CERES CITYWIDE ACTIVE TRANSPORTATION PLAN




ADOPTED BY CERES CITY COUNCIL ON SEPTEMBER 27, 2021

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PLACEWORKS

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PLAN PURPOSE AND VISION

The Ceres Citywide Active Transportation Plan guides the development of pedestrian and bicycle facilities throughout the City of Ceres. The Plan supports and implements a comprehensive, integrated network that allows safe and convenient travel along and across streets for all users as outlined in the Ceres General Plan and other recently adopted City Plans. This highly implementable Plan seeks to enhance neighborhood connectivity for community members walking and bicycling to local destinations such as parks, schools, shopping centers and employment centers, and to enhance connections to nearby communities. The Plan takes a balanced approach in advancing project and program recommendations, so that they benefit all road users including those walking, biking, taking transit, or driving.

ORGANIZATION OF THE PLAN

The Ceres Citywide Active Transportation Plan is organized into the following chapters:

CHAPTER 1 – INTRODUCTION

This chapter provides a description of the Plan's purpose and vision, as well as a brief summary on the organization of the Plan.

CHAPTER 2 – COMMUNITY NEEDS ASSESSMENT

Forming the foundation on the policy framework and project and program improvements for the walking and biking network in Ceres, this chapter provides an overview of existing walking and biking conditions, pedestrian and bicycle facilities, and relevant plans, policies and programs to determine walking and biking needs for the City. Complementing this analysis is input received by members of the public, with a description provided on outreach conducted during the development of the Ceres Citywide Active Transportation Plan.

CHAPTER 3 – POLICY FRAMEWORK

This chapter details the methodology for developing Plan goals, policies and actions, which are directly informed by findings in the Community Needs Assessment and best practices in Complete Streets design.

CHAPTER 4 – PROJECT AND PROGRAM RECOMMENDATIONS

A list of projects and programs is provided to enhance safety, improve accessibility, and promote walking and biking as a viable and safe transportation option in the City of Ceres. Project and program lists will include a description of proposed improvements, planning-level cost estimates, and phases of implementation. Pedestrian and bicycle project improvements are also mapped in this chapter for easy reference.

CHAPTER 5 – FUNDING AND IMPLEMENTATION

This chapter provides strategies for successfully funding and implementing pedestrian and bicycle improvements. It includes a description of common steps for funding walking and biking improvements, a comprehensive list of local, regional, statewide, and nationwide funding sources, steps involved in the competitive grant application process, and strategies to ensure that facilities and programs implemented as part of this Plan are properly maintained and evaluated.

APPENDICES

The appendices include a checklist that identifies how the Plan satisfies California Transportation Commission Guidelines for an Active Transportation Plan (Appendix A), background data, field work, and public input utilized to inform findings discussed in the Community Needs Assessment (Appendices B-E), and a summary of existing policies and programs evaluated to formulate this Plan's Policy Framework (Appendix F).

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Community Needs Assessment

INTRODUCTION

The Ceres Citywide Active Transportation Plan will develop project and program recommendations to improve multi-modal access throughout the City of Ceres. A set of implementable projects and programs will enhance neighborhood connectivity to local destinations, integrate with planned improvements proposed in other City of Ceres planning documents, and tie into the regional active transportation network. To establish an understanding of walking and biking needs, this chapter includes the following sections:

The **Plan Area Overview** section includes a description of the City of Ceres and surrounding region, as well as a profile of existing commute patterns, land uses, activity generators and transit service in the City. This section also evaluates neighborhoods in the City that are most impacted by environmental, health and socioeconomic issues, with the information utilized to help ensure that Plan recommendations are applied to improve livability for residents, employees and visitors in an equitable manner.

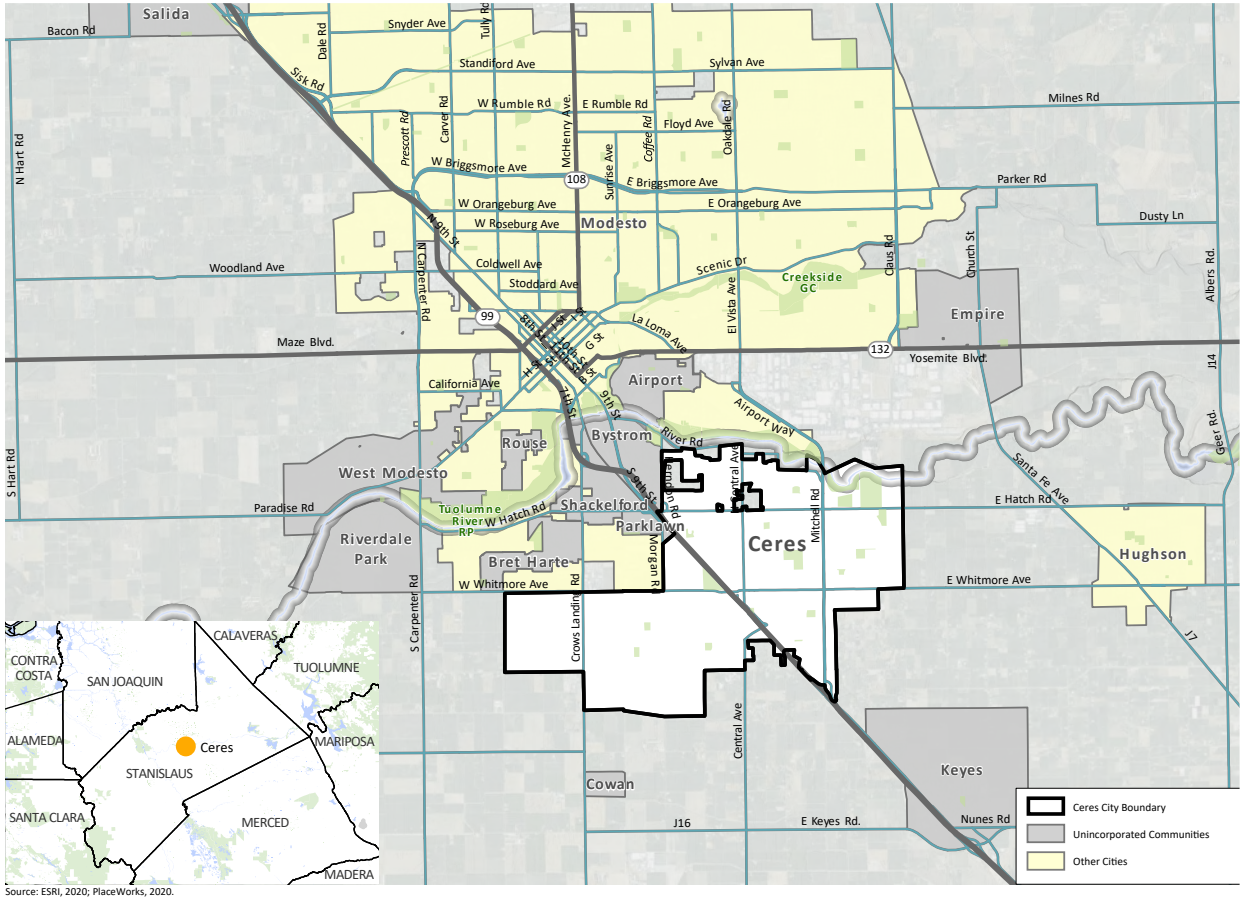
The **Pedestrian and Bicycle Facilities** section illustrates the facility types currently existing in the City of Ceres, as well as those planned through the General Plan and the City's various Specific Plans and Strategic Plans.

The **Collision Data and Analysis** section evaluates collision data between pedestrians and vehicles as well as those between bicyclists and vehicles on Ceres roadways in recent years. Collisions are categorized based on their severity, with each collision mapped.

The **Relevant Plans** section provides an overview of existing local and regional plans that are relevant to the Ceres Citywide Active Transportation Plan.

The **Community Outreach** section discusses engagement conducted and public input received on existing walking and biking conditions, as well as feedback on recommended improvements.

Figure 2.1 Regional Location



Source: ESRI, 2020; PlaceWorks, 2020.

PLAN AREA OVERVIEW

PROJECT SETTING

The City of Ceres is located in Stanislaus County in California's Central Valley region, along State Highway 99 just south of the City of Modesto (Figure 2.1). To the north and west, the City is adjacent to Modesto and unincorporated Stanislaus County. To the south and east, the City borders sparsely developed residential and agricultural properties on unincorporated County land. Other nearby communities include the City of Hughson to the east and the unincorporated community of Keyes to the southeast.

Several physical and geographic barriers significantly limit vehicle, pedestrian, and bicycle connectivity within Ceres and between Ceres and adjacent jurisdictions. On the north edge of the City, the Tuolumne River is a significant physical barrier to vehicular, pedestrian and bicycle connectivity, limiting access between Ceres and Modesto to Highway 99, Mitchell Road, and Herndon Road. Highway 99 and the adjacent Union Pacific Railroad line form a major east-west connectivity and access barrier, limiting connections across the highway and rail line to a handful of roadways: Hatch Road (at the Modesto border), Whitmore Avenue, Pine Street, and Service Road.

EXISTING USERS

According to the 2018 American Community Survey (ACS) 5-year population estimates, 47,975 people live in the City of Ceres. As shown in Table 2.1, around 82% of employed residents drive alone to work, which is a similar rate to surrounding cities and Stanislaus County as a whole. However, this rate is higher than the State of California average of around 74%. Although fewer than 2 percent of employed residents walk to work, walking constitutes a slightly greater percentage of trips made in Ceres than trips made in surrounding cities and countywide, but less than statewide. Trips made by bicycle, however, represent a mere 0.2 percent of travel mode to work, which is lower than neighboring cities, the County, and the State. As shown in Table 2.3, the average (mean) travel time to work in Ceres is approximately 29 minutes, which is virtually identical to Countywide and Statewide rates, similar to Modesto, and slightly more than Turlock.

Table 2.1 Commute Patterns (Mode Share)

Mode of Travel (%)	Ceres	Modesto	Turlock	Stanislaus County	CA
Car, truck, or van - drove alone	82.2	82.2	82.7	81.6	73.7
Car, truck, or van - carpooled	12.3	9.6	8.8	9.9	10.3
Public Transportation	0.8	1.2	0.8	0.8	5.1
Walked	1.9	0.9	1.5	1.3	2.7
Bicycle	0.2	0.4	0.5	0.4	1.0
Motorcycle and other means	1.0	0.9	2.3	1.1	1.6
Worked at home	1.7	4.8	3.4	4.8	5.7

Table 2.2 Commute Patterns (Travel Time)

Travel Time to Work (%)	Ceres	Modesto	Turlock	Stanislaus County	CA
Less than 10 minutes	14.1	13.3	21.3	15.4	9.4
10 to 14 minutes	14.2	18.3	17.1	15.5	12.4
15 to 19 minutes	18.9	18.7	10.6	15.7	14.8
20 to 24 minutes	16.8	12.9	14.2	13.2	14.2
25 to 29 minutes	3.7	4.2	7.0	4.8	6.0
30 to 34 minutes	10.3	9.6	12.0	11.1	15.1
35 to 44 minutes	4.7	5.0	4.1	5.7	7.1
45 to 59 minutes	4.2	5.5	3.9	5.7	8.9
60 or more minutes	13.1	12.6	9.9	12.8	12.2

Table 2.3 Commute Patterns (Mean Travel Time)

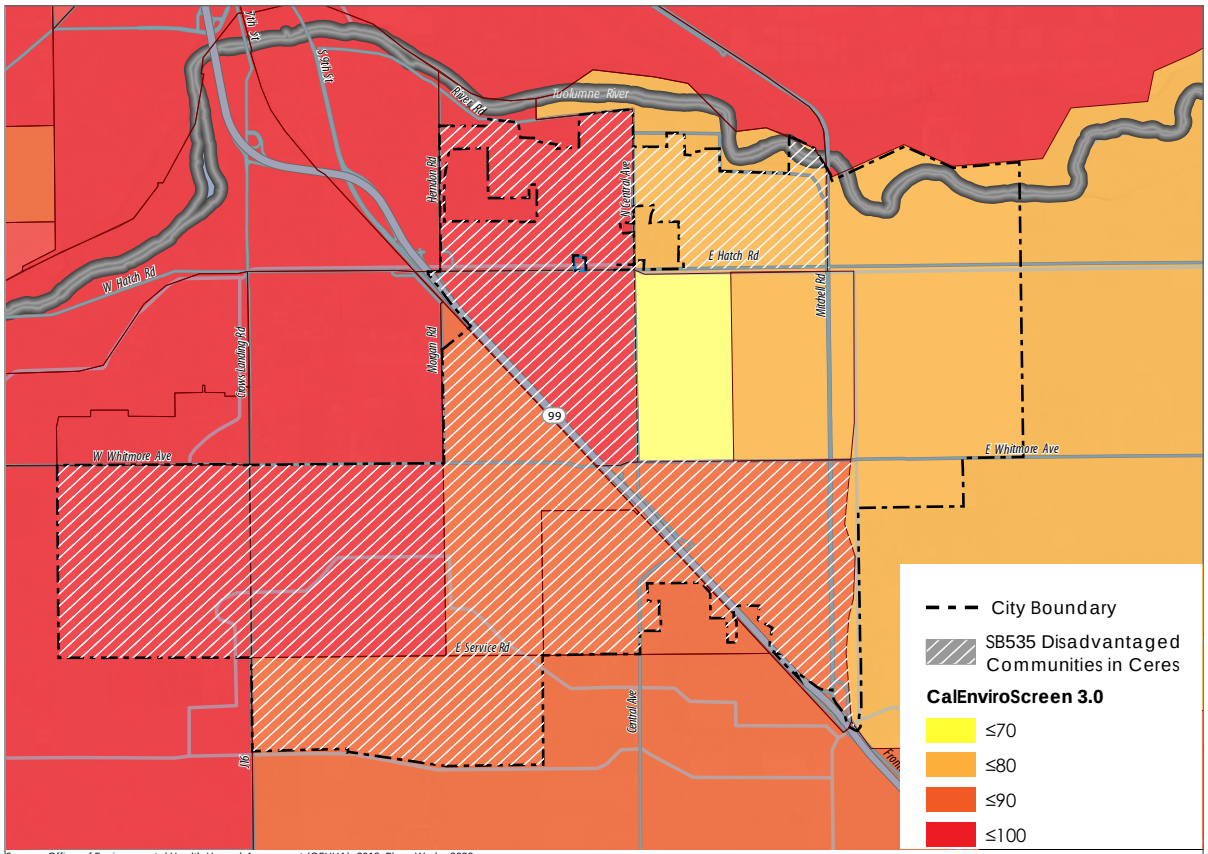
Travel Time to Work (%)	Ceres	Modesto	Turlock	Stanislaus County	CA
Mean travel time to work (minutes)	29.4	28.2	25.2	29.0	29.3

EQUITY DATA AND ANALYSIS

CalEnviroScreen is a mapping tool that identifies disadvantaged California communities by census tract. The tool was developed by the Office of Environmental Health Hazard Assessment (OEHHA) and the California Environmental Protection Agency (CalEPA). CalEnviroScreen uses environmental, health, and socioeconomic information to rank census tracts, with higher scores suggesting higher pollution burden and vulnerability. Some statewide transportation funding sources, such as the Cap-and-Trade Program and the Active Transportation Program are specifically intended for, or more accessible to, communities identified with this tool.

As shown in Figure 2.2, the majority of Ceres is considered disadvantaged based on CalEnviroScreen scores that are above the 75th percentile of all California counties. The highest-scoring areas in Ceres (i.e., areas with the highest indicators of disadvantaged communities) are in southern and western Ceres – south of Whitmore Avenue and west of Central Avenue. The Citywide Active Transportation Plan addesses equity issues with regard to the provision of high-quality bicycle and pedestrian infrastructure by providing additional focus on neighborhoods in the southern and western parts of the city. This includes older neighborhoods directly adjacent to SR-99 as well as unincorporated islands within Ceres' Sphere of Influence (SOI).

Figure 2.2 CalEnviroScreen



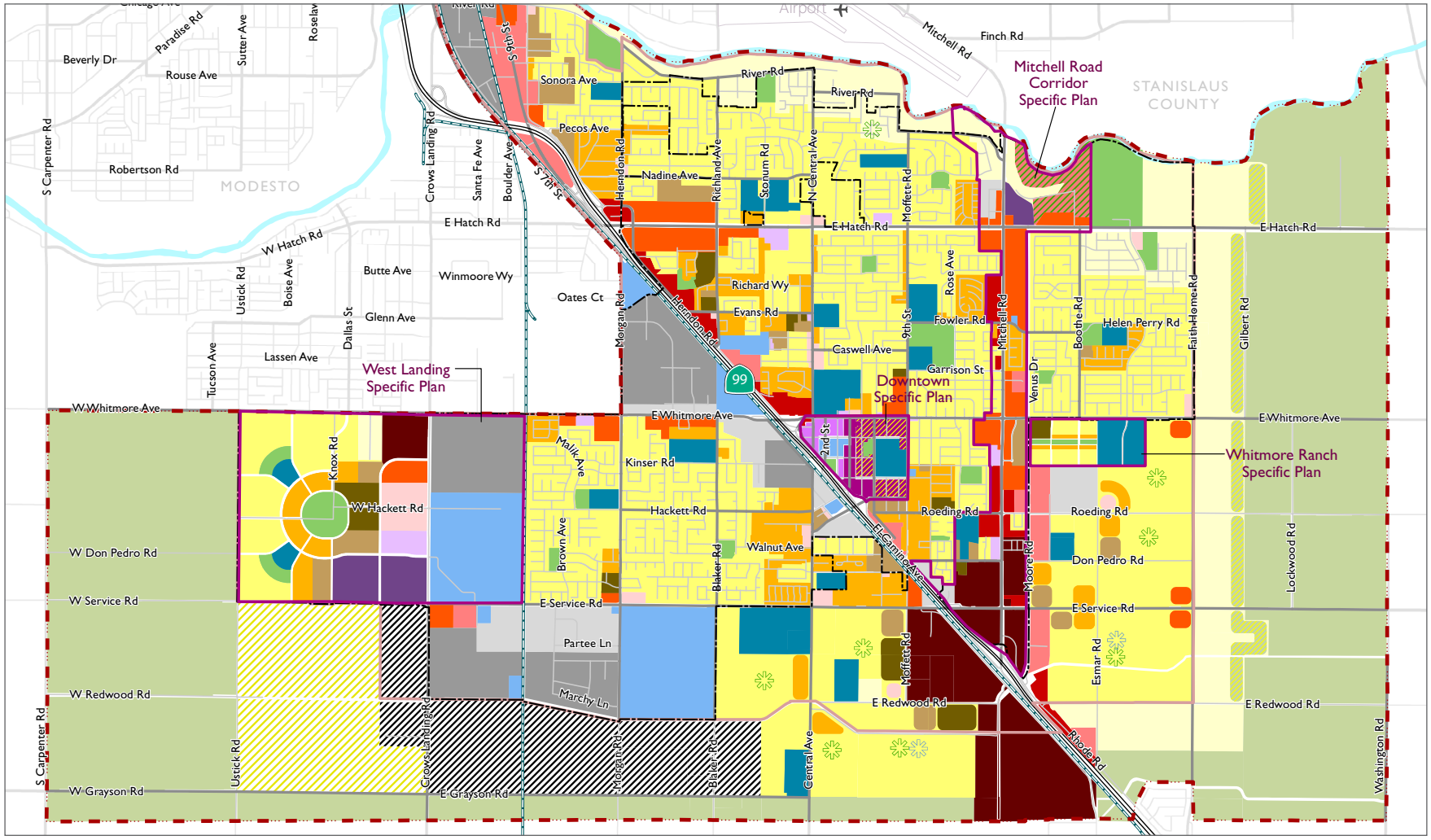
Source: Office of Environmental Health Hazard Assessment (OEHHA), 2018; PlaceWorks, 2020.

LAND USE

The City of Ceres contains a mix of uses including residential (primarily low-density single family residential) commercial, industrial, community facilities, and parks. In addition, the City's outskirts to the west and east contain large agricultural areas. As shown in Figure 2.3, the three largest land uses designated in the City's General Plan Land Use Element are residential, agricultural, and commercial (which includes five commercial subcategories). The urban fabric is primarily composed of single-family residential neighborhoods and commercial areas. Most of the residential land is designated low-density. Agricultural uses are mostly in the western edge of the City.

Ceres' commercial corridors and large shopping centers are typically along arterial roadways and surrounded by residential neighborhoods. A significant district of light industrial uses is located just west of Highway 99 from Industrial Way on the south to near Hatch Road to the north. Additional industrial and manufacturing uses are located south of Service Road on the west side of SR 99 between Crow's Landing Road and Morgan road, as well as the area southeast of the intersection of Crow's Landing Road and Whitmore Avenue.

Figure 2.3 General Plan Land Use



Key activity generators include schools such as Mae Hensley Junior High School (top), parks such as Smyrna Park (middle), and Downtown Ceres (bottom).

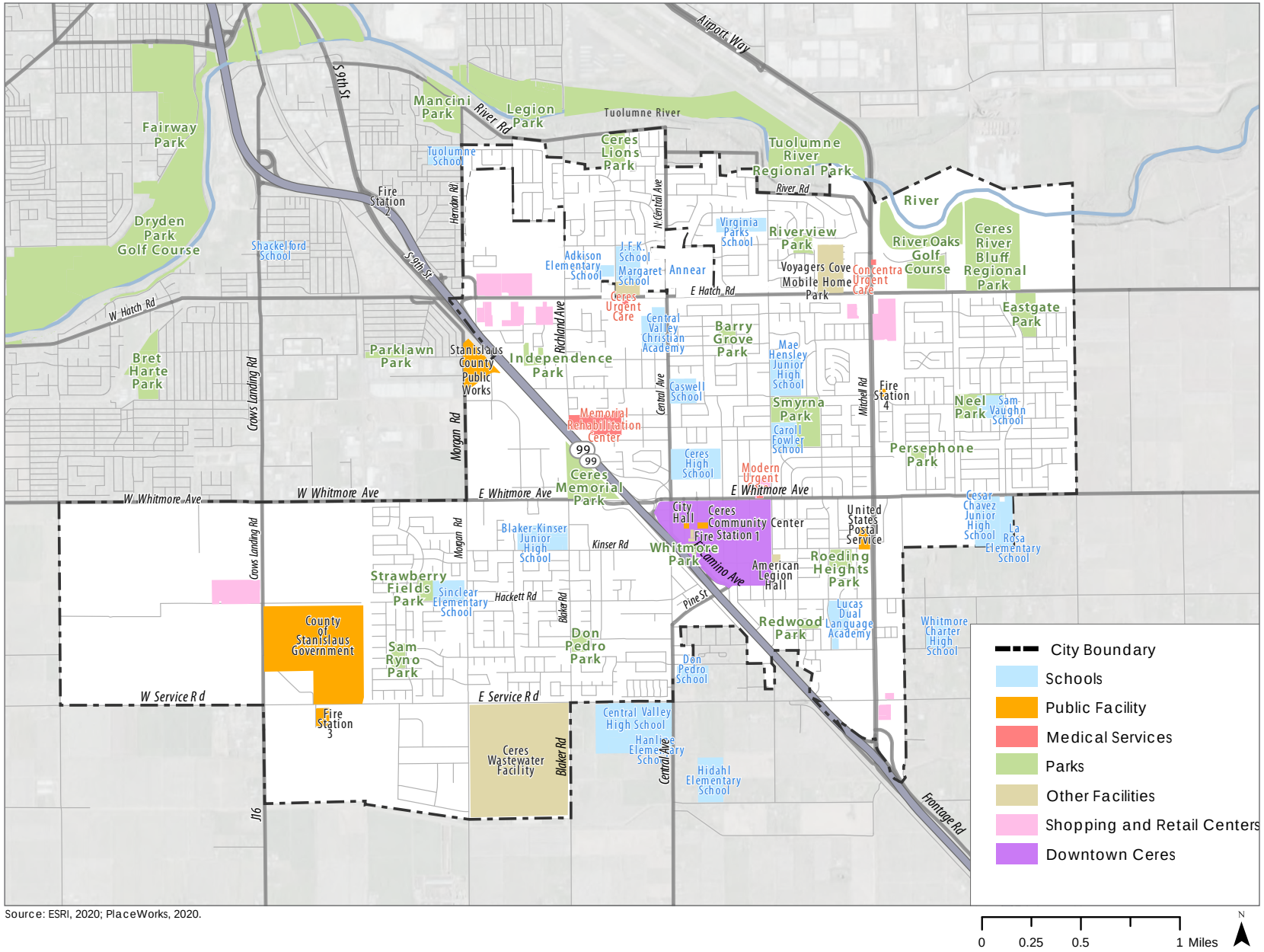
ORIGIN/DESTINATION POINTS AND ACTIVITY GENERATORS

To provide a complete bicycle and pedestrian network, the Ceres Citywide Active Transportation Plan seeks to promote the development of valuable linkages to support walking and bicycling from points of origin to popular destinations and "activity generators." Residential neighborhoods are primary points of trip origin. The City has a variety of key destinations as shown in Figure 2.4. These include schools, employment centers (e.g., the County of Stanislaus Government complex), shopping/retail centers, local and regional parks, medical services, and Downtown Ceres, which is both a commercial district and key employment center with local government offices.

Most schools and parks in Ceres are in residential neighborhoods, and they are often adjacent to one another. Several schools are located near Downtown Ceres: Ceres High School, Walter White Elementary School, and Argus High School. Several schools are located along major roadways such as Central Avenue and Moffett Road/9th Street.

In addition to smaller community parks located throughout Ceres (generally within residential areas), Ceres River Bluff Regional Park in the northeast area of the City is a popular recreational destination with several sports fields. Nearby is River Oaks Golf Course. There are multi-use trails and other recreational amenities on the Modesto side of the Tuolumne River.

Figure 2.4 Activity Generators



Source: ESRI, 2020; PlaceWorks, 2020.

TRANSIT SERVICE

Coordination between transit routes and active transportation infrastructure, including enhanced sidewalks, crosswalks, and bikeways, improves first/last-mile commutes and expands connectivity. Ceres is served by three Modesto Area Express (MAX) routes and two Stanislaus Regional Transit (StaRT) routes (Figure 2.5), all of which have bike-rack equipped buses. There is also dial-a-ride service that is facilitated by MAX.

Fixed Route Service

MAX Route 44 runs within City limits between the residential neighborhood southwest of Downtown Ceres and the Ceres Plaza Shopping Center along Hatch Road near Highway 99. The route travels through Downtown and runs along Whitmore Avenue, Mitchell Road, and Hatch Road. MAX Route 29 runs between the northwest corner of Ceres to the Downtown Modesto Transit Center. MAX Route 42 connects the far west side of Ceres at the Stanislaus County offices campus with the Downtown Modesto Transit Center.

StaRT Route 61 connects Downtown Modesto and the communities of Ceres, Empire, Waterford, Hickman, and Hughson. Within Ceres City limits, the route travels along Hatch Road, Mitchell Road, and Whitmore Avenue. StaRT Route 15 connects Downtown Modesto and the communities of Ceres, Keyes and Turlock, traveling along several City streets including Hatch Road, Richland Avenue, Whitmore Avenue, and Mitchell Road.

Paratransit

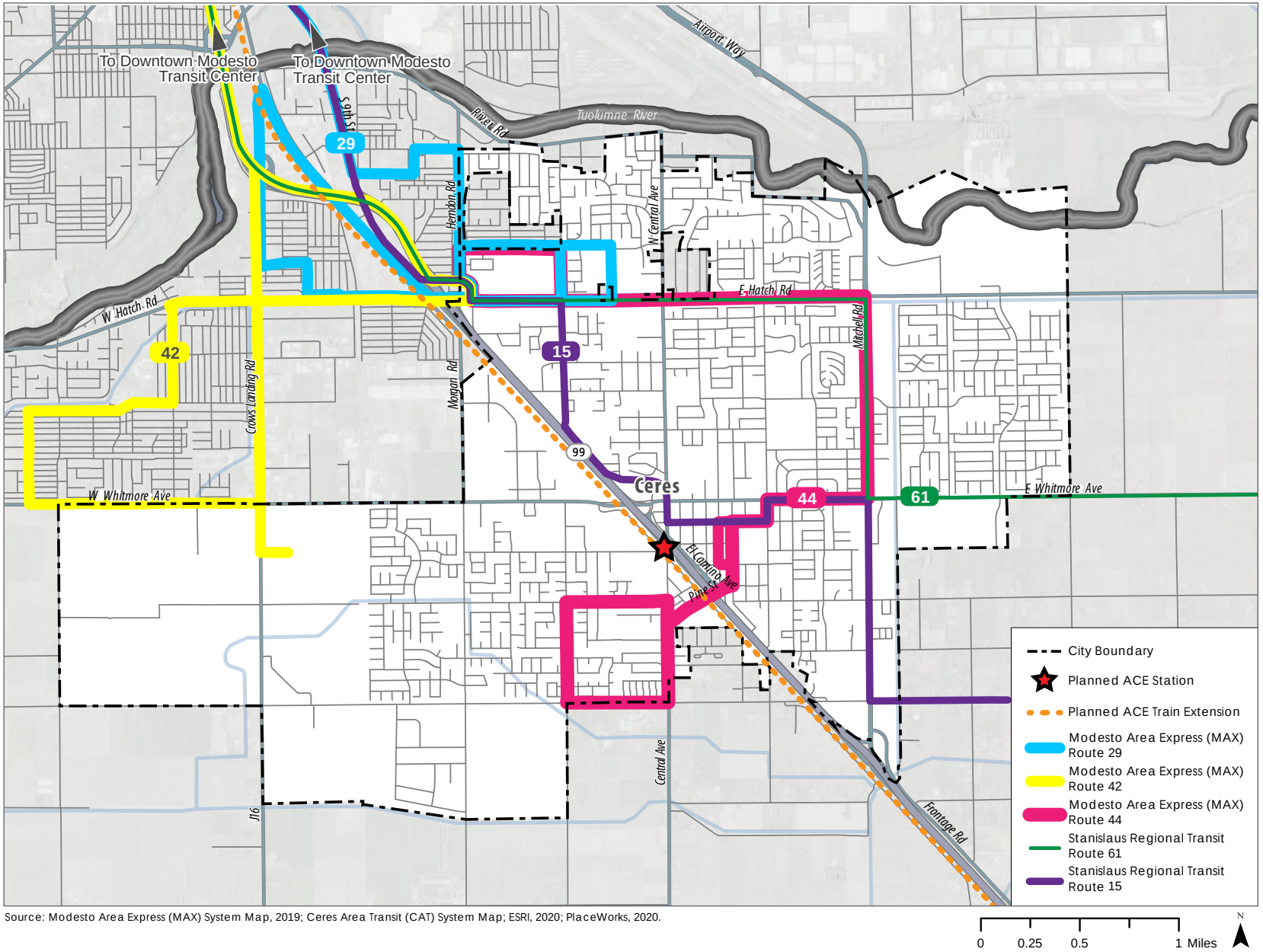
As a supplement to fixed-route public transit, Modesto Area Dial A Ride (MADAR) provides point-to-point transportation for registered seniors and qualified disabled residents in the Modesto urban area. MADAR's region of service includes the cities of Modesto and Ceres as well as the unincorporated community of Salida to the northwest.

Future Transit Improvements

A planned extension of the Altamont Corridor Express (ACE) train will bring train service to Ceres (anticipated 2022). Currently, ACE train service runs between San Jose and Stockton, with 10 stops in total. While there are four daily trips in either direction on the official schedule, due to the Covid-19 crisis service is currently limited to two daily trips in either direction.

Planned improvements include an extension from its current east terminus in Stockton to the communities of Manteca, Ripon, Modesto and Ceres. The planned station in Ceres will be a platform located between Highway 99 and Railroad Avenue on the west side of the highway. Users would access the platform from the east (near vehicle parking along El Camino Avenue) via a pedestrian pathway traveling beneath the highway. The City has proactively made lighting improvements in the area in anticipation of the station. A future second phase would further extend the route to Turlock and Merced.

Figure 2.5 Existing and Planned Transit



Source: Modesto Area Express (MAX) System Map, 2019; Ceres Area Transit (CAT) System Map; ESRI, 2020; PlaceWorks, 2020.

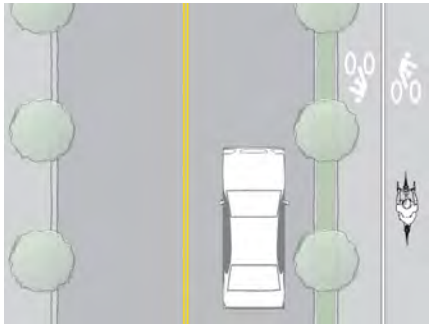
PEDESTRIAN AND BICYCLE FACILITIES

TYPES OF BIKEWAYS

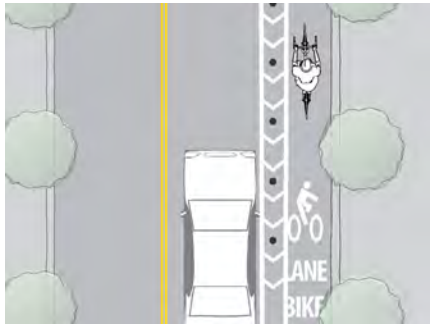
Ceres contains four different types of bikeways. A visual representation of the bikeway types is depicted in Figure 2.6.

- **Class 1 (bike paths)** also known as multi-use paths, are separated completely from motor vehicle traffic and usually shared with pedestrians.
- **Class 2 (bike lanes)** are delineated lanes within the roadway for the exclusive use of bicycles. Vehicle and pedestrian cross-flow are permitted. The striping is supported by pavement markings and signage. Class II bikeways can be enhanced by features such as green paint or painted buffers.
- **Class 3 (bike routes)** are located on roadways on which bicyclists share the roadway with motor vehicles. Bike routes are designated by signage and/or shared roadway bicycle markings (sharrows). Some bicycle routes (Class 3.5) have wide shoulders that provide space for bicyclists, although they do not have bike lane markings.
- **Class 4 bikeways (cycle tracks)** are within or adjacent to a roadway and separated from traffic by a physical barrier such as bollards, on-street parking, or planters. This design allows an exclusive right-of-way for bicycle travel.

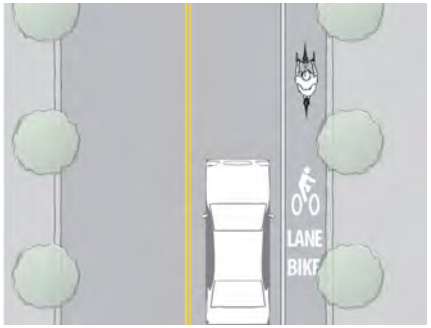
Figure 2.6 Types of Bikeways



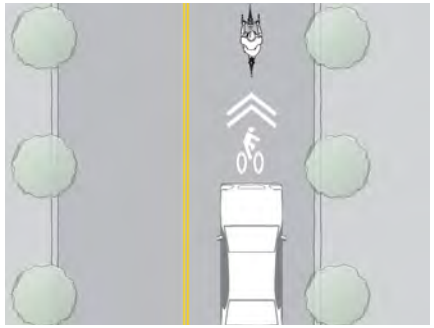
Class I (Bike Path)



Class II (Bike Lane)



Class III (Bike Route)



Class IV (Cycle Track)

EXISTING BICYCLE FACILITIES IN CERES

Bicycling is improved by connections to transit, walking paths and sidewalks, and automobile parking, but these activities often take place in the same space on urban and suburban streets. The coexistence of transit and bicycles on roadways can present significant challenges due to differences in size, average speed, and stopping patterns. This concurrent street use creates unsafe conditions for bicyclists and necessitates careful consideration when planning new and upgraded bike facilities.

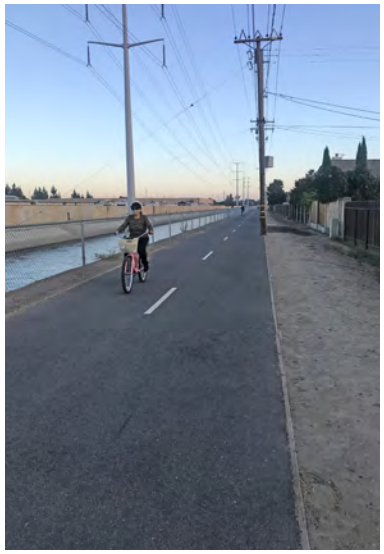
As shown in Figure 2.7, Ceres has a small number of bicycle facilities interspersed throughout the City. The "backbone" of the City's existing bicycle network includes Class 1 multi-use paths along Hatch Road and the Turlock Irrigation District (TID) Main Canal, and Class 2 bike lanes along Whitmore Avenue. Other than the multi-use paths, most bikeways – including Whitmore Avenue – have gaps that limit bikeway connections.

The two Class 1 multi-use paths make up most of the City's bikeway mileage. They provide safe, high-quality commuting and recreational routes for pedestrians and bicyclists, with minimal vehicular cross traffic. A two-mile-long multi-use path extends north to south along the TID Main Canal east of Mitchell Road from Hatch Road to Service Road. An approximately 2.7-mile-long path extends west to east along Hatch Road from Herndon Avenue to Eastgate Boulevard. The Hatch Road multi-use path is part of a significant regional route connecting unincorporated communities and Modesto to the west with Hughson to the east.

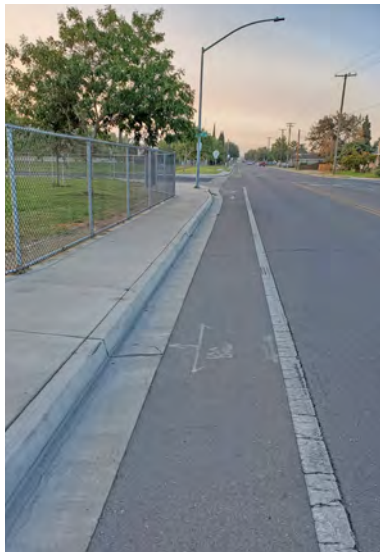
A one-mile-long Class 2 bike lane extends along Boothe Road between Hatch Avenue and Whitmore Avenue, connecting residential neighborhoods to Samuel Vaughn Elementary School, Neel Park, and the Hatch Road multi-use path.

There are substantial connectivity barriers for bicycling and other transportation modes in Ceres. In addition to the northern barrier of the Tuolumne River, Highway 99 and active freight railroad tracks bisect the City at near-45-degree angles from northwest to southeast. Improving connectivity between areas to the east and west of these barriers is a key goal for the Citywide Active Transportation Plan.

Additional information on existing bicycle facilities is included in the Roadway Audit Summary in Appendix B.

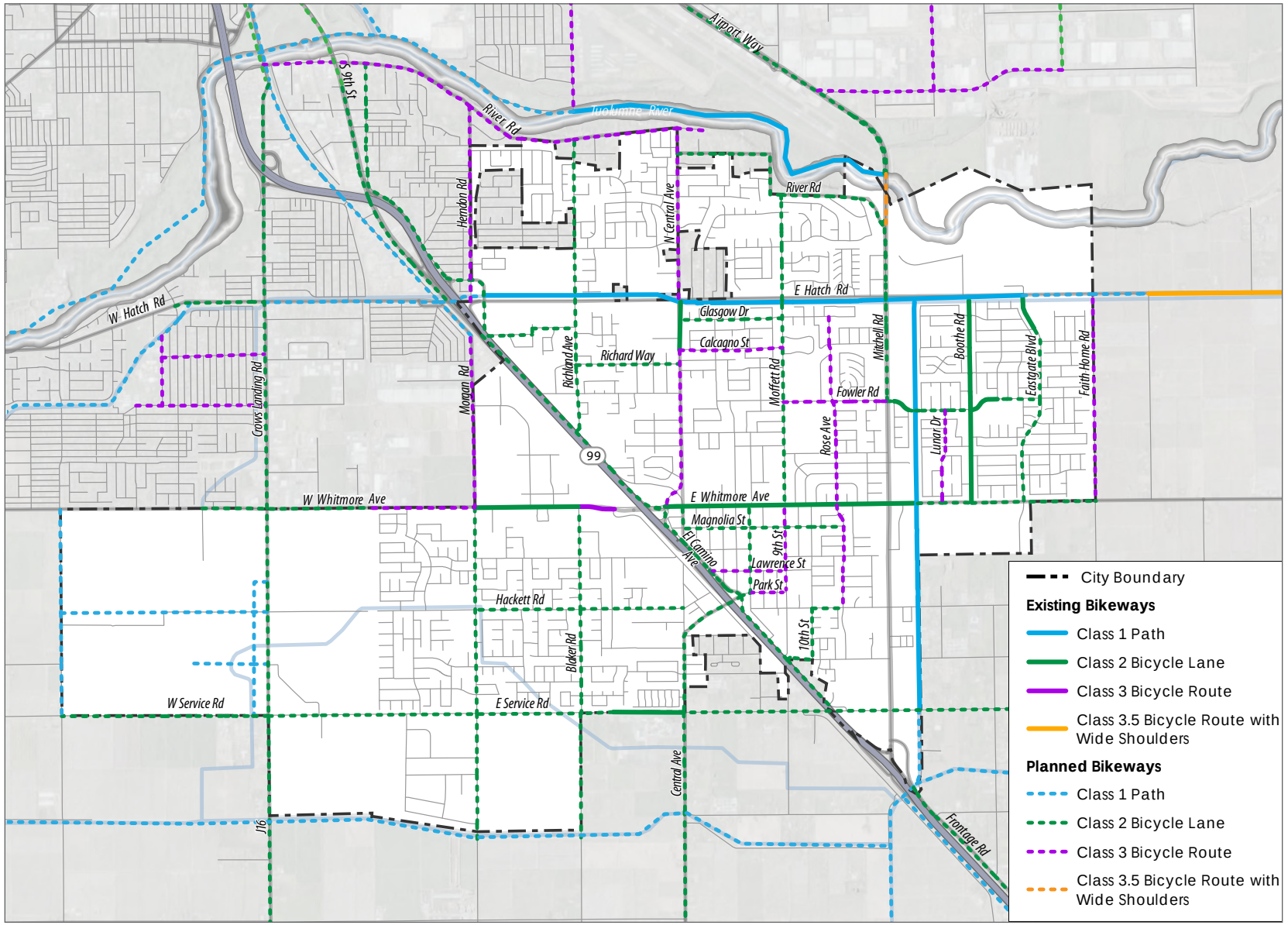


Ceres' multi-use paths include the Main Canal path running north-south (above). The primary east-west Class 1 facility is located adjacent to Hatch Road.



There are Class 2 bikeways adjacent to vehicle travel lanes in many locations, including Boothe Road (left) and Service Road (east).

Figure 2.7 Existing and Planned Bikeways



Source: GIS files from the Draft StanCOG Countywide ATP Plan, 2020; ESRI, 2020; PlaceWorks, 2020.

PLANNED BICYCLE FACILITIES IN CERES

Figure 2.7 shows Ceres bicycle facilities proposed in the recently adopted Stanislaus Council of Governments (StanCOG) Non-Motorized Transportation Master Plan. The Ceres Citywide Active Transportation Plan builds off these proposed routes, integrating with a contiguous regional bikeway network. Additionally, the Citywide Active Transportation Plan will also consider bikeways proposed in several recent plans adopted by the City, including the Downtown Specific Plan, West Landing Specific Plan, Whitmore Ranch Specific Plan, and Eastgate Master Plan.

Proposed facilities within City limits are primarily Class 2 bike lanes and Class 3 bike routes that connect residential neighborhoods to key destinations such as schools, retail centers, and employment centers. Class 1 multi-use paths are proposed as additions to existing Class 1 paths (Tuolumne River Trail, Hatch Road Path, and Main Canal Path) and the development of a second regional east-west route along a TID irrigation canal abutting the City's southern border.

EXISTING PEDESTRIAN FACILITIES IN CERES

This section describes the existing pedestrian network in the City of Ceres and introduces proposed pedestrian improvements to the network.

Walkability

Walkability is a qualitative measure of the degree to which a pedestrian network encourages walking. Walkability is influenced by all aspects of the built environment, including availability of pedestrian facilities and amenities, such as benches, store frontage, and wayfinding signage. Pedestrian facilities are critical elements to improve a safe and functional pedestrian environment. People are willing to walk longer distances in areas that have adequate temperatures and shade, places to rest, and safety from passing vehicles. Enjoyable pedestrian environments have pedestrian facilities that are designed with consideration of the surrounding context.

Another characteristic of walkability is having sufficient connections between neighborhoods and geographical areas. As described in the discussion of bike facilities in the previous section, the Tuolumne River, Highway 99, and active rail lines create significant barriers to walkability in Ceres.

Pedestrian Facilities

Pedestrian facilities include sidewalks and pathways, which together form a safe and comfortable pedestrian network, as well as crosswalks, pedestrian crosswalk signals, lighting, street trees, and curb ramps. To improve the city's pedestrian network cohesion, Americans with Disabilities Act (ADA) compliant sidewalks should be provided on major pedestrian pathways and connection routes. All intersection corners should have smooth paving and curb ramps to comply with ADA requirements. Facility improvements should be prioritized to provide access to destinations that attract pedestrian travel, such as schools, parks and stores.

The state of the pedestrian network in Ceres varies greatly based on the location within the community, as it contains a diverse mix of land uses, density, neighborhood character, and age of development. These factors result in sidewalk gaps at locations such as road segments adjacent to undeveloped land and

Many sidewalk areas in Ceres are pleasantly landscaped, although most do not have a buffer between the sidewalk and the roadway.

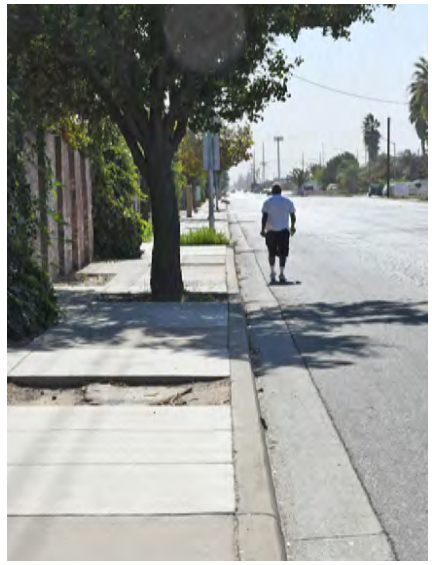
between areas with pedestrian infrastructure like residential neighborhoods and commercial areas.

Other connectivity gaps are a result of low-quality sidewalks and crossings. For example, existing pedestrian connections over Highway 99 and the adjacent rail line are sometimes substandard, such as the overcrossings at Pine Street and Hatch Road. Over the last several years, the City has made substantial improvements to crossings and curb ramps in the City, and today a significant percentage of the City's curb ramps are up to date with regard to Americans with Disabilities Act (ADA) specifications.

The City of Ceres can improve connections Citywide for all non-motorized users by increasing access to its existing Class I facilities, the Hatch Road Trail and Main Canal Trail. Improved access from residential neighborhoods to schools, parks, and shopping centers is another key way to improve multi-modal connections.

Similarly, in moving forward with prioritizing pedestrian improvements, the City may potentially focus on connecting roadways containing destinations that attract

Pedestrian infrastructure is impacted by Highway 99, including the crossings at Hatch Road (left) and at the overcrossing at Pine Street (right).



A pedestrian-activated Rectangular Rapid Flashing Beacon (RRFB) and ADA curb ramps are located near Sinclear Elementary School (top and left). Some pathways are obstructed by planted areas that intrude on the path of travel, like this sidewalk on Morgan Road (right).

the highest number of existing users or future potential for pedestrians. This can include areas within and surrounding Downtown Ceres, popular school walking routes, as well as along commercial corridors adjacent to residential neighborhoods. This would most effectively improve safety, accessibility and encourage pedestrian mobility citywide.

COLLISION DATA AND ANALYSIS

This section analyzes collision data for the City of Ceres, illustrating key locations that may benefit from safety-enhancing strategies such as infrastructure improvements and traffic enforcement. A review of 5-year (2013-2017) collision data shows there were a total of 683 reported collisions in Ceres during that time, including vehicle-vehicle, vehicle-bicycle, and vehicle-pedestrian collisions. 53 collisions involved bicyclists and 54 involved pedestrians.

It should be noted that collision data is generally reflective of bicycle, pedestrian, and vehicle traffic volumes – that is, higher volumes often coincide with higher collision rates. In addition, data presented in this section represents only those incidents that were reported to the Ceres Police Department, so it does not reflect safety-related incidents and collisions involving vehicles and people walking or bicycling that go unreported.

BICYCLE COLLISIONS

As shown in Figure 2.8, there were 53 reported vehicle-bicycle collisions with injuries in the City from 2013-2017. Of the 53 reported collisions, four resulted in severe but non-fatal injuries. There was one fatality which occurred on State Highway 99 rather than on City streets.

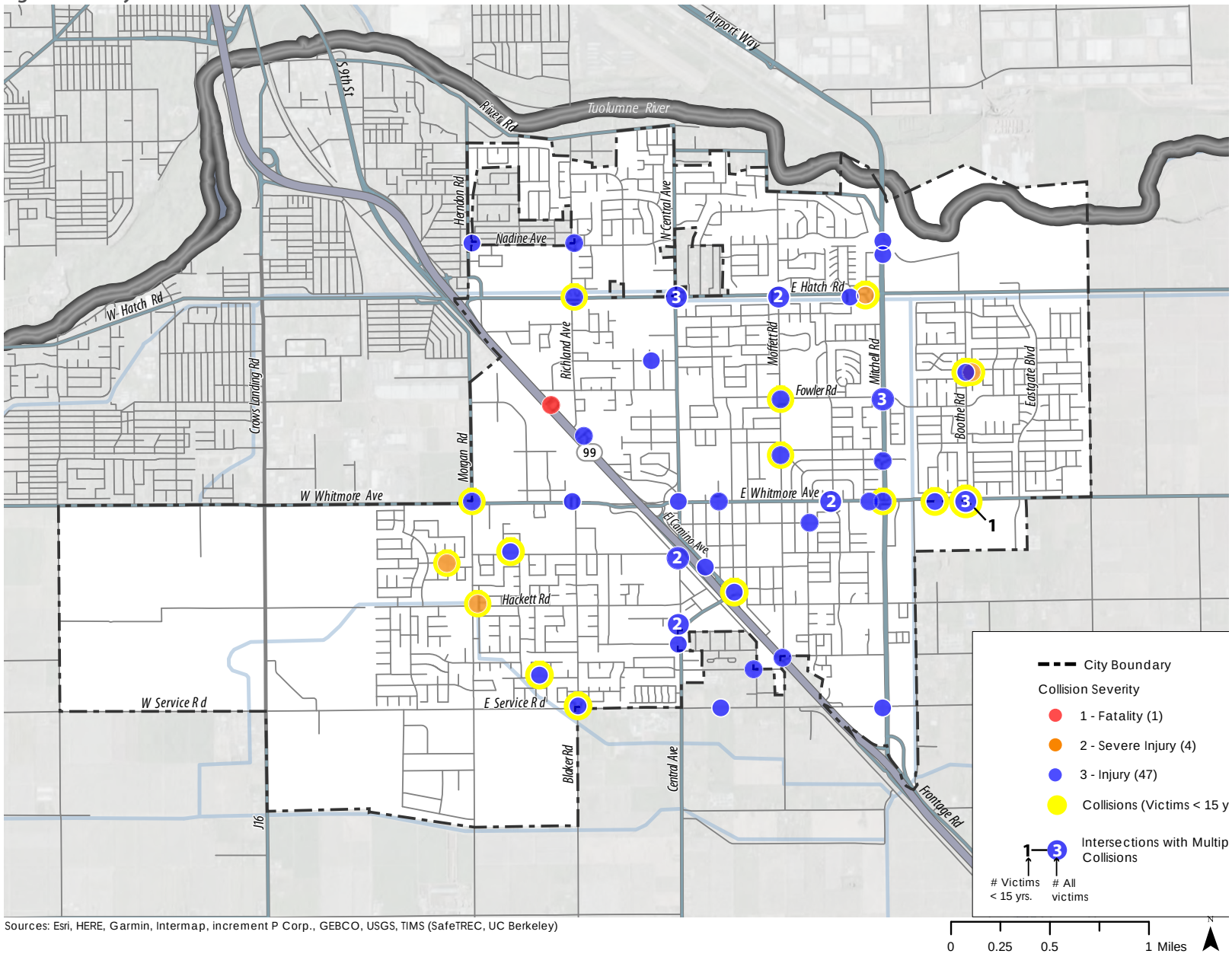
16 collisions (30% of the total) involved children under 15 years old. The high number of collisions involving children under 15 years further indicates the importance of providing safe bicycle facilities in Ceres and emphasizing safe routes for children going to and from popular destinations such as parks, recreational facilities, and schools.

Many collisions occurred along the City's key arterial roadways (Hatch Road, Central Avenue, Mitchell Road, and Whitmore Avenue), with a majority occurring at intersections – many of which are controlled by signals (e.g., Central Avenue/Hatch Road and Mitchell Road/Fowler Road). There were three collisions at Boothe Road and Whitmore Avenue, which is near Cesar Chavez Junior High School and Samuel Vaughn Elementary School. There are commonly more bicycle-involved collisions at intersections due to the conflicts that bicyclists and motorists face when turning or yielding.

PEDESTRIAN COLLISIONS

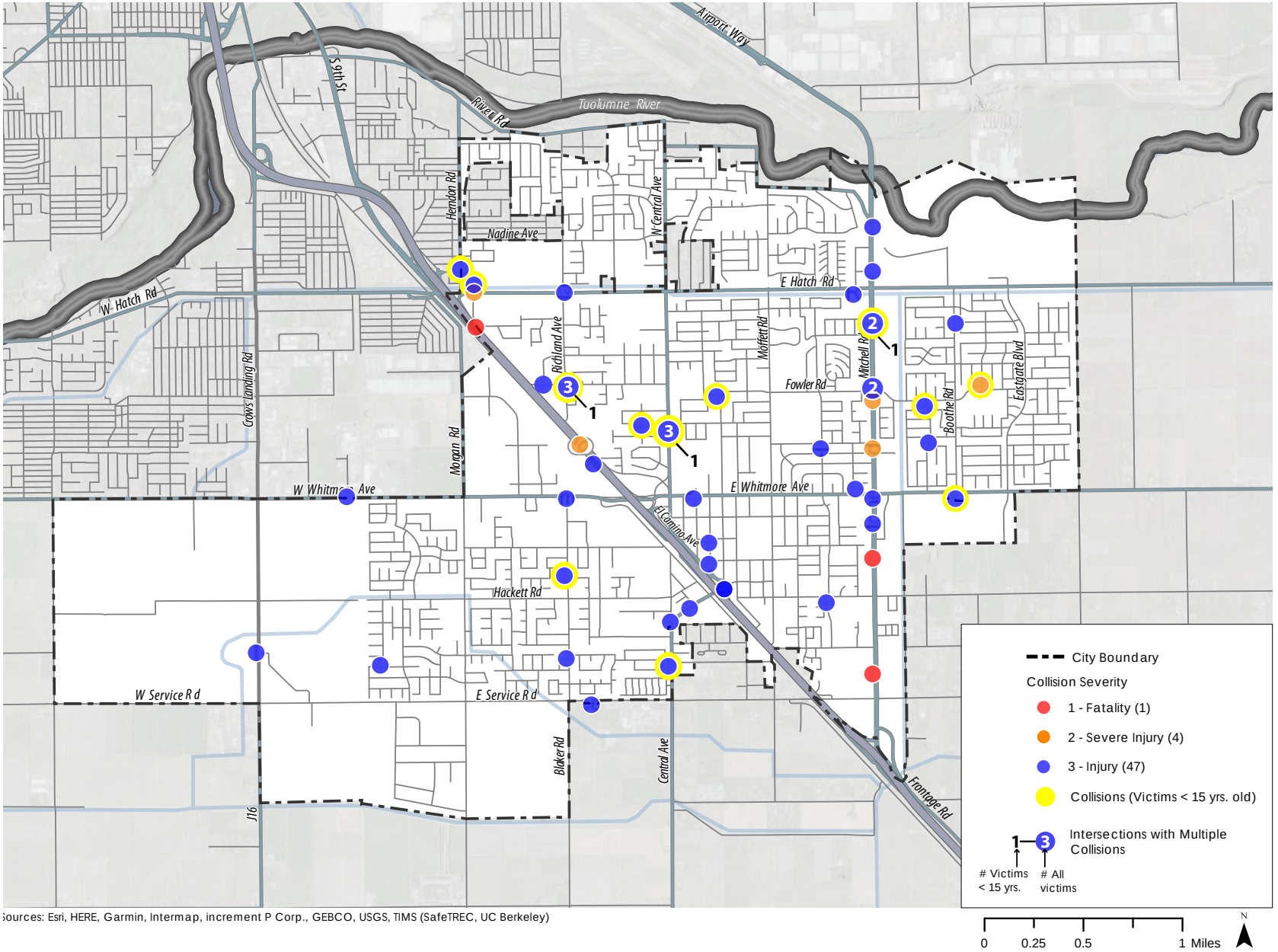
As shown in Figure 2.9, there were 54 reported vehicle-pedestrian collisions with injuries in the years 2013 through 2017. Three locations had two or more vehicle-pedestrian collisions, including three collisions near Ceres High School on Central Avenue north of Whitmore Avenue. Most collisions took place along arterial roadways that have higher traffic volumes and speeds. In addition, as indicated in the figure, there were 12 instances of collisions (22% of the total) involving children less than 15 years old – some near schools including Samuel Vaughn Elementary School west of Boothe Road – further indicating a high safety risk for groups that are more likely to walk and bike.

Figure 2.8 Bicyclist-Involved Collisions



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, TIMS (SafeTREC, UC Berkeley)

Figure 2.9 Pedestrian-Involved Collisions



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, TIMS (SafeTREC, UC Berkeley)

RELEVANT PLANS

This section provides an overview of policy documents that contribute to an understanding of existing pedestrian and bicycle conditions and future plans, providing an important framework for the development of recommendations in the Citywide Active Transportation Plan.

REVIEW OF RELEVANT DOCUMENTS

The City of Ceres and regional agencies have completed several plans and studies that provide substantial guidance for the development of pedestrian and bicycle improvements in neighborhoods within Ceres.

Ceres General Plan 2035

Approved by City Council 2018, the Ceres General Plan is an adopted statement of policies, physical development and growth for the City. It also describes the amount, type and phasing of development needed to achieve the City's social, economic and environmental goals. The General Plan provides a range of supportive Complete Street strategies that focus on moving people safely throughout Ceres regardless of transportation mode as well as supports a comprehensive citywide active transportation network. To further advance Complete Streets policies, the General Plan supports the idea of the City preparing Corridor Plans on key roadways in the City, including Mitchell Road and Hatch Road.

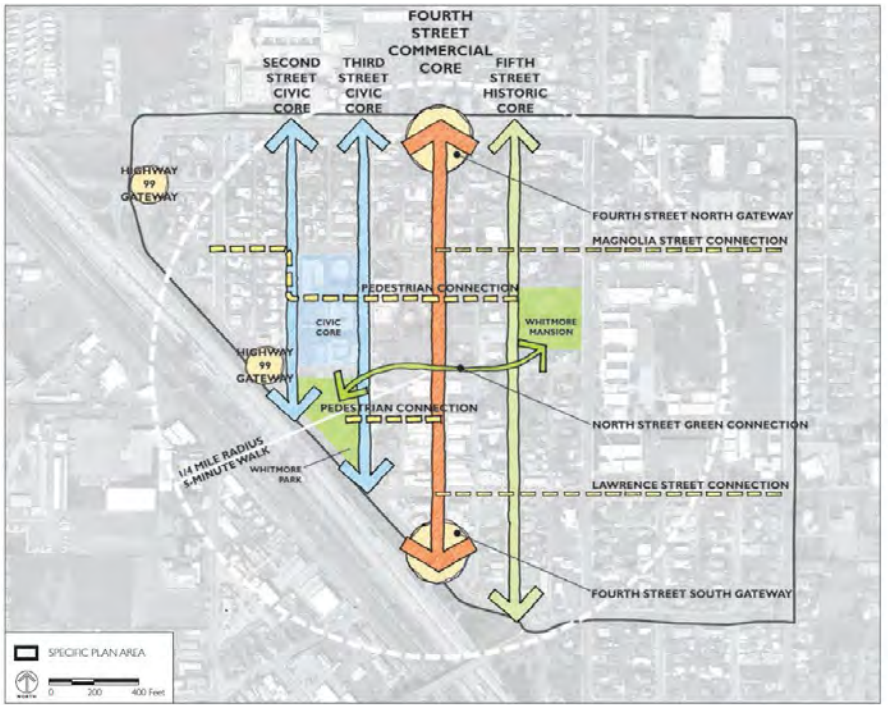
Downtown Specific Plan

Encompassing 121 acres and adopted by City Council in January 2011, the Downtown Specific Plan is bound by El Camino Avenue to the west, Whitmore Avenue to the north, Ninth Street to the east and Park Street to the south. The Plan envisions an integrated network of transportation, landscaping and wayfinding improvements throughout the roadway network in Downtown Ceres. The Plan supports filling in sidewalks where they are currently missing, green infrastructure solutions with bioswales, Class II bicycle lanes on Whitmore Avenue, internal east-west pedestrian paseos and bicycle routes along El Camino Avenue, Park Street, Lawrence Street, Sixth Street, Ninth Street and Central Avenue. Where SR-99 provides access into Downtown, ramp improvements are proposed. Additionally, parking opportunities are planned to be shared behind buildings and consolidated. Since Plan adoption, pedestrian improvements supported through the Plan have been installed along Fourth Street in the Downtown Ceres commercial core and Class II bicycle lanes have been installed along Whitmore Avenue.

Eastgate Master Plan

The master plan for the Eastgate planned community was approved by City of Ceres City Council in February 2004. The plan area is bound by Hatch Road to the north, Faith Home Road to the east, Whitmore Avenue to the south and Boothe Road to the west. The master plan defines land use, circulation, infrastructure and public services as well as CIP improvements for the community. The master plan proposed Boothe Road, Eastgate Boulevard and Faith Home Road to have signed

Figure 2.10 Downtown Conceptual Framework (Downtown Specific Plan)



Class III bike routes while installing a Class II bike lane for Whitmore Avenue and an east-west 14'-wide Class I multi-use path just south of Hatch Road and the TID Ceres Main Canal. Most streets in the master plan include roadway standards with landscaped parkways buffering sidewalks from vehicular travel lanes and round-abouts at key intersections. In 2021 the Eastgate planned community has largely been completed, with a paved multi-use trail installed adjacent to the TID Ceres Main Canal from Mitchell Road to Eastgate Boulevard. Bicycle improvements have largely gone above and beyond the original improvements proposed for the master plan, including Class II lanes installed along Boothe Road between Hatch Road and Whitmore Avenue, Eastgate Boulevard from Hatch Road to Kiwi Avenue, and Eastgate Boulevard from Helen Perry Road and Whitmore Avenue.

Figure 2.11 Designated Bicycle Facilities (Downtown Specific Plan)

Mitchell Road Corridor Specific Plan

The Mitchell Road Corridor Specific Plan provides comprehensive guidance and regulations for approximately 450 acres on parcels along and adjacent to Mitchell Road between Highway 99 and the Tuolumne River in the City of Ceres. Adopted in 1989 and amended in 1995, the Specific Plan contains policies that support innovative circulation concepts but does not provide guidance on specific walking and biking improvements. In the Design Guidelines section of the document, minimum sidewalk dimensions of 5' in width are encouraged along roadways in the Plan area as well as bicycle lanes along secondary roadways and canals adjacent to Mitchell Road. As discussed earlier in this section, the recently adopted Ceres General Plan supports updating the Mitchell Road Corridor Specific Plan.

Parks and Recreation Master Plan

Adopted in 2016, the Parks and Recreation Master Plan provides an inventory of Ceres park facilities and outlines community input to produce a set of recommendations for park improvements and identifies potential funding mechanisms to implement improvements. Planned park improvements include the expansion of River Bluffs Regional Park as well as constructing Eastgate Park and Ceres Lions Park. Pedestrian and bicycle connections linking to all of the City's parks is a key recommendation in the Plan, with a strong preference for grade- or landscape buffer networks including multi-use paths and separated bicycle lanes. Recommendations also include bicycle parking as well as signage and striping improvements to guide people safely to city parks. Specific network recommendations in the Plan are consistent with the City's 1997 General Plan and include proposed multi-use paths along the Moore Road canal and extending the Hatch Road multi-use trail along the TID canal, which is also supported in the current General Plan.

Stanislaus Council of Governments Non-Motorized Transportation Plan

The Non-Motorized Transportation Plan (NMTP) is a countywide document intended to guide efforts to improve bicycling and walking conditions in local jurisdictions as well as across Stanislaus County. Adopted in early 2021, it builds on the previous 2013 Plan while aligning new walking and biking projects with local, state and federal funding sources to help make the City of Ceres and other communities in Stanislaus County more competitive for future funding.

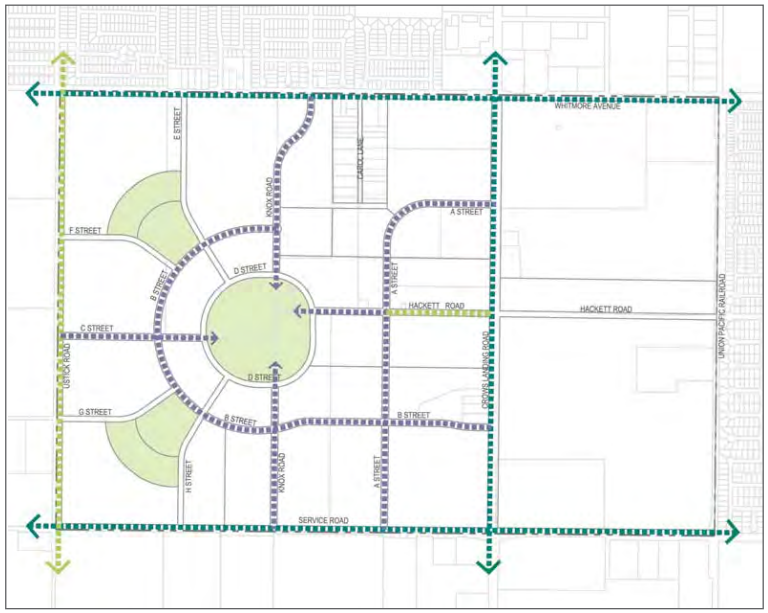
Systemic Safety Analysis Report

Funded through a Caltrans Systemic Safety Analysis Report Program (SSARP) grant, the Ceres SSARP report (released as a Draft in July 2020) evaluates transportation safety data to identify roadway improvements to reduce crash risk in the City. The report describes crash trends, patterns, and characteristics associated with crash risks and identifies locations that would most benefit from safety improvements. Through this analysis, it was determined that intersections most at risk for crashes in Ceres were those where local streets that intersect an arterial or collector street or signalized intersections on arterials with a 40 mph speed limit or greater. Higher speed arterials and roadways that serve as a gateway into Ceres also were evaluated to be more prone to risk of crashes at both intersections and throughout roadway segments. The report recommends a number of countermeasures to reduce crash risk such as vehicle lane reductions to accommodate space for pedestrians and bicyclists, adding and improving intersection treatments, and installing dedicated pedestrian and bicycle infrastructure. Safety projects were then developed along two roadway segments in the City that were determined to be of highest priority, which included Whitmore Avenue from Moffett Road to Rose Avenue, and on Mitchell Road from Fowler Road to Whitmore Avenue. Conceptual engineering designs and cost estimates were produced for improvements along both roadway segments, and the City has applied for grant funding for the these projects through the State Highway Safety Improvements Program.

West Landing Specific Plan

Approved by Ceres City Council in June 2011, the planning effort encompasses 960 acres of land in west Ceres, with the area assessed bound by Whitmore Avenue to the north, Service Road to the south, Ustick Road to the west and the Union Pacific rail line to the east. The plan will propose a mix of residential, retail, office, and industrial uses for the ultimate development of this area. At a minimum, roadways in the Plan area will have 5' sidewalks and 6' landscaped parkways. A network of bikeways is proposed surrounding the boundaries of the Plan area, with Class II bike lanes proposed on Whitmore Avenue, Crows Landing Road and Service Road and separated Class I multi-use paths proposed along Ustick Road and on Hackett Road. Complementing this external network is a comprehensive network of 10' wide paths along the Plan area's primary collector roadways.

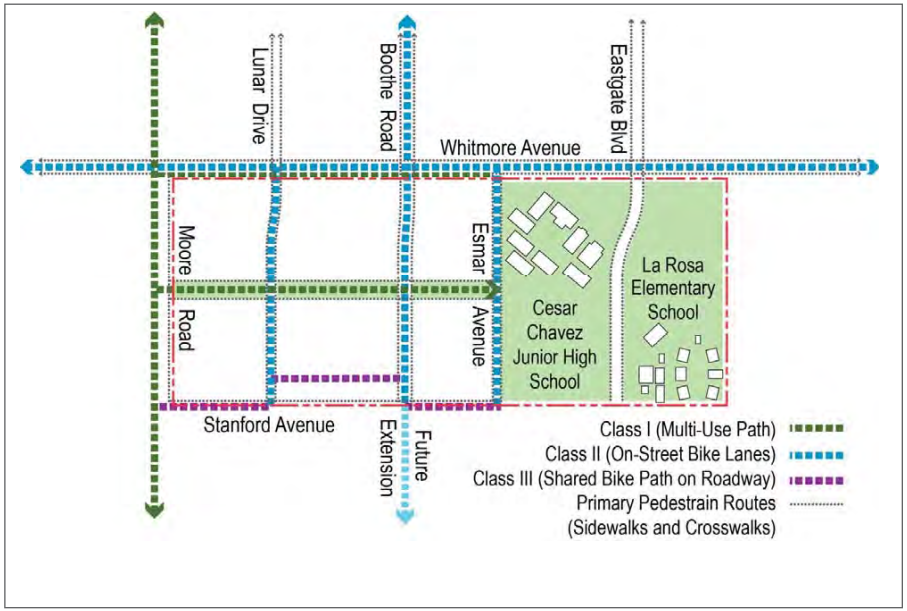
Figure 2.12 West Landing Specific Plan Bicycle and Pedestrian Circulation



Whitmore Ranch Specific Plan

Adopted in 2018, the Whitmore Ranch Specific Plan includes 94 acres in the City of Ceres bound by Whitmore Avenue to the north, Cesar Chavez Junior High School to the east, the existing City limits line to the south and Moore Road to the west. The Plan will extend Boothe Road and Lunar Avenue to the south of Whitmore Road. Additionally, a pair of one-way east-west collector roads will be constructed in the center of the community (connecting Moore Road with Esmar Avenue bordering Cesar Chavez Junior High School) with fully separated Class I multi-use paths in addition to having Class II bike lanes on the roadway. Class II bicycle lanes are also proposed along Boothe Road, Lunar Avenue and Esmar Avenue, while a Class I multi-use path is proposed along the south side of Whitmore Avenue. 5' wide sidewalks with 5'-6' wide landscaped parkways will be constructed at a minimum to further promote multi-modal connectivity along roadways within the Whitmore Ranch community.

Figure 2.13 Whitmore Ranch Specific Plan Bicycle and Pedestrian Circulation



COMMUNITY OUTREACH

Engaging Ceres residents and stakeholders throughout the development of the Citywide Active Transportation Plan was a priority of the project team and City staff. As a result, a variety of outreach methods were incorporated into the community outreach process; the engagement program included a plan webpage, pop-ups at city destinations, surveys, e-mail blasts, presentations to local schools as well as the formation of an Active Transportation Advisory Committee comprising of community and agency members. By sharing their goals, likes, and concerns, local residents and employees helped shape the Plan's policies, programs and network recommendations.

PROJECT WEBPAGE

In October 2020, the City created a webpage on the City's primary public website (**http://ci.ceres.ca.us**) dedicated to the Citywide Active Transportation Plan. The webpage gave community members opportunities to learn about the project's goals and stay informed of upcoming events. Visitors to the webpage were encouraged to provide feedback and were directed to online survey links, maps of project recommendations, and other document deliverables embedded on the site.

POP-UPS AT CITY DESTINATIONS

At the onset of the community engagement process, pop-ups were programmed at five local parks and trails in October 2020 to announce and inform the public about the Plan as well as receive input on existing walking and bicycling conditions. Over 80 people provided input at the pop-up events, with many of those constituents also signing up via e-mail to be informed of Plan updates.

SURVEYS

The Plan included two rounds of surveys, with the first round of surveys launched in Fall 2020 focusing on public input related to the existing walking and biking conditions in the City of Ceres. Paper and online versions of the survey were available (Appendix C), with 83 survey responses received in English, Spanish and Punjabi. While 61% of those surveyed mentioned that it is "easy" to walk in Ceres, many survey respondents also mentioned that they would like to see more crosswalks and sidewalks in the City. Additionally, 33% of survey respondents mentioned that it is "easy" to bike in Ceres, with respondents desiring more dedicated bike lanes citywide. Detailed feedback received from the survey on existing walking and biking conditions is included in Appendix D.

The second round of surveys was launched in early 2021, focusing on input related to walking and biking recommendations. The online survey was available in English and Spanish and included links to maps that illustrated pedestrian and bicycle infrastructure improvements. Survey questions inquired what projects are most important to respondents as well as any projects that should be added or changed. Over 180 responses were received from the survey, with the vast majority of respondents supporting recommended improvements. Public input received from the survey resulted in the addition of crossing and intersection improvements adjacent to Ceres High School, Virginia Parks Elementary School, Roeding Heights Park, Lucas Dual Language Academy, Walter White Elementary School and other locations throughout Ceres. Detailed feedback received from the survey on draft walking and biking project recommendations is included in Appendix E.

In-Person surveys took place at several locations around Ceres in Fall 2020, including Neel Park.

E-MAIL BLASTS

To help inform members about incoming pedestrian and bicycle project recommendations, an e-blast was provided to all City of Ceres staff, Ceres Unified teachers and parents, members of the Active Transportation Advisory Committee and people who signed up to be on the Plan's interest list. The intent of the e-blast sent in February 2021 was to provide information on the project webpage as well as encourage people to provide input on walking and biking improvements through the online survey.

Example email blast

PRESENTATIONS TO LOCAL SCHOOLS

Concurrent with the posting of draft pedestrian and bicycle project recommendations, presentations were conducted at five Coffee with the Principal presentations at local elementary and junior high schools in Ceres from January through March 2021. The presentations were conducted in English and Spanish and included an overview and purpose of the Active Transportation Plan, research and outreach conducted on existing walking and biking conditions, and potential walking and biking projects. After participants discussed the proposed projects, they were informed of the online survey available to provide additional input on project recommendations.

ACTIVE TRANSPORTATION ADVISORY COMMITTEE

An Active Transportation Advisory Committee (ATAC) was formed to bring a variety of voices to the planning process, including staff from multiple City of Ceres Departments (e.g., Public Works, City Manager's Office, Parks & Recreation, Fire, Economic Development) local agencies (e.g., City of Modesto, Stanislaus County Public Works, StanCOG), Ceres Unified School District, and community organizations (e.g., Center for Human Services, Safe Kids Stanislaus County, Public Health Advocates). Meetings and discussions with the ATAC were held throughout the development of the Plan. This included finalizing the outreach strategy, determining Plan goals, reviewing existing walking and biking conditions, and providing feedback on potential walking and bicycling improvements.

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3

Policy Framework

INTRODUCTION

This chapter establishes a policy framework for the implementation of the Ceres Citywide Active Transportation Plan through a set of goals, policies and actions. The framework presented in this chapter seeks to encourage safe, accessible, and convenient transportation in Ceres through active modes of transportation such as walking and bicycling. As part of this policy framework, goals describe positive outcomes of implementing the Plan, while policies describe methods to achieve the goals, and actions describe specific steps to implementing policies.

METHODOLOGY FOR POLICY FRAMEWORK

The goals, policies and actions recommended in this Plan are consistent with existing local, regional and state policies as described in the Community Needs Assessment (Chapter 2) and in Appendix F. They are organized into topics that are inspired by elements supported by organizations nationwide dedicated to the improvement of active transportation, including the League of American Bicyclists and National Safe Routes to School Partnership. They also reflect data collected on current walking and biking conditions, feedback received by City Staff and members of the public, and in-person audits of local roadways.

GOAL

POSITIVE OUTCOME OF IMPLEMENTING THE ATP

POLICY

METHOD OR STRATEGY TO ACHIEVE A GOAL

ACTION

PRACTICAL STEP TO IMPLEMENT A POLICY

Goal A: Accessibility and Connectivity

Ceres will have safe, comfortable and convenient access to local destinations, with the local walking and bicycling network integrated into the regional network.

Policy A.1 –Upgrade existing walking and bicycling facilities to improve access from homes to schools, parks, civic, and transit destinations, as well as places of shopping and employment.

Action A.1.1 – Ensure that curb ramps and the accessibility of sidewalks, multi-use trails and crossings conform to ADA standards.

Action A.1.2 – Install marked crosswalks at all stop-controlled intersections.

Action A.1.3 – Install high-visibility zebra-striped crossings at intersections directly adjacent to significant walking and biking destinations, including schools, parks, shopping centers, employment centers, post offices, libraries and other government services.

Action A.1.4 – Where feasible through available right-of-way, provide separated and dedicated pedestrian and bicycle facilities when connecting to schools, parks, shopping centers, employment centers, post offices, libraries and other government services.

Policy A.2 – Close existing gaps in the walking and biking network by adding new facilities.

Action A.2.1 – Add missing sidewalks on both sides of the roadway in existing residential and commercial areas and on at least one side of the roadway in industrial areas.

Action A.2.2 – Add sidewalks on both sides of roadways for all incoming developments, buffering sidewalks with landscaped parkways.

Action A.2.3 – Provide improved first-last mile connections from transit stops, including from the proposed ACE train station, to residential, commercial and industrial areas.

Action A.2.4 – Support the construction of multi-use trails adjacent to canals throughout Ceres.

Policy A.3 – Implement pedestrian and bikeway improvements as described through the Ceres General Plan, Park and Recreation Master Plan, Systemic Safety Analysis, StanCOG Countywide Plan and other City of Ceres Specific Plans.

Goal B: Education and Encouragement

Walking and biking is promoted in Ceres as a safe, enjoyable and convenient mode of transportation to destinations throughout the City, with programs offered to educate community members about their benefits.

Policy B.1 – Support pedestrian and bicycle safety education classes and programs to improve safety for road users of all ages and abilities.

Action B.1.1 – Support and expand funding for existing programs led by community organizations and the City of Ceres.

Action B.1.2 – Encourage the coordination of programs supportive to walking and bicycling between the City of Ceres and other public and private organizations.

Action B.1.3 – Support employer-based and school-based educational programs that encourage walking and bicycling.

Policy B.2 – Support hosting community events that encourage walking and bicycling.

Action B.2.1 – Coordinate with other organizations to help fund and support events such as walking school buses and participate in national walk- and bike-to-school days.

Action B.2.2 – Pop-up at existing community events to provide information on walking and biking in Ceres.

Policy B.3 – Develop a wayfinding program along bikeways and multi-use trails to destinations citywide.

Action B.3.1 – Provide user-friendly and attractive signs guiding people through the City's walking and biking network to educational, employment, civic and recreational destinations.

Action B.3.2 – Develop and distribute a citywide map of local and regional bicycle and multi-use trails with tips on walking and bicycling safety.

Goal C: Enforcement

Training and funding are provided to enable City compliance of traffic rules for drivers, bicyclists and pedestrians, improving roadway safety for all users.

Policy C.1 – Coordinate with Ceres Police Department and other City Departments to identify common road violations and determine the most effective ways to reduce violations and improve safety.

Action C.1.1 – Support targeted enforcement of vehicle and property code violations that affect people walking and bicycling.

Action C.1.2 – Focus enforcement on areas with high collision rates and high volumes of people walking and bicycling.

Goal D: Equity

Walking and biking improvements are focused on neighborhoods with the greatest socioeconomic and health challenges, improving access in these areas to employment, educational and recreational opportunities throughout Ceres.

Policy D.1 – Provide walking and biking improvements in Ceres neighborhoods that have been disproportionally affected by socioeconomic and health challenges.

Action D.1.1 – Focus on improving infrastructure in older residential, commercial and industrial neighborhoods adjacent to SR-99 in southern and western Ceres.

Action D.1.2 – Focus on providing safe, non-motorized connections from southern and western neighborhoods in Ceres to job centers, government services, and to recreation and educational opportunities throughout the City.

Policy D.2 – Connect walking and biking improvements to those in adjacent communities, with a focus on improving connections to areas disproportionally affected by socioeconomic and health challenges.

Action D.2.1 – Coordinate with Stanislaus County and City of Modesto in providing pedestrian and bicycle connections to communities adjacent to Ceres.

Action D.2.2 – Provide walking and biking improvements adjacent to existing and future transit facilities, including at MAX and Stanislaus Regional Transit bus stops as well as the future Downtown Ceres ACE Train Station.

Goal E: Engineering and Design Standards

Roadways are designed to safely accommodate people of all ages and abilities, whether they are walking, biking, driving or taking transit.

Policy E.1 – Design roadways to accommodate all users, utilizing best practices in engineering design to support Complete Streets.

Action E.1.1 – Incorporate best practices into facility design, including those presented in existing Caltrans, FHWA and NACTO manuals.

Action E.1.2 – Provide enhanced pedestrian and bicycle amenities at parks and transit stops, including at the proposed ACE station in Downtown Ceres.

Policy E.2 – Ensure that new development and incoming businesses comply with policies and actions presented in this Plan and other relevant City Plans.

Action E.2.1 – Require developers to integrate transit, pedestrian and bicycle infrastructure improvements into the design of new communities, including bicycle parking facilities.

Action E.2.2 – Require businesses with over 50 employees to provide bicycle parking and shower facilities.

Goal F: Evaluation and Implementation

The Citywide Active Transportation Plan will be implemented through developing a comprehensive strategy to fund and maintain pedestrian and bicycle infrastructure and programs.

Policy F.1 – Coordinate with other public agencies and private entities to fund and implement pedestrian and bicycle projects.

Action F.1.1 – Coordinate implementation of projects and policies with adjacent local jurisdictions, regional agencies and community organizations.

Action F.1.2 – Require developers to fund and install pedestrian and bicycle facilities in new developments.

Policy F.2 – Pursue funding opportunities for the design, development and maintenance of walking and biking projects and programs.

Action F.2.1 – Prioritize the implementation of pedestrian and bicycle facilities and programs by pursuing grant funds.

Action F.2.2 – Set aside funds for the construction and routine maintenance of pedestrian and bicycle facilities through the annual CIP budget.

Action F.2.3 – Incorporate pedestrian and bicycle facility improvements through repavement projects.

Policy F.3 – Evaluate and monitor progress of implementing recommendations in the Citywide Active Transportation Plan.

Action F.3.1 – Frequently monitor collision data and conduct pedestrian and bicycle counts before and after the construction of facilities to monitor the effectiveness of active transportation improvements and programs.

Action F.3.2 – Update the Citywide Active Transportation Plan as necessary to accommodate best practices in pedestrian and bicycle related policies, programs and facility design as well as ensure adherence to Caltrans requirements for an Active Transportation Plan.

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4

Project and Program Recommendations

INTRODUCTION

This chapter recommends a list of projects and programs that will enhance walking and bicycling to improve safety and accessibility throughout Ceres. The projects and programs are based on findings received in the Community Needs Assessment (Chapter 2) – including extensive community engagement – and goals, policies and actions developed in the Policy Framework Chapter (Chapter 3). 109 pedestrian projects and 60 bicycle projects are recommended in this Plan, with over 55 miles of bikeways and multi-use trail improvements outlined. Additionally, a total of 10 pedestrian and bicycle programs are also recommended to advance the safety, convenience and comfort of walking and biking throughout Ceres. The intent of the document is to provide guidance for a range recommendations that can be implemented in the near-term, while providing other recommendations that are intended to be implemented over a 10- to 15-year period.

ORGANIZATION OF PROJECT AND PROGRAM RECOMMENDATIONS

Recommendations have been categorized into three groups: pedestrian projects, bicycle projects, and pedestrian/bicycle programs. Maps are provided in this chapter to indicate the location of bicycle and pedestrian projects through Figures 4.1 and 4.2, while corresponding Tables 4.1 and 4.2 reference each project in detail. Each table includes a description on the location, type and approximate cost of recommended pedestrian and bicycle improvements, as well as listing any required coordination with outside agencies. Table 4.3 references potential programs, with the table including a description of each program, the policy or action it will implement as part of the Active Transportation Plan, outside agencies to collaborate with, and timeline for implementation.

MOVING FORWARD FROM RECOMMENDATIONS TO IMPLEMENTATION

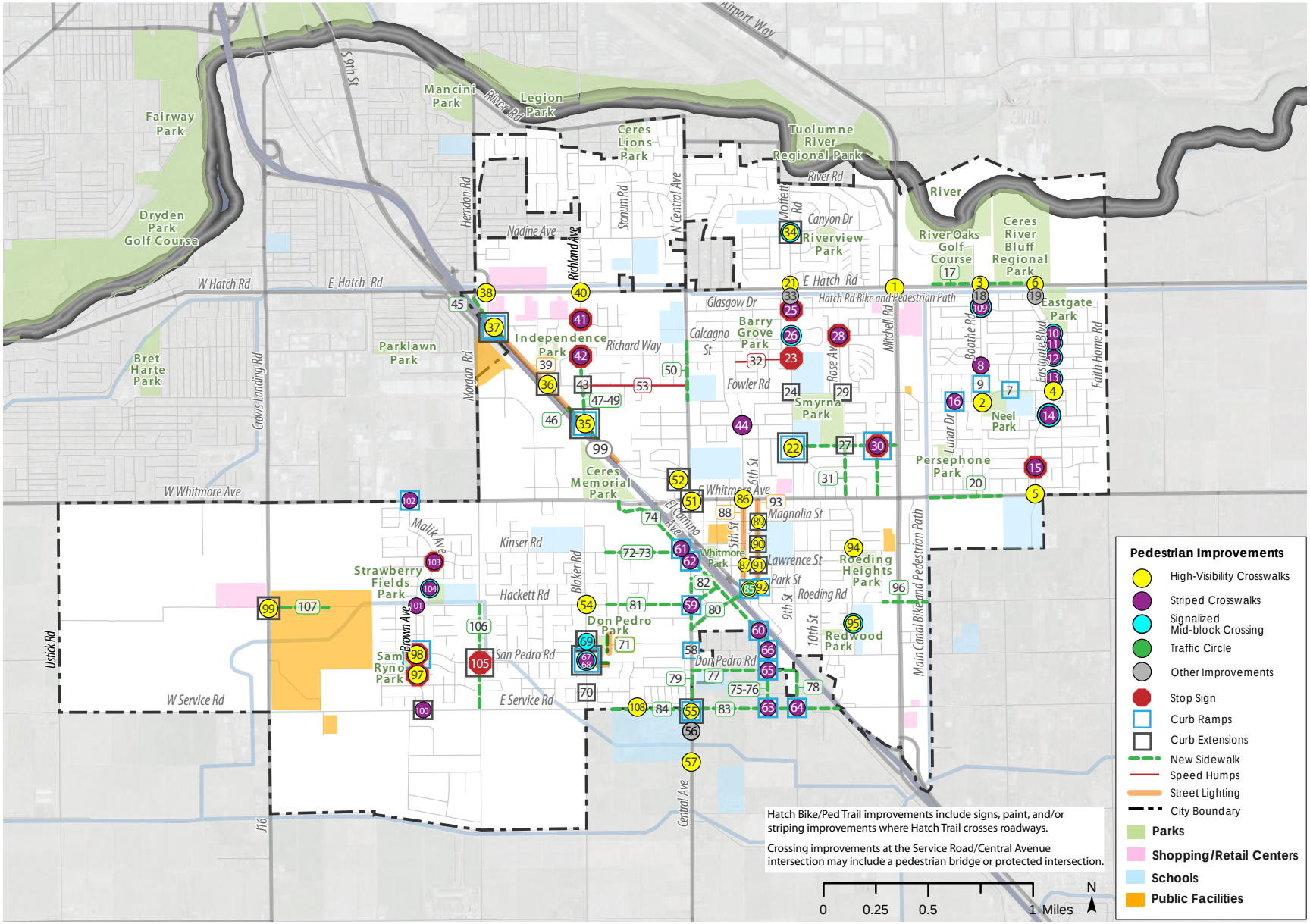
While specific strategies to fund and implement projects and programs are covered in the Funding and Implementation Chapter (Chapter 5), this chapter assesses each individual project and program recommendation for implementation in near-term, medium-term, or long-term based on criteria described below. The intent behind these categories is to provide the City flexibility in implementing projects, providing the appropriate guidance for projects regardless of implementation difficulty.

Project recommendations that are **near-term** to implement already contain the required right-of-way to accommodate the improvement, including restriping roadways and crossings. They typically require minimal or no coordination with outside agencies, and can likely be funded internally through City of Ceres or through existing local sources of funding such as Measure V. To expedite implementation of these projects, the City may choose to package a set of pedestrian and bicycle recommendations in this category to implement together. Implementation of these types of projects are estimated to take around 6 months – 2 years from start to completion.

Project recommendations that are **medium-term** to implement will likely require some modifications to the existing right-of-way, including right-of-way expansion to accommodate transportation improvements. Collaboration with outside agencies may also occur as a result of the project. The cost of the project would likely require Ceres to obtain funds outside of the City's CIP budget, including grants through sources such as the Caltrans Active Transportation Program. Implementation of these types of projects are estimated to take around 2 – 5 years from start to completion.

Project recommendations that are **long-term** to implement will likely require purchase or major modifications to the existing right-of-way (e.g., bridge construction, full roadway or pathway construction), collaboration with multiple agencies outside of the City of Ceres, and a large source of funding to construct project improvements which may be accomplished through obtaining multiple grants or a mix of grant funds and City funds. Implementation of these type of projects may take 5-10 years or longer to implement from project start to completion. To assist in the implementation process, it is recommended that the City of Ceres pursue additional planning studies to determine the feasibility of construction and develop conceptual engineering drawings for project improvements. These studies will also allow for opportunities for further engagement with stakeholders in the project area. Described in further detail in Chapter 5, the Caltrans Sustainable Transportation Planning Grant program provides grants to fund the development of such studies.

Figure 4.1 Recommended Pedestrian Improvements



Source: GIS files from the Draft StanCOG Countywide ATP Plan, 2020; ESRI, 2020; PlaceWorks, 2020.

Table 4.1 Proposed Pedestrian Facilities

PROJECT # AND STREET(S)		DESCRIPTION	PRELIMINARY COST ESTIMATE[1]	IMPLEMENTATION PHASE[2]	COORDINATION WITH OUTSIDE AGENCIES[3]
1	Mitchell Rd / Hatch Rd Intersection	Upgrade to high-visibility crosswalks (all legs)	$20,000	Near-Term	
2	Boothe Rd / Helen Perry Rd Intersection	Upgrade to high-visibility crosswalks (south and west legs) Add new high-visibility crosswalks (north and east legs)	$12,000	Near-Term	
3	Boothe Rd / Hatch Rd Intersection	Upgrade to high-visibility crosswalks (east and south legs)	$18,000	Near-Term	
4	Eastgate Rd / Helen Perry Rd Intersection	Upgrade to high-visibility crosswalks (all legs)	$12,000	Near-Term	
5	Eastgate Rd / Whitmore Ave Intersection	Upgrade to high-visibility crosswalks (all legs)	$15,000	Near-Term	Ceres Unified School District, Stanislaus County
6	Eastgate Rd / Hatch Rd	Upgrade to high-visibility crosswalks (all legs)	$15,000	Near-Term	
7	Helen Perry Rd / Monterey Pine Ave	Add curb ramp (southeast corner)	$15,000	Near-Term	Ceres Unified School Distrct
8	Boothe Rd /Waynesboro Dr	Add striped crosswalks (north and east legs)	$6,000	Near-Term	
9	Boothe Rd / Primrose Ln	Add curb ramps	$30,000	Near-Term	
10	Eastgate Blvd / Kiwi Dr	Add striped crosswalks (east leg) Add mid-block pedestrian activated crossing with striped crosswalks (north leg)	$12,000	Near-Term	
11	Eastgate Blvd / Pomegranate Ave	Add striped crosswalks (west leg) Add mid-block pedestrian activated crossing with striped crosswalks (south leg)	$12,000	Near-Term	
12	Eastgate Blvd / Podocarpus Dr	Add striped crosswalks (east leg) Add mid-block pedestrian activated crossing with striped crosswalks (north leg)	$12,000	Near-Term	
13	Eastgate Blvd / Eau Claire Ave	Add striped crosswalks (east leg) Add mid-block pedestrian activated crossing with striped crosswalks (north leg)	$12,000	Near-Term	
14	Eastgate Blvd / Bella Flora Dr	Add striped crosswalks (east leg) Add mid-block pedestrian activated crossing with striped crosswalks (south leg)	$16,000	Near-Term	

[1] Preliminary Cost Estimates provided are to help determine order-of-magnitude for planning-level purposes. Engineering-level estimates will need to be prepared prior to the start of each individual project listed in the Plan to account for site conditions and other project characteristics.

[2] Phasing of implementation is an estimate based on criteria discussed in Chapter 4, Page 4-2.

[3] Property owners along the route will be notified of project improvements prior to construction.

Table 4.1 (Continued): Proposed Pedestrian Facilities

PROJECT # AND STREET(S)		DESCRIPTION	PRELIMINARY COST ESTIMATE[1]	IMPLEMENTATION PHASE[2]	COORDINATION WITH OUTSIDE AGENCIES[3]
15	Eastgate/Wild Oak (all legs, add stop sign)	Add striped crosswalks Add stop signs (all legs)	$13,200	Near-Term	
16	Fowler Rd / Lunar Dr	Add striped crosswalks (west and east legs) Add curb ramps (northwest and northeast corners)	$32,000	Near-Term	
17	Hatch Road (north side from 800' east of Mitchell Rd to Eastgate Blvd)	Add new sidewalk (0.5 miles)	$96,000	Medium-Term	
18	Hatch Trail / Boothe Rd	Crossing improvements – Add signage, striping and green paint markings	$15,000	Near-Term	
19	Hatch Trail / Eastgate Blvd	Crossing improvements – Add signage, striping and green paint markings	$15,000	Near-Term	
20	Whitmore Ave from Moore Rd to Cesar Chavez Junior High School	Add new sidewalks (0.4 miles)	$68,000	Medium-Term	
21	Moffett Rd / Hatch Rd	Replace existing crosswalks with high-visibility crosswalks (all legs)	$20,000	Near-Term	
22	Moffett Rd / Garrison St	Add high visibility crosswalk (south leg) Add curb ramp (southwest leg) Add curb extensions (all corners)	$78,000	Near-Term	Ceres Unified School District
23	Moffett Rd / Mauna Kea Dr	Add stop signs along Moffett Rd	$600	Near-Term	Ceres Unified School District
24	Moffett Rd / Fowler Rd	Add curb extensions (all legs)	$60,000	Near-Term	Ceres Unified School District
25	Moffett Rd / Glasgow Dr	Add stop signs along Moffett Rd Add striped crosswalks (all legs)	$4,600	Near-Term	
26	Moffett Rd / Calcagno St	Add striped crosswalks (west leg) Add mid-block pedestrian activated crossing (south leg) with striped crosswalks and curb ramps (southwest and southeast legs)	$46,000	Near-Term	
27	Rose Ave / Garrison St	Add curb extensions (all corners)	$60,000	Near-Term	
28	Rose Ave / Rosewood Ave	Add stop signs (all legs) Add striped crosswalks (all legs)	$5,200	Near-Term	
29	Rose Avenue / Fowler Rd	Add curb extensions (all corners)	$60,000	Near-Term	

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[2] Phasing of implementation is an estimate based on criteria discussed in Chapter 4, Page 4-2.

[3] Property owners along the route will be notified of project improvements prior to construction.

Table 4.1 (Continued): Proposed Pedestrian Facilities

PROJECT # AND STREET(S)		DESCRIPTION	PRELIMINARY COST ESTIMATE[1]	IMPLEMENTATION PHASE[2]	COORDINATION WITH OUTSIDE AGENCIES[3]
30	Garrison St / Louise Ave	Add stop signs (all legs of T-intersection) Add striped crosswalks (all legs of T-intersection) Add curb ramps (all legs of T-intersection)	$63,900	Near-Term	
31	Collector roadways in Morrow Village	Add new sidewalks totaling 1.2 miles (Including Garrison Street (south side) from Moffett Rd to Mitchell Rd, Rose Street (east side) from Garrison St to Whitmore Ave, Louise Ave (both sides) from Garrison St to Whitmore Ave	$230,000	Medium-Term	
32	Mauna Kea Dr from Moffett Rd to Leilani Way	Add speed humps	$12,000	Near-Term	
33	Hatch Trail / Moffett Rd	Crossing improvements – Add signage, striping and green paint markings	$15,000	Near-Term	
34	Canyon Dr/ Moffett Rd	Upgrade to high-visibility crosswalk (north and east leg) Add curb extensions (northwest and northeast legs) install flashing beacon (north leg)t	$51,000	Near-Term	
35	Herndon Ave / Richland Ave	Add high-visibility crosswalk (east leg) Add curb ramps (northeast and southeast corners) Add curb extensions (northeast and southeast corners)	$65,000	Medium-Term	
36	Herndon Ave / Evans Rd	Add high-visibility crosswalk (east leg) Add curb extensions (northeast and southeast corners)	$35,000	Near-Term	
37	Herndon Ave / Grandview Ave	Add high-visibility crosswalk (east leg) Add curb ramps (northeast and southeast corners) Add curb extensions (northeast and southeast corners)	$65,000	Medium-Term	
38	Herndon Ave / Hatch Rd	Upgrade to high-visibility crosswalk (all legs)	$20,000	Near-Term	
39	Herndon Ave from Grandview Ave to Ploutz Rd	Add street lighting (0.9 miles)	$360,000	Medium-Term	Turlock Irrigiation District
40	Hatch Rd / Richland Ave	Upgrade to high-visibility crosswalks (north and east legs) Add high-visibility crosswalks (west and south legs)	$12,000	Near-Term	
41	Richland Ave / Giddings St	Add stop signs along Richland Avenue Add striped crosswalks (all legs)	$4,600	Near-Term	

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[3] Property owners along the route will be notified of project improvements prior to construction.

Table 4.1 (Continued): Proposed Pedestrian Facilities

PROJECT # AND STREET(S)		DESCRIPTION	PRELIMINARY COST ESTIMATE[1]	IMPLEMENTATION PHASE[2]	COORDINATION WITH OUTSIDE AGENCIES[3]
42	Richland Ave / Richard Way	Add stop signs along Richland Avenue Add striped crosswalks (all legs)	$4,600	Near-Term	
43	Richland Ave / Evans Rd	Add curb extensions (all corners)	$60,000	Near-Term	
44	Caswell Ave / 5th St	Add striped crosswalks (west and south legs)	$2,000	Near-Term	
45	Herndon Ave – east side from 150' north of Grandview Ave to 150' south of Grandview Ave)	Add new sidewalks (300')	$10,800	Near-Term	
46	Herndon Rd – east side from 350' north of Richland Ave to 450' north of Ploutz Rd)	Add new sidewalks (0.2 miles)	$45,000	Near-Term	
47	Richland Ave – west side from Evans Rd to Herndon Rd	Add new sidewalks (0.2 miles)	$36,000	Medium-Term	
48	Richland Ave – east side from Richard Way to 300' south of Richard Way	Add new sidewalks (300')	$10,800	Medium-Term	
49	Richland Ave – east side from just south of El Rosal Ave to Herndon Rd	Add new sidewalks (450')	$16,000	Medium-Term	
50	Central Ave – west side from Calcagno St to Evans Rd	Add new sidewalks (0.2 miles)	$40,000	Medium-Term	
51	Central Ave / Whitmore Ave	Upgrade to high-visibility crosswalks (north, east and south legs) Add high visibility crosswalks (west leg) Add curb extensions (all legs)	$100,000	Medium-Term	Caltrans, Ceres Unified School District
52	Central Ave/ Herndon Ave	Upgrade to high-visibility crosswalks Add curb extensions (all legs)	$120,000	Medium-Term	Caltrans, Ceres Unified School District
53	Evans (between Richland Ave and Central Ave)	Install speed bumps	$20,000	Near-Term	
54	Blaker Rd / Hackett Rd	Add high-visibility crosswalks (all legs)	$60,000		

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[3] Property owners along the route will be notified of project improvements prior to construction.

Table 4.1 (Continued): Proposed Pedestrian Facilities

PROJECT # AND STREET(S)		DESCRIPTION	PRELIMINARY COST ESTIMATE[1]	IMPLEMENTATION PHASE[2]	COORDINATION WITH OUTSIDE AGENCIES[3]
55	Central Ave / Service Rd*	Upgrade to high-visibility crosswalks (north and west legs) Add high visibility crosswalks (east and south legs) Add curb extensions (northwest, northeast and southeast corners) Add curb ramps (northeast and southeast corners) Pedestrian bridge over Service Road	Street improvements - Up to $1,000,000 Bridge improvements - $1,500,000 to $6,000,000	Long-Term	Ceres Unified School District, Stanislaus County
56	Central Ave / Central Valley High School North Entrance*	Upgrade to high visibility crosswalk (west leg) Add traffic signal	$500,000	Medium-Term	Ceres Unified School District, Stanislaus County
57	Central Ave / Central Valley High School South Entrance*	Add high visibility crosswalk (west leg)	$5,000	Near-Term	Ceres Unified School District, Stanislaus County
58	Central Ave / Laurel Ave	Add curb ramps (northeast and southeast corners)	$30,000	Near-Term	
59	Central Ave / Hackett Rd	Add striped crosswalks (all legs) Add curb ramps (northeast and southeast corners)	$34,000	Near-Term	
60	Railroad Ave / Industrial Way	Add striped crosswalk (west leg) Add curb ramps (northwest and southwest corners)	$31,000	Near-Term	
61	Railroad Ave / Central Ave	Add striped crosswalk (west leg) Add curb ramps (northwest and southwest corners)	$31,000	Near-Term	
62	Railroad Ave / Kinser Rd	Add striped crosswalk (west leg) Add curb ramps (northwest and southwest corners)	$31,000	Near-Term	
63	Service Rd / Collins Rd*	Add striped crosswalk (north leg) Add curb ramps (northwest and northeast corners)	$31,000	Near-Term	Stanislaus County
64	Service Rd / Moffett Rd*	Add striped crosswalk (north leg) Add curb ramps (northwest and northeast corners)	$31,000	Near-Term	Stanislaus County
65	Collins Rd / Don Pedro Rd*	Add striped crosswalks (east and west legs) Add curb ramps (northwest and southwest corners)	$32,000	Near-Term	Stanislaus County
66	Collins Rd / Laurel Ave*	Add striped crosswalk (west leg) Add curb ramps (norhwest and southwest corners)	$31,000	Near-Term	Stanislaus County
67	Blaker Rd / Don Pedro Rd W	Add striped crosswalk (west leg) Add pedestrian activated crossing with striped crosswalk (north leg) Add curb extensions (northwest and northeast corners) Add curb ramp (northeast corner)	$60,000	Medium-Term	

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[3] Property owners along the route will be notified of project improvements prior to construction.

Table 4.1 (Continued): Proposed Pedestrian Facilities

PROJECT # AND STREET(S)		DESCRIPTION	PRELIMINARY COST ESTIMATE[1]	IMPLEMENTATION PHASE[2]	COORDINATION WITH OUTSIDE AGENCIES[3]
68	Blaker Rd / Don Pedro Rd E	Add pedestrian activated crossing with striped crosswalk (north leg) Add curb extensions (northwest and northeast corners)	$46,000	Medium-Term	
69	Blaker Rd / Marazzi Ln	Add pedestrian activated crossing with striped crosswalk (south leg) Add curb extensions (southeast corner)	$31,000	Medium-Term	
70	Blaker Rd / Southwood Dr	Add curb extensions (all legs)	$60,000	Near-Term	
71	Don Pedro Park	Add new pathways along east and south edge Add lighting along east and south edge	$55,000	Near-Term	
72	Kinser Rd (north side)	Add new sidewalks from approximately 100' east of McCord Way to Railroad Ave (0.4 miles)	$74,000	Medium-Term	
73	Kinser Rd (south side)	Add new sidewalks from Farris Ave to Railroad Ave (0.3 miles)	$60,000	Medium-Term	
74	Railroad Ave (west side)	Add new sidewalks from approximately 1000' south of Whitmore Ave to Industrial Way (0.9 miles)	$180,000	Medium-Term	
75	Collins Rd (west side)*	Add new sidewalks from Industrial Way to Service Rd (0.4 miles)	$75,000	Medium-Term	Stanislaus County
76	Collins Rd (east side)*	Add new sidewalks from Don Pedro Rd to Service Rd (0.1 miles)	$35,000	Medium-Term	Stanislaus County
77	Don Pedro Rd (south side)*	Add new sidewalks from east of Don Pedro School to Moffett Rd (850')	$31,000	Medium-Term	Ceres Unified School District, Stanislaus County
78	Moffett Rd (both sides)	Add new sidewalks from Don Pedro Rd to Service Rd (0.4 miles)	$68,000	Medium-Term	Stanislaus County
79	Central Ave (east side)*	Add new sidewalks from West Ave to Pine St Add new sidewalks from Pine St and Laurel Ave Add new sidewalks from approximately 200' south of Don Pedro Rd to Service Rd (0.5 miles total)	$93,000	Medium-Term	Stanislaus County
80	Pine St (south side)	Add new sidewalks from El Camino Ave to Central Ave (0.3 miles)	$56,000	Medium-Term	Caltrans
81	Hackett Rd (south side)	Add new sidewalks from Burton Dr to approximately 450' west of Central Ave (0.3 miles)	$59,000	Medium-Term	
82	Hackett Rd (both sides)	Add new sidewalks from Central Ave to Railroad Ave (0.3 miles)	$56,000	Medium-Term	

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[3] Property owners along the route will be notified of project improvements prior to construction.

Table 4.1 (Continued): Proposed Pedestrian Facilities

PROJECT # AND STREET(S)		DESCRIPTION	PRELIMINARY COST ESTIMATE[1]	IMPLEMENTATION PHASE[2]	COORDINATION WITH OUTSIDE AGENCIES[3]
83	Service Rd (north side)*	Add new sidewalks from Central Ave to Highway 99 overcrossing (0.7 miles)	$135,000	Long-Term	Caltrans, Stanislaus County
84	Service Rd (south side)*	Add new sidewalks from Blaker Rd to Central Valley High School (625')	$22,500	Medium-Term	Ceres Unified School District, Stanislaus County
85	El Camino Ave / Pine St	Install traffic circle with high visibility crosswalks and curb ramps	$130,000	Medium-Term	Caltrans
86	Whitmore Ave / 5th St	Upgrade existing crosswalks to high-visibility (all legs)	$12,000	Near-Term	
87	Lawrence St / 5th St	Add high visibility crosswalks (all legs)	$12,000	Near-Term	
88	5th Street (between Whitmore Ave to Lawrence St)	Add street lighting (0.3 miles)	$125,000	Medium-Term	Turlock Irrigation District
89	Magnolia St / 6th St	Upgrade existing crosswalks to high-visibility (north and east legs) Add high-visibility crosswalks (south and west legs) Add curb extensions (all legs)	$72,000	Near-Term	Ceres Unified School District
90	North St / 6th St	Upgrade existing crosswalk to high-visibility (north leg) Add high-visibility crosswalks (west leg) Add curb extensions (northwest and southwest legs)	$36,000	Near-Term	Ceres Unified School District
91	Lawrence St / 6th St	Upgrade existing crosswalks to high-visibility (north, east and south legs) Add high-visibility crosswalks (west leg) Add curb extensions (all legs)	$72,000	Near-Term	Ceres Unified School District
92	Park St / 6th St	Add high visibility crosswalks and add curb extensions (all legs)	$72,000	Near-Term	
93	6th St (between Whitmore Ave to Park St)	Add street lighting (0.5 miles)	$200,000	Medium-Term	Turlock Irrigation District
94	Standford Ave / Rose Ave	Add high visibility crosswalks (all legs)	$12,000	Near-Term	
95	Rose Ave (between Roeding Rd and Don Pedro Rd)	Install Mid-Block High-Visibility Crosswalk with Flashing Beacon (adjacent to entrance of Lucas Elementary Dual Language Academy)	$20,000	Near-Term	Ceres Unified School District

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[3] Property owners along the route will be notified of project improvements prior to construction.

Table 4.1 (Continued): Proposed Pedestrian Facilities

PROJECT # AND STREET(S)		DESCRIPTION	PRELIMINARY COST ESTIMATE[1]	IMPLEMENTATION PHASE[2]	COORDINATION WITH OUTSIDE AGENCIES[3]
96	Roeding Rd (from Vernal Dr to Main TID Canal)	Add sidewalks (0.2 miles)	$82,000	Near-Term	
97	Brown Ave / Stone Springs Ct	Add stop signs along Brown Ave Add high-visibility crosswalks (all legs)	$12,600	Near-Term	
98	Brown Ave / San Pedro Ave	Add stop signs along Brown Ave Add high-visibility crosswalks (all legs of T-intersection) Add curb ramps (northwest corner)	$42,600	Near-Term	
99	Crows Landing Rd / Hackett Rd	Upgrade to high-visibility crosswalks (all legs) Add curb extensions (all legs)	$80,000	Near-Term	
100	Brown Ave / Service Rd	Add striped crosswalk (north leg) Add curb extensions (northwest and northeast corners)	$31,000	Near-Term	
101	Brown Ave / Hackett Rd	Add striped crosswalks (west and south legs)	$2,000	Near-Term	
102	Malik Ave / Whitmore Ave	Add striped crosswalk (south leg) Add curb ramps (southwest corner)	$16,000	Near-Term	
103	Malik Ave / Aristocrat Dr	Add stop signs along Malik Ave Add striped crosswalks (all legs)	$4,600	Near-Term	
104	Malik Ave / Big Creek Ln	Add striped crosswalk (west leg) Add pedestrian activated crossing with striped crosswalk	$16,000	Near-Term	
105	Morgan Rd / San Pedro Ave	Add stop signs along Morgan Rd Add high-visibility crosswalks Add curb extensions (all legs)	$80,600	Medium-Term	
106	Morgan Rd (west side)	Add new sidewalks from Hackett Rd to Service Rd (0.5 miles)	$95,000	Medium-Term	
107	Hackett Rd (north side)	Add new sidewalk from Crows Landing Rd to Stanislaus County Community Services office building (0.3 miles)	$62,000	Medium-Term	Stanislaus County
108	Service Rd (at Central Valley High School Entrance)*	Add high-visibility crosswalks	$5,000	Near-Term	Ceres Unified School District, Stanislaus County
109	Boothe Rd / Zurich Ln-Skeena Ave	Add mid-block pedestrian activated crossing with striped crosswalks (south leg) Add striped crosswalks (west and east legs)	$22,000	Near-Term	

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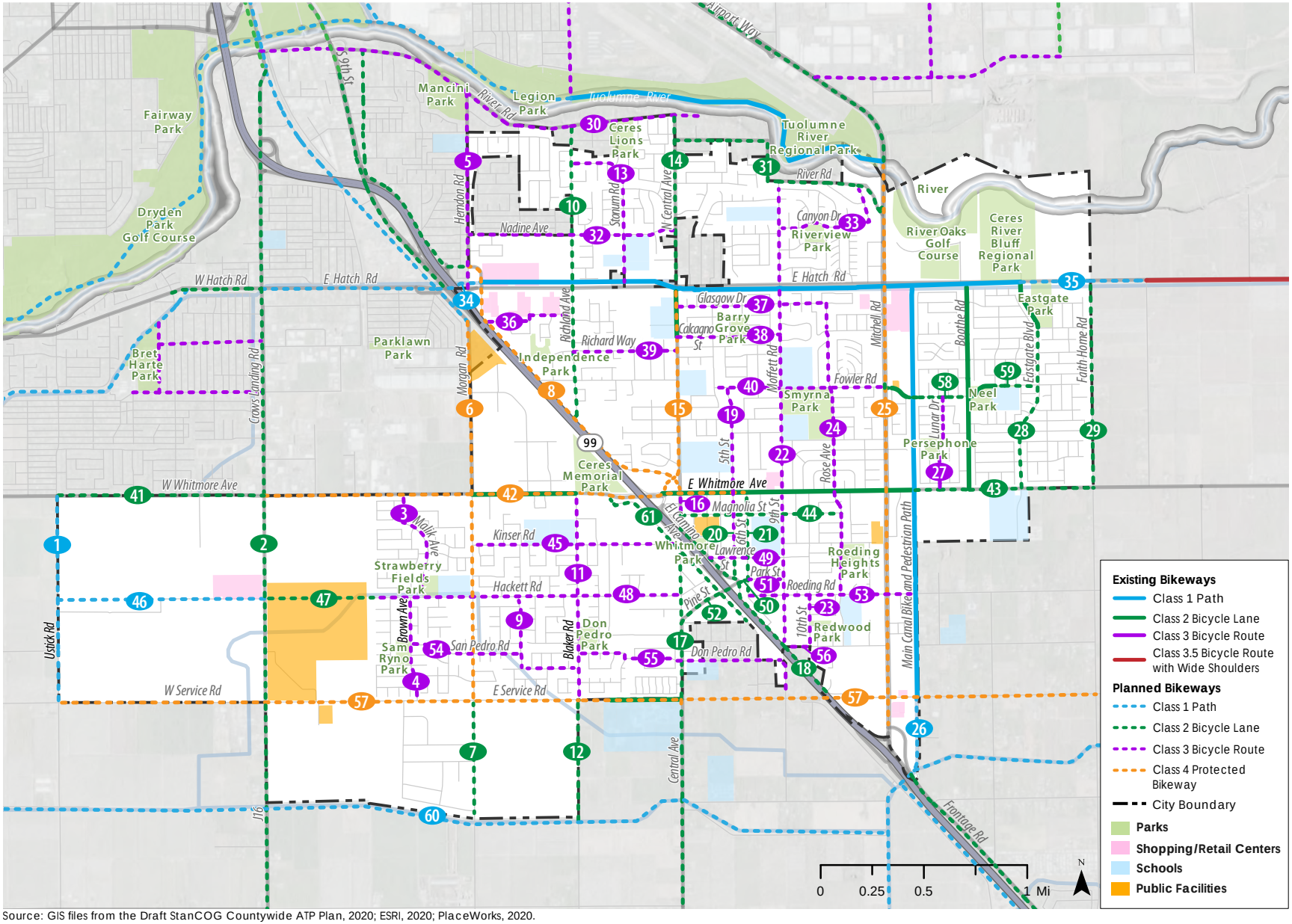
Figure 4.2 Existing and Proposed Bikeways



Source: GIS files from the Draft StanCOG Countywide ATP Plan, 2020; ESRI, 2020; PlaceWorks, 2020.

Table 4.2 Proposed Bicycle Facilities

	PROJECT # AND STREET	START	END	DESCRIPTION	LENGTH (MI)	PRELIMINARY COST ESTIMATE[1]	IMPLEMENTATION PHASE[2]	COORDINATION WITH OUTSIDE AGENCIES[3]
1	Ustick Road	Whitmore Avenue	Service Road	Class I Shared Use Path	1.0	$1,500,000	Medium-Term	
2	Crows Landing Road	Whitmore Avenue	South City Limit	Class II Bike Lane	1.5	$150,000	Near-Term	
3	Malik Avenue	Whitmore Avenue	Hackett Road	Class III Bike Route	0.6	$30,000	Near-Term	
4	Brown Avenue	Hackett Road	Service Road	Class III Bike Route	0.5	$25,000	Near-Term	
5	Herndon Road	Sonora Ave (North City Limit)	Hatch Road	Class III Bike Route	0.8	$40,000	Medium-Term	Stanislaus County
6	Morgan Road	1637 Morgan Road	Service Road	Class IV Protected Bikeway	1.8	$450,000	Medium-Term	City of Modesto, Stanislaus County
7	Morgan Road	Service Road	South City Limit	Class II Bike Lane	0.6	$150,000	Medium-Term	
8	Herndon Avenue	Herndon Road	Whitmore Avenue	Class IV Separated Bikeway	1.4	$350,000	Medium-Term	Ceres Unified School District
9	Georgeann Place	Hackett Road	Don Pedro Road	Class III Bike Route	0.3	$15,000	Near-Term	
10	Richland Avenue	North City Limit	Herndon Avenue	Class II Bike Lane	1.3	$130,000	Medium-Term	Stanislaus County
11	Blaker Road	Whitmore Avenue	Service Road	Class III Bike Route	1.0	$50,000	Near-Term	
12	Blaker Road	Service Road	South City Limit	Class II Bike Lane	0.6	$60,000	Medium-Term	
13	Stonum Road	Richland Avenue	Hatch Road	Class III Bike Route	0.8	$40,000	Near-Term	
14	Central Avenue	River Road	Hatch Road	Class II Bike Lane	0.8	$80,000	Medium-Term	Stanislaus County
15	Central Avenue	Hatch Road	Whitmore Road	Class IV Protected Bikeway	1.0	$250,000	Medium-Term	Ceres Unified School District
16	Central Avenue	Whitmore Road	El Camino Avenue	Class III Bike Route	0.2	$10,000	Near-Term	
17	Central Avenue	Railroad Avenue	Service Road	Class II Bike Lane	0.7	$70,000	Medium-Term	
18	El Camino Avenue	Central Avenue	Service Road	Class II Bike Lane	1.2	$120,000	Medium-Term	Caltrans, Stanislaus County

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[2] Phasing of implementation is an estimate based on criteria discussed in Chapter 4, Page 4-2, which includes considerations such as available right-of-way, estimated construction cost, and expected coordination with outside agencies.

[3] Property owners along the route will be notified of project improvements prior to construction.

Table 4.2 (Continued): Proposed Bicycle Facilities

	PROJECT # AND STREET	START	END	DESCRIPTION	LENGTH (MI)	PRELIMINARY COST ESTIMATE[1]	IMPLEMENTATION PHASE[2]	COORDINATION WITH OUTSIDE AGENCIES[3]
19	5th Street	Acorn Lane	Lawrence Street	Class III Bike Route	0.8	$40,000	Near-Term	
20	5th Street	Lawrence Street	El Camino Avenue	Class II Bike Lane	0.1	$10,000	Near-Term	
21	6th Street	Magnolia Street	Roeding Road	Class II Bike Lane	0.4	$40,000	Medium-Term	Ceres Unified School District
22	Moffett Road / 9th Street	River Road	El Camino Avenue	Class III Bike Route	2.3	$115,000	Near-Term	Ceres Unified School District
23	10th Street	Roeding Road	Don Pedro Road	Class III Bike Route	0.3	$15,000	Near-Term	
24	Rose Avenue	Glasgow Drive	Roeding Road	Class III Bike Route	1.4	$70,000	Near-Term	
25	Mitchell Road	North City Limits (Tuolomne River)	Rohde Road	Class IV Protected Bikeway	2.6	$1,950,000	Long-Term	Caltrans, City of Modesto, Stanislaus County,
26	Main Canal Bike/Ped Path	Service Road	South City Limit	Class I Shared Use Path	0.2	$300,000	Medium-Term	Turlock Irrigation District
27	Lunar Drive	Fowler Road	Whitmore Avenue	Class III Bike Route	0.4	$20,000	Near-Term	
28	Eastgate Boulevard	Kiwi Drive	Whitmore Avenue	Class II Bike Lane	0.8	$80,000	Near-Term	
29	Faith Home Road	Hatch Road	Whitmore Avenue	Class II Bike Lane	1.0	$100,000	Medium-Term	Stanislaus County
30	River Road *	Herndon Road	Live Oak Court Cul-de-sac	Class III Bike Route	1.0	$50,000	Near-Term	Stanislaus County
31	River Road *	Central Avenue	Mitchell Road	Class II Bike Lane	1.2	$120,000	Near-Term	Stanislaus County
32	Nadine Avenue	Herndon Road	Central Avenue	Class III Bike Route	1.0	$50,000	Near-Term	Ceres Unified School District
33	Canyon Drive	Moffett Road	River Road	Class III Bike Route	0.6	$30,000	Near-Term	
34	Hatch Road*	Herndon Avenue	7th Street / Morgan Road	Class I Shared Use Path	0.2	$300,000	Long-Term	Caltrans, Stanislaus County
35	Hatch Road Bike/Ped Path	Eastgate Boulevard	East City Limits	Extension of Class I Shared Use Path	0.3	$450,000	Medium-Term	Turlock Irrigation District
36	Grandview Ave/Giddings St	Herndon Avenue	Richland Avenue	Class III Bike Route	0.5	$25,000	Near-Term	

* A majority of the proposed bikeway is outside City boundaries

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[2] Phasing of implementation is an estimate based on criteria discussed in Chapter 4, Page 4-2, which includes considerations such as available right-of-way, estimated construction cost, and expected coordination with outside agencies.

[3] Property owners along the route will be notified of project improvements prior to construction.

Table 4.2 (Continued): Proposed Bicycle Facilities

	PROJECT # AND STREET	START	END	DESCRIPTION	LENGTH (MI)	PRELIMINARY COST ESTIMATE[1]	IMPLEMENTATION PHASE[2]	COORDINATION WITH OUTSIDE AGENCIES[3]
37	Glasgow Drive	Central Avenue	Rose Avenue	Class III Bike Route	0.7	$35,000	Near-Term	
38	Calcagno Street	Central Avenue	Moffett Road	Class III Bike Route	0.5	$25,000	Near-Term	
39	Richard Way	Richland Avenue	Central Avenue	Class III Bike Route	0.5	$25,000	Near-Term	
40	Acorn Lane / Fowler Road	Myrtlewood Drive	Mitchell Drive	Class III Bike Route	0.8	$40,000	Near-Term	Ceres Unified School District
41	Whitmore Avenue	West City Limits	Crows Landing Road	Class II Bike Lane	1.0	$200,000	Medium-Term	City of Modesto, Stanislaus County
42	Whitmore Avenue	Crows Landing Road	6th Street	Class IV Protected Bikeway	2.3	$575,000	Medium-Term	
43	Whitmore Avenue	Main Canal Bike/Ped Path	East City Limits	Class II Bike Lane	0.9	$90,000	Medium-Term	Ceres Unified School District, Stanislaus County
44	Magnolia Street	Central Avenue	Rose Avenue	Class II Bike Lane	0.8	$80,000	Medium-Term	Ceres Unified School District
45	Kinser Road	Morgan Road	Central Avenue	Class III Bike Route	1.0	$50,000	Near-Term	Ceres Unified School District
46	Hackett Road	West City Limits	Crows Landing Road	Class I Shared Use Path	1.0	$1,500,000	Medium-Term	Coordinate with construction of roadway
47	Hackett Road	Crows Landing Road	400' west of Buenaventura Dr	Class II Bike Lane	0.5	$50,000	Medium-Term	Coordinate with construction of roadway, Stanislaus County
48	Hackett Road	400' west of Buenaventura Drive	Central Avenue	Class III Bike Route	1.5	$75,000	Near-Term	Ceres Unified School District
49	Lawrence Street	El Camino Avenue	9th Street	Class III Bike Route	0.4	$20,000	Near-Term	Ceres Unified School District
50	Park Street	El Camino Avenue	6th Street	Class II Bike Lane	0.1	$10,000	Near-Term	
51	Park Street	6th Street	9th Street	Class III Bike Route	0.2	$10,000	Near-Term	
52	Pine Street	Central Avenue	El Camino Avenue	Class II Bike Lane	0.3	$60,000	Medium-Term	Caltrans
53	Roeding Road	6th Street	Main Canal Bike/Ped Path	Class III Bike Route	0.8	$40,000	Near-Term	
54	San Pedro Road	Brown Avenue	Georgeann Place	Class III Bike Route	0.5	$25,000	Near-Term	

* A portion of the proposed bikeway is outside City boundaries

[1] Preliminary Cost Estimates provided are to help determine order-of-magnitude for planning-level purposes. Engineering-level estimates will need to be prepared prior to the start of each individual project listed in the Plan to account for site conditions and other project characteristics.

[2] Phasing of implementation is an estimate based on criteria discussed in Chapter 4, Page 4-2, which includes considerations such as available right-of-way, estimated construction cost, and expected coordination with outside agencies.

[3] Property owners along the route will be notified of project improvements prior to construction.

Table 4.2 (Continued): Proposed Bicycle Facilities

	PROJECT # AND STREET	START	END	DESCRIPTION	LENGTH (MI)	PRELIMINARY COST ESTIMATE[1]	IMPLEMENTATION PHASE[2]	COORDINATION WITH OUTSIDE AGENCIES[3]
55	Don Pedro Road	Georgeann Place	Moffett Road	Class III Bike Route	1.3	$65,000	Near-Term	Ceres Unified School District, Stanislaus County
56	Don Pedro Road	El Camino Avenue	10th Street	Class III Bike Route	0.1	$5,000	Near-Term	
57	Service Road*	West City Limits	East City Limits	Class IV Protected Bikeway	4.1	$2,050,000	Long-Term	Caltrans, Ceres Unified School District, Stanislaus County
58	Fowler Road	Glen Harbor Drive	Boothe Road	Class II Bike Lane	0.3	$30,000	Medium-Term	
59	Helen Perry Road	Neel Park Eastern Boundary	Eastgate Boulevard	Class II Bike Lane	0.3	$30,000	Medium-Term	Ceres Unified School District
60	Southern City Limit TID Canal	Crows Landing Road	Main TID Canal Path Extension (Project #26)	Class I Shared Use Path	3.1	$6,200,000	Long-Term	Turlock Irrigation District, Caltrans, Stanislaus County

* A portion of the proposed bikeway is outside City boundaries

[1] Preliminary Cost Estimates provided are to help determine order-of-magnitude for planning-level purposes. Engineering-level estimates will need to be prepared prior to the start of each individual project listed in the Plan to account for site conditions and other project characteristics.

[2] Phasing of implementation is an estimate based on criteria discussed in Chapter 4, Page 4-2, which includes considerations such as available right-of-way, estimated construction cost, and expected coordination with outside agencies.

[3] Property owners along the route will be notified of project improvements prior to construction.

Table 4.3 Proposed Pedestrian and Bicycle Programs

PROGRAM NUMBER	AFFILIATED GOAL, POLICY OR ACTION AND PROGRAM DESCRIPTION		OUTSIDE COORDINATION REQUIRED
1	B.1.1, B.2.1	Collaborate with local community organizations to pursue funding to regularly conduct walking school buses to local schools and other supportive programs.	Local Community Organizations, Health Organizations, Ceres Unified School District
2	B.1.2, E.2.2	Work with employers to provide bike parking and other amenities and incentives to encourage employees to walk, bike and take transit to work.	Local Businesses, Health Organizations
3	B.1.3	Support the development of safety education courses for local schools, including those developed by State and federal Safe Route to School programs.	Ceres Unified School District
4	B.3	Create a comprehensive wayfinding program citywide that coordinates and integrates signs providing directions to destinations along multi-use trails and bikeways with print and web materials.	Modesto Area Express (MAX), Stanislaus Regional Transit (StaRT), Altamont Corridor Express (ACE)
5	C	Coordinate with local law enforcement to dedicate funding for increasing enforcement on corridors with high pedestrian and bicycle collisions.	Ceres Police Department, California Highway Patrol
6	D	Dedicate a percentage of projects pursued as part of the City's implementation of the Active Transportation Plan in neighborhoods within Ceres and adjoining areas that are disproportionally affected by socioeconomic and health challenges.	City of Modesto, County of Stanislaus, StanCOG
7	F.2.2	Set aside a dedicated percentage of funding in the City's CIP Program for constructing and maintaining pedestrian and bicycle improvements.	None Required
8	F.2.3	Create a repavement schedule that outlines street improvements expected to occur over a defined time frame and integrate pedestrian and bicycle improvements with these existing infrastructure improvements.	None Required
9	F.3.1	Assess non-motorized collision and volume data concurrently with the implementation of active transportation projects to effectively monitor infrastructure improvements.	None Required
10	F.3.2	Set aside funds for the City to regularly update the Active Transportation Plan to accommodate best practices in facility design and ensure compliance with Caltrans Active Transportation Plan requirements.	None Required

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5

Funding and Implementation

INTRODUCTION

This chapter includes strategies for funding and implementing the installation of pedestrian and bicycle improvements in the City of Ceres. Part one of this chapter provides implementation steps for funding active transportation recommendations in the Citywide Active Transportation Plan. Part two describes federal, State, regional, and local funding opportunities that project and program recommendations in this Plan may be eligible for, as well as the frequency of funding cycles and typical size of projects funded. Part three describes steps involved in the competitive grant application process and provides insights on increasing probabilities for funding. The fourth and final section describes strategies that will help ensure that facilities implemented as part of this Plan are properly maintained and evaluated.

IMPLEMENTATION STEPS

- **Coordinate with external agencies as needed.** Some pedestrian and bicycle facilities presented in this Plan will require coordination due to right-of-way, especially in case where the pedestrian and bikeway improvements interact with Highway 99, railroad crossings, irrigation canals, and transit stops.
- **Produce conceptual engineering designs.** This may include site plans of infrastructure and landscaping, as well as roadway striping plans for pedestrian and bicycle facilities. Through the Caltrans Sustainable Transportation Planning Grant Program, the City of Ceres has the opportunity to package facilities recommended in this Plan together, allowing for conceptual engineering designs to be funded by State grants and thus expediting funds for implementation.
- **Conduct environmental review, if required.** Determine if project recommendations to be implemented require environmental review and follow the process to conduct the review based on anticipated project impacts. Because most proposed facilities in the Ceres Citywide Active Transportation Plan are within the existing street right-of-way, it is anticipated that most design concepts in this Plan are exempt under CEQA, so they would not require environmental review.
- **Continue to engage the community through project completion.** While extensive community engagement has been conducted for this Plan, it is important to continue to proactively engage the public to ensure that individual facilities and programs being implemented respond to local conditions and benefit the community.
- **Pursue project funding.** Many of the improvements identified in this Plan will need to rely on outside sources for implementation. Select improvements may be able to be coordinated with future city roadway maintenance or other projects, which could help to reduce the amount of outside funding necessary for implementation.
- **Coordinate construction needs.** Coordinate with Public Works Staff and other relevant City Departments is necessary to determine the availability of construction materials and to coordinate construction once approved.

Figure 5.1 Implementation Process

DESCRIPTION OF FUNDING OPPORTUNITIES

FEDERAL FUNDING SOURCES

Land and Water Conservation Fund

This program provides federal support for the acquisition and development of outdoor recreation space, with grant cycles typically occurring on an annual basis. The last grant cycle had $40 million in funding available nationwide, with workshops occurring in September and October 2019 and applications due on April 6, 2020. Awards from the previous grant cycles in California averaged $518,000, with the most recent grant cycle encouraging agencies to submit projects up to $6 million dollars. Submissions requiring acquisitions were considered the highest priority in the most recent grant cycle.

Recreational Trails Program

The Federal Highway Administration's (FHWA) Recreational Trails Program offers local jurisdictions additional funding for active transportation infrastructure through a state-run competitive process. On a biennial basis, the FHWA distributes federal Surface Transportation Block Grant Program funds to state parks departments evenly based on a prescribed formula. California then distributes these funds to local agencies through a competitive grant application process. Although funding is primarily awarded to projects that establish or maintain recreational trails in parks (county, state, federal), trail connector corridors along roadways are also eligible if they link two sections of previously disconnected recreational trail. During the FY2015-2016 cycle, California Department of Parks of Recreation awarded 10 projects a total of $10 million. Cities, counties, and other entities with the authority to manage parks are eligible to apply. The most current Recreational Trails Program grant cycle was released in Fall 2019, with applications due on February 3, 2020, with $3 million in grant funds available.

STATE FUNDING SOURCES

Affordable Housing and Sustainable Communities Program (AHSC)

The AHSC Program is a joint effort by the Strategic Growth Council and California Department of Housing and Community Development. The Program assists affordable housing developments, sustainable transportation infrastructure, transportation-related amenities, and multi-modal transit promotion. Cities, transportation agencies, and developers are eligible to receive funding. Transportation projects (including active transportation) must be located within one-half mile of a qualifying transit stop/station – such as the future ACE transit station in Downtown Ceres (estimated to open in 2022). Exceptions may be granted if the project is identified in an adopted plan.

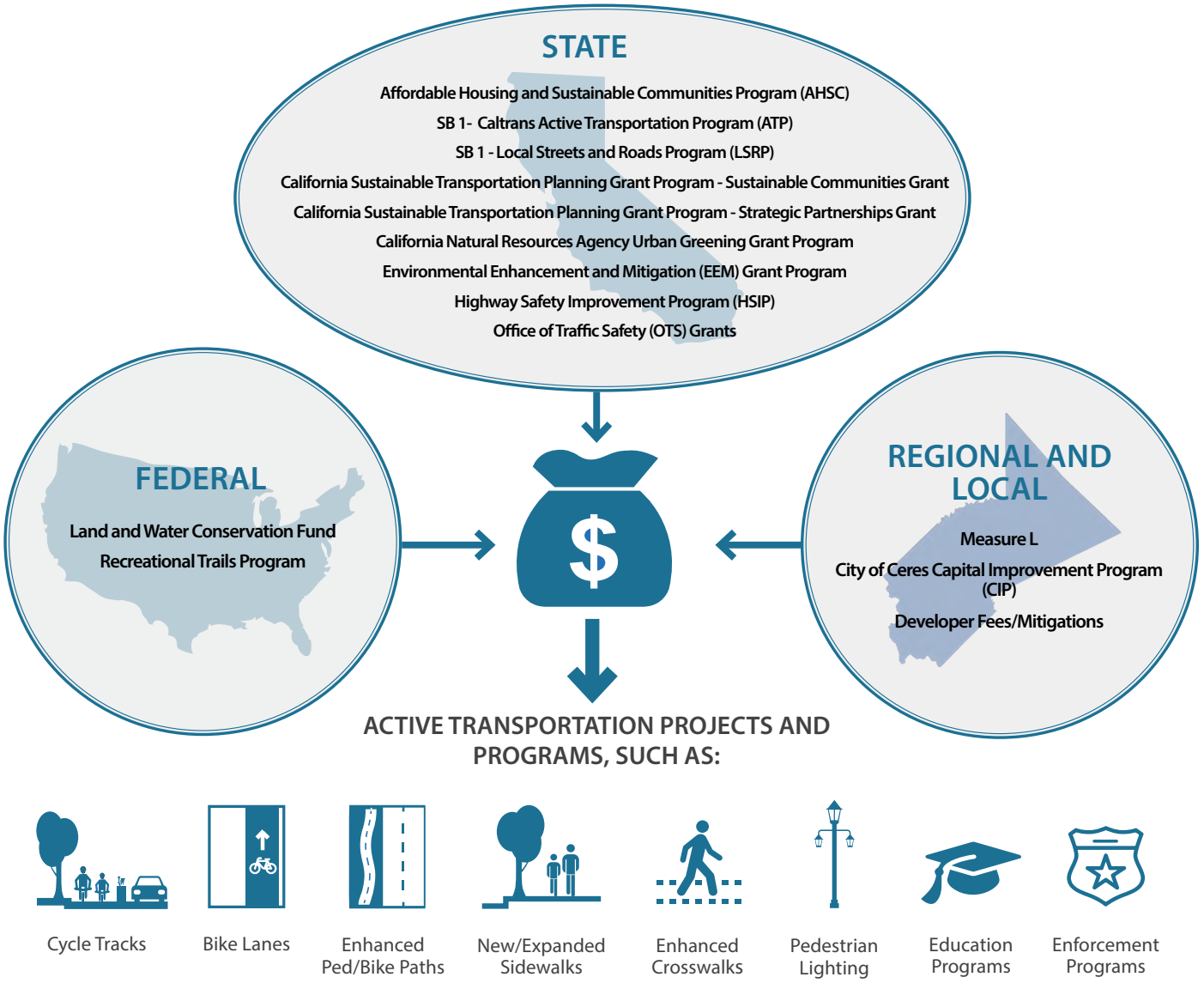
SB 1

Also known as the Road Repair and Accountability Act of 2017, it was signed into law on April 28, 2017, and will allocate $5 billion annually, and up to $54 billion statewide by 2027, to fix freeways, roads, and bridges and to improve transit, pedestrian safety, and bicyclist safety. Half of the money will go to local investments. Revenue comes from a gas tax, diesel tax increases, a new vehicle registration fee, as well as one-time loan repayments. SB 1 revenue allocations are divided into a number of formula and competitive programs for State and local use, covering transportation planning efforts, freight rail, transit operations, congestion relief, and more. Specific sources of funding from SB 1 that may fund projects and programs recommended in the Ceres Citywide Active Transportation Plan are described further below.

Caltrans Active Transportation Program (ATP)

The California Active Transportation Program was created in 2013 and consolidated existing federal and State transportation programs, including the Transportation Alternatives Program (TAP), the Bicycle Transportation Account (BTA), as well as federal and State Safe Routes to School programs (SRTS). In 2017, an additional infusion of funding was committed to the program through SB1 funding sources, adding approximately $100 million per every ATP grant cycle. The ATP provides a key source of funding for cities, counties, and regional transportation agencies for

Figure 5.2 Funding Sources for Active Transportation Implementation



bike lanes, pedestrian paths, multi-use paths, sidewalks, Safe Routes to Schools, and other projects that help reduce reliance on cars. The Caltrans ATP Cycle 5 Call for Projects was released in May 2020, with $440 million in grant funding available for bicycle, pedestrian, and multi-modal trail projects, with applications due on September 15, 2020. The ATP has grant cycles that occur every other year, with the next grant cycle anticipated for Spring 2022. Based on past grant cycles, the average award for projects in the ATP program is just under $2 million dollars. However, it is not uncommon for the ATP program to award $10 million dollars of funding for individual projects. Projects that are within or directly connect to disadvantaged communities as defined by CalEnviroScreen 3.0 are prioritized to receive funding, which applies to a substantial portion of Ceres, including most areas west of Mitchell Road. In addition to Caltrans leading a statewide competitive grant application process, StanCOG administers a sub-allocation of the grant program on a regional basis. It is expected in the next grant cycle that Caltrans will require agencies to have an adopted Active Transportation Plan or similar document prior to pursuing ATP funds.

Local Streets and Roads Program (LSRP)

SB 1 dedicates approximately $1.5 billion per year in new formula revenues to cities and counties for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system. To be eligible for funding, cities and counties must submit a list of proposed projects to the California Transportation Commission (CTC) by May 1st of each year, with the CTC adopting a list of eligible projects by August 1st of each year. LSRP funded projects require an expenditure report to be submitted to the CTC by October 1st annually for any LSRP funded project. This report includes a project description, location, amount of funds expended, and estimated useful life of improvements constructed with program funding. LSRP funding is available for road maintenance and rehabilitation, safety projects, Complete Streets components (including active transportation purposes, pedestrian and bicycle safety projects, and multi-modal transit facilities in conjunction with any other allowable project), and traffic control devices. During the first year of the LSRP program, 537 cities and counties received eligibility for their share of roughly $386 million to be distributed by formula, resulting in an average of around $700,000 awarded to each jurisdiction.

California Sustainable Transportation Planning Grant Program

The Sustainable Transportation Planning Grant Program was created to support Caltrans' mission to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. It is a key funding source statewide for multi-modal plans, including Complete Streets plans, integrated land use and transportation plans, and corridor plans. The grant program is divided into two grant opportunities.

Sustainable Communities Grant

The Sustainable Communities grant provides Federal Transit Administration (FTA 5304), SB 1, and State Highway Account (SHA) funding to projects that encourage multi-modal transportation and land use planning projects that contribute to the state's GHG reduction targets. Sustainable Communities grants are distributed via formula and competitive grants.

The program places a large emphasis on projects that benefit disadvantaged communities. A substantial portion of the City of Ceres is considered a "disadvantaged community" under CalEnviroScreen 3.0, which is a primary indicator utilized by Caltrans to determine disadvantaged community status on grant applications. The last grant cycle occurred in Fall 2020, with future cycles occurring annually.

This is a key source of funding for the development of Complete Street, multi-modal, or corridor plans, which can help expedite recommendations in this Active Transportation Plan. This includes focused outreach with affected stakeholders, confirmation of feasibility of implementing multi-modal facilities, and development of preliminary engineering drawings and detailed cost estimates.

Strategic Partnerships Grant

The Strategic Partnerships grant program is funded by the Federal Highway Administration and Federal Transit Administration and is part of the Caltrans Sustainable Transportation Planning Grants program. The grant program encourages partnerships between Caltrans and regional agencies to collaborate on projects in the state highway system. The grant is split into two components - the strategic partnership component intends to fund planning projects that address needs on

the State Highway System, while the transit component addresses multimodal deficiencies that focus on transit.

California Natural Resources Agency Urban Greening Grant Program

The Urban Greening Program is intended to fund projects that reduce greenhouse gases by sequestering carbon, decreasing energy consumption, and reducing vehicle miles traveled, while also transforming the built environment into places that are more sustainable, enjoyable, and effective in creating healthy and vibrant communities. Examples of eligible urban greening projects include green streets, alleyways, and non-motorized urban trails that provide safe routes for travel between residences, workplaces, commercial centers, and schools. While the California Natural Resources Agency's Urban Greening grant cycles are irregular and dependent on securing a funding source, in recent years the grant has been offered on an annual basis. The most recent grant cycle offered $28.5 million in funding, with applications due on July 15, 2020, with no maximum limit on funds awarded to an individual project. Total funding offered in the grant program through previous cycles range from $25 million to $80 million, with the average grant award at $2 million dollars for an individual project. Like the Caltrans Active Transportation Program, the Urban Greening Grant Program prioritizes the award of grant funds to disadvantaged communities.

Environmental Enhancement and Mitigation (EEM) Grant Program

This program is a State fund established by the Legislature and managed by the California Natural Resources Agency to fund beautification improvements to roadsides to mitigate the effects of transportation projects. It offers funding to local, State, and federal governmental agencies and to nonprofit organizations for projects to mitigate the environmental impacts caused by new or modified public transportation facilities. Grant cycles are released annually, with approximately $7 million dollars in available funding in an average funding cycle, with the average project awarded $467,000. The current funding cycle was released in January 2021, with grant awards anticipated in late Summer 2021. Grant cycles have allowed grant application submittals of up $1 million dollars for projects that required acquisition of properties. A local cash match is required for all application submissions.

Highway Safety Improvement Program (HSIP)

This program helps fund projects that reduce fatalities and serious injuries on all public roads, with a focus on funding safety improvements along state-designated highways. The program is data-driven and requires records such as crash experience (data that has already been collected to identify intersections with potential for improved safety), crash potential (further refined data to identify locations with high-risk roadway characteristics), and crash rates. A portion of HSIP funds are set aside for distribution to local government agencies through a competitive application process. Caltrans typically issues a call for projects on a biennial basis. Approved projects are submitted to the applicant's respective Metropolitan Planning Organization (MPO) for inclusion in the FTIP and funds are dispersed accordingly. The minimum funding amount is $100,000. The average amount awarded to projects in recent grant cycles was approximately $900,000. The last HSIP grant cycle included $220 million available in funding, with applications due in November 2020. It is anticipated that the next grant cycle will be released in Spring 2022. Caltrans has announced that the next HSIP grant cycle will require agencies to conduct a Local Road Safety Plan prior to pursuing HSIP funds.

Office of Traffic Safety (OTS) Grants

The Office of Traffic Safety (OTS) administers federal grant funds allocated to California under the National Highway Safety Act. The OTS has several priority areas for grant funding, including Pedestrian and Bicycle Safety. The OTS supports a wide variety of traffic safety programs, including pedestrian and bicycle safety programs for children, child passenger safety outreach, and support for increased law enforcement services and resources, such as safety helmet distribution, and court diversion programs for safety helmet violators. Grant funding is awarded annually based on funding availability.

REGIONAL/LOCAL FUNDING SOURCES

Measure L

In November 2016, Stanislaus County voters passed Measure L, which adopted a half-cent sales tax that will remain in place for 25 years. Measure L is expected to generate a total of $960 million to fund transportation projects countywide. The funding will serve as an investment that will leverage future local, State and federal grant opportunities. Measure L funds can be used for all phases of project implementation from planning and design to construction. Measure L funds are broken down into the following categories:

- **Local Streets and Roads (50% of funds)** – Includes funding for roads that need repair and/or refurbishment. Each agency in the County, including the City of Ceres, will identify specific roads to be prioritized for improvements. Ceres receives approximately $1.2 million per year to help repair local streets and roads.
- **Local Traffic Management (10% of funds)** – Includes upgrades to local intersections, road widening, signalization, bridge replacements, and funds for traffic calming methods. Ceres receives just under $245,000 per year for local traffic management improvements.
- Local Bicycle and Pedestrian Improvements (5% of funds) – Includes projects that create local connectivity between communities, schools, trails, and recreation facilities. Ceres receives just over $120,000 per year for local bicycle and pedestrian improvements.
- **Regional Projects (28% of funds)** – Focused on planning, project development, right-of-way acquisition, and/or construction of major corridor and capital projects. Regional projects funded through Measure L are identified in the adopted 2035 StanCOG Regional Transportation Plan. Regional projects within the City of Ceres include the Mitchell Road/Service Road interchange at Highway 99 as well as ramp metering improvements at all entrances to Highway 99 within Ceres.
- **Funding Reserve (7% of funds)** – Remaining funds are placed into a reserve to accommodate future regional transportation needs.

City of Ceres Capital Improvement Program (CIP)

Projects selected for funding through the CIP program are lower-cost projects that are relatively easy to implement (e.g., striping improvements, signage and sharrow treatments).

Developer Fees/Mitigations

Projects located in areas where new development is likely, including areas within recently adopted Specific Plans, or where redevelopment of existing buildings are occurring may be fully or partially funded by developer contributions through a condition of approval. Funds collected in this manner are not likely to cover the entire cost of a segment improvement and will usually need additional funding from other sources.

DEVELOPING SUCCESSFUL GRANT APPLICATIONS

While funding agencies frequently update grant guidelines, requirements, and individual applications for each funding program's cycle, there are several items commonly required in competitive grant applications for pedestrian, bicycle, and multi-use trail infrastructure. Key items to accomplish prior to the submittal of a typical transportation infrastructure grant application are listed below. Note that descriptions are based on Caltrans ATP, Caltrans HSIP, and Urban Greening grant applications in prior funding cycles for reference, and grant application requirements for sources listed in this Plan are subject to change.

- **Resolution from agency supporting project.** A resolution is required for the Urban Greening Grant application, but not required for Caltrans ATP or HSIP applications.
- **Disadvantaged Community analysis.** Typically, funding agencies prioritize or require funds to be distributed to areas that are considered to be socioeconomically or environmentally "disadvantaged." The most common formulas used include the top 25 percent of CalEnviroScreen census tracts, median incomes that are lower than 80 percent of the statewide average, or if 75 percent of students in project area qualify for free/reduced lunches. Assessment of disadvantaged communities are required for Caltrans ATP

and Urban Greening Grant applications, but not required for Caltrans HSIP applications.

- **Cost-Benefit analysis.** This analysis is required for all Urban Greening Grant applications and HSIP grant applications as well as Caltrans ATP grant applications requesting over $7 million dollars in funding.
- **Statement of project need.** This statement is required on most competitive grant applications. Most statements of project need require a short project title (less than 200 characters), followed by an executive-level project description (200 words or less), and a longer statement of need (500-1,000 words).
- **Cost estimate.** A preliminary estimate is required for most infrastructure project applications, with costs often separated into preliminary engineering for project approval and environmental documentation (PA&ED); final design with plan, specification, and estimate (PS&E) and right-of-way acquisition; and construction (CON). Caltrans ATP applications require that such estimates be prepared by a registered engineer licensed in the State of California.
- **Collision statistics in project area.** Required on Caltrans ATP and HSIP applications, not required for Urban Greening Grant applications.
- **Bicycle and pedestrian counts in project area.** Required on Caltrans ATP applications, while not required for Urban Greening Grant applications.
- **Community outreach.** Documentation of outreach may include a brief written description of outreach conducted, sign-in sheets, images of events, and promotional materials of events. Documentation of outreach is recommended for most competitive grant applications and is required on Caltrans ATP and Urban Greening Grant applications while optional for the HSIP application.
- **Letters of support.** Recommended for most competitive grant applications and required on the Caltrans ATP and Urban Greening Grant applications while not required for the HSIP application.

STRATEGIES TO PROPERLY MAINTAIN AND MONITOR PLAN IMPROVEMENTS

While there are many opportunities to fund bicycle and pedestrian projects and programs, there are fewer outside opportunities to maintain and monitor infrastructure and programs. The following strategies will help maximize existing funding sources available as well as leverage existing City sources to ensure that active transportation infrastructure and programs are properly maintained and monitored long-term.

- **Link bicycle and pedestrian improvements to existing City roadway striping, repavement and CIP programs.** Coordinating bicycle and pedestrian recommendations will not only help expedite implementation of projects but ensure that such improvements continue to be maintained in good condition resulting in lower maintenance costs overall.
- **Commit a dedicated percentage of budget from the General Fund to build and maintain bicycle and pedestrian infrastructure.** The City of Ceres should consider a percentage of the General Fund be dedicated to the construction and maintenance of pedestrian and bicycle improvements to complement existing striping, repavement and CIP programs.
- **Monitor implementation of the Citywide Active Transportation Plan.** Consider providing the City of Ceres City Council a status update on the implementation of the Citywide Active Transportation Plan on an annual basis. These updates can include funded or constructed projects and programs as well as projects to be implemented in the coming year. These implementation updates can also provide information to prepare grant applications for funding additional projects and programs. Proactively updating City officials and informing members of the public of Plan recommendations can also benefit the City in competing for additional grant funds.

- **Monitor the effectiveness of pedestrian and bicycle projects.** Reviewing collision data and conducting bicycle and pedestrian counts before and after implementing an infrastructure project will be helpful in evaluating the project's effects on the utilization and safety of the active transportation network in Ceres. As part of obtaining grant funding through a number of grant programs (including the Caltrans Active Transportation Program), the City may request funds specifically for conducting counts and monitoring collision data to ensure that proper evaluation of infrastructure improvements can occur.
- **Consider updating the Citywide Active Transportation Plan once most recommendations are implemented.** While there is no statewide requirement to update active transportation plans, such plans typically have a 10-to-15-year life span, with the assumption that project and program recommendations would be accommodated within this timeframe. Once a majority of programs and projects recommended in this Plan have been implemented, the City of Ceres should consider a comprehensive update of the Citywide Active Transportation Plan to update local, regional and statewide policy priorities, receive public input on new program and infrastructure recommendations, and incorporate new funding opportunities to ensure that Ceres continues to be a safe and pleasant City to walk and bike in.

Ceres Citywide Active Transportation Plan