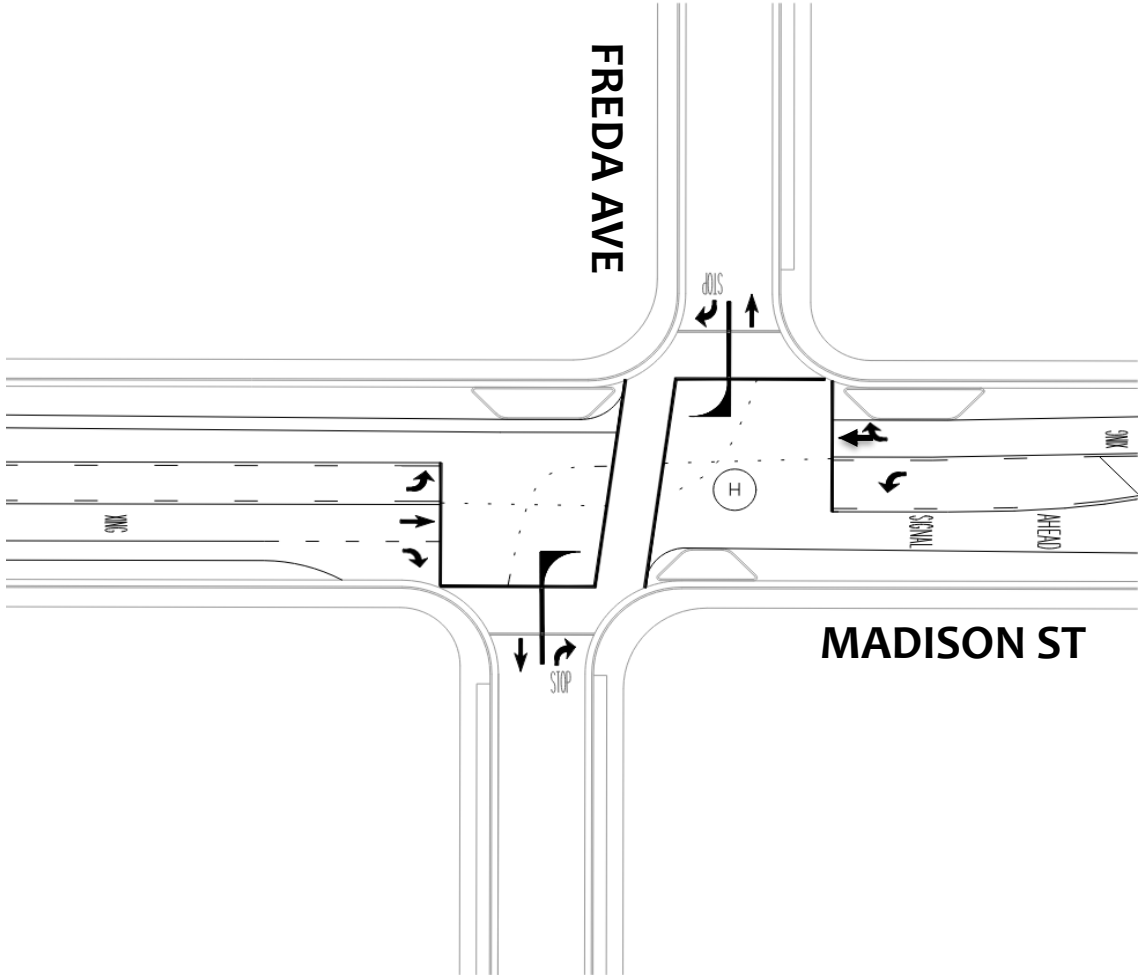


PROPOSED

EXISTING AND PROPOSED TRAFFIC PATTERN MODIFICATION



EXISTING



PROPOSED

DISCUSSION

- Installation of traffic diverters may also result in potential negative impacts to the community including:
  - the loss of on-street parking
  - the shifting of area traffic to nearby streets
  - affects to local churches and public facilities due to changes in access
  - aesthetic effects
  - and potential effects to Public Works services and emergency vehicle operations.

DISCUSSION

- Installation of traffic diverters will restrict eastbound left-turns onto northbound Madison Street to access SR-91
- Residents accustomed to making a left-turn movement from eastbound Freda Avenue onto northbound Madison Street may utilize northbound S Cary Street and eastbound Fern Avenue for a maximum detour distance of 0.28 miles.

DISCUSSION

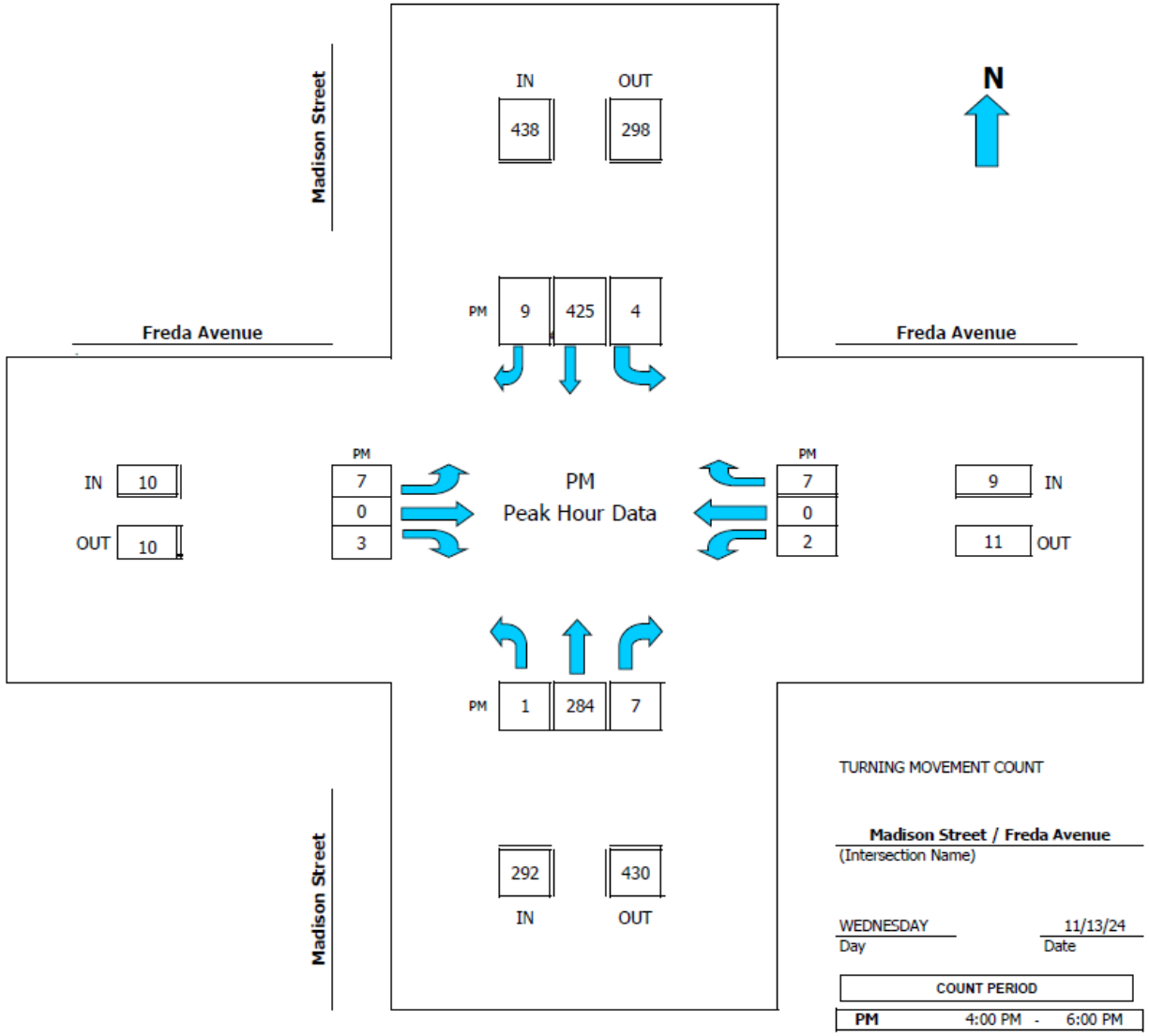
- Installation of traffic diverters will restrict eastbound left-turns onto northbound Madison Street to access SR-91
- Residents accustomed to making a left-turn movement from eastbound Emerald Street onto northbound Madison Street may utilize northbound Grace Street and eastbound Peters Street for a maximum detour distance of 0.56 miles.

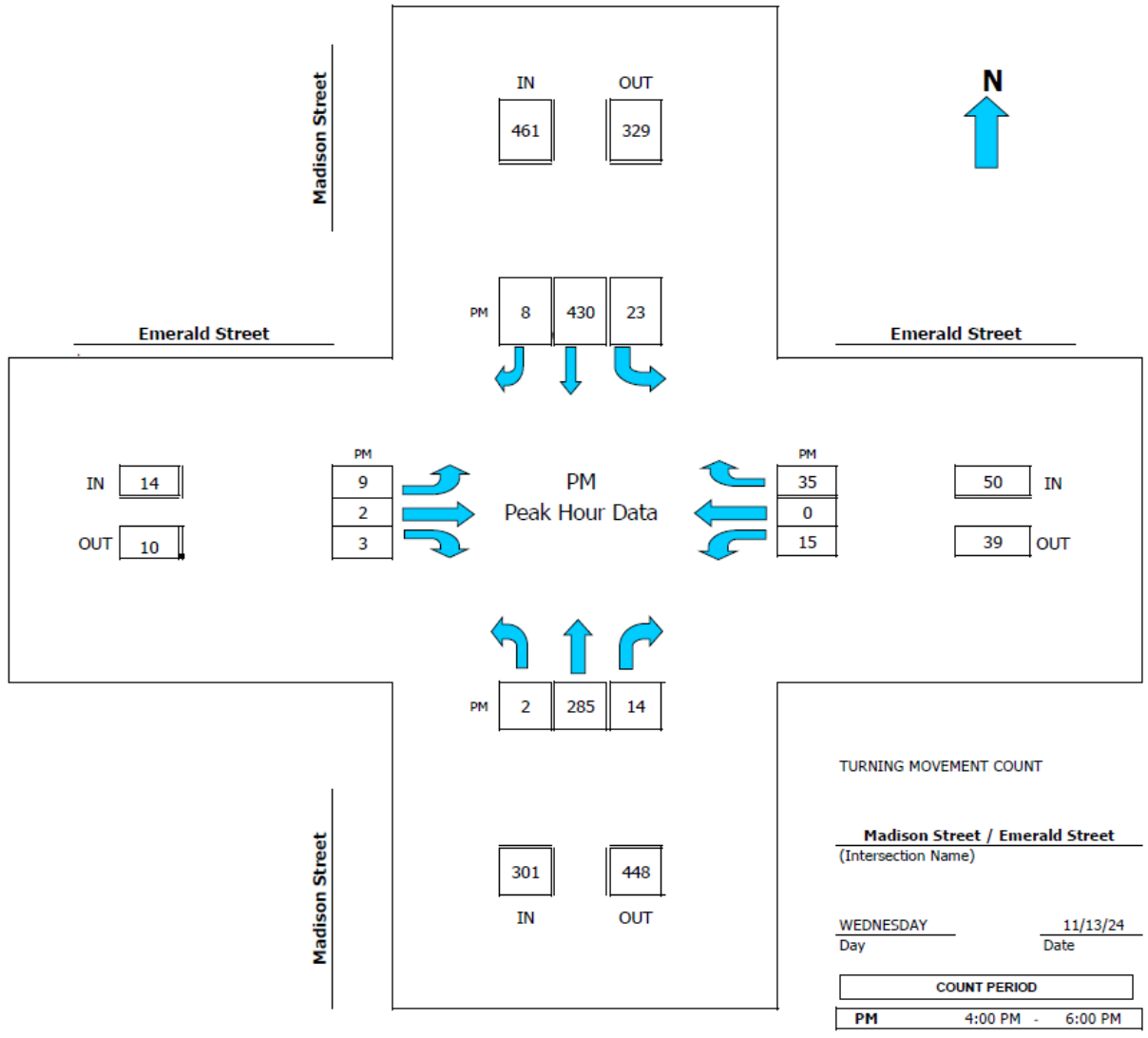
DISCUSSION

- Intersection operation studies will be evaluated and compared to existing conditions during the AM and PM peak hours:

1. Intersection Delay
2. Collisions
3. Intersection turning movement counts
4. Pedestrian volumes
5. Conduct multi-way stop warrant at Madison & Peters

INTERSECTION TURNING MOVEMENT COUNTS





RECOMMENDATION

That the Transportation Board recommend that the City Council approve a traffic circulation 12-month pilot project to prohibit through and left-turn movements at the eastbound and westbound approaches of the intersections of Madison Street and Emerald Street and Madison Street and Freda Avenue.