

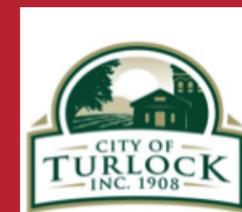


# Turlock Active Transportation Plan Volume II: Implementation Plan

September 22, 2015

PREPARED BY:  
Alta Planning + Design  
WITH:  
Omni-Means

PREPARED FOR:  
City of Turlock  
Project Number 13-64



## Implementation Plan

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## 8 Implementation Plan

### 8.1 Project Prioritization

Projects and programs recommended in this Plan were prioritized for implementation phasing based on the following criteria.

**Programmatic** recommendations were prioritized based on an assessment of Turlock’s progress towards becoming a walkable, bikeable community and a review of successful programs in comparable cities.

**Pedestrian** infrastructure improvements were prioritized based on an analysis of gaps identified in the current network, with corridors selected for improvements that contribute to a citywide pedestrian network.

**Bicycle** infrastructure improvements were prioritized where recommendations from the General Plan coincided with gaps identified during the Active Transportation Plan process, or where the City of Turlock had identified a Priority Improvement Area. Priority intersections include those recommendations that facilitate movement along a priority bikeway project corridor.

Priorities were also influenced by the Capital Improvement Program (CIP) and priorities identified by members of the public in workshops conducted on April 1, 2014 and November 2, 2014.

Priority bicycle infrastructure projects that represent the short-term vision for the bicycle network are shown in Figure 8-1 and listed in Table 8-1.

Figure 8-1: Short-Term Bikeway Vision



**Bikeway Recommendations: Short-Term Vision**

Data obtained from: The City of Turlock & Stanislaus County  
Map created: October 2014

Existing / Proposed	Class I Shared-use Path	Parks	High-Priority Projects
Existing / Proposed	Class II Bike Lane	Schools	Priority Improvement Areas (from General Plan)
Existing / Proposed	Class III Bike Route	Intersection Improvements	



### 8.1.1 Phasing Plan

Priority bicycle projects can be divided into two phases of implementation. Priority I projects are relatively easy to implement, “easy win” projects that can be completed within one to three years of plan adoption. These include projects like striping bike lanes within existing right-of-way or completing short gaps in the bikeway network. Priority II projects may require some additional planning or acquisition of right-of-way, and should be completed within three to five years of plan adoption. All remaining projects are considered non-priority, intended for implementation between five and ten years from plan adoption.

Priority I and II projects are listed in Table 8-1. Minor revisions to the phasing plan may be made prior to plan adoption, in consultation with the City’s capital projects staff.

**Table 8-1: Bikeway Improvement Phasing Plan**

ID#	Class	Corridor	Begin or Cross Street	End	Notes	Priority
<b>Priority I</b>						
GP-11	Class I	Tegner Road	Sandstone Street	Christoffersen Parkway		I
GP-18	Class II	Christoffersen Parkway	Golden State Boulevard	Wellington Lane		I
GP-20	Class II	Crowell Road	Christoffersen Parkway	Ansel Adams Boulevard		I
GP-26B	Class II	Golden State Boulevard	Christoffersen Parkway	Monte Vista Avenue		I
GP-26D	Class II	Golden State Boulevard	Hawkeye Avenue	F Street		I
ATP-6	Class II	Lander Avenue	Main Street	Linwood Avenue	Supersedes General Plan recommendation	I
GP-32B	Class II	Linwood Avenue	West Avenue	250 feet east of West Avenue		I
GP-32C	Class II	Linwood Avenue	1,230 feet west of Lander Avenue	Lander Avenue		I
GP-34	Class II	Main Street	Canal Drive	Berkeley Avenue		I
GP-36	Class II	Monte Vista Avenue	Geer Road	Olive Avenue		I
ATP-10	Class II	Berkeley Avenue	100 feet north of Hawkeye Avenue	Main Street		I
ATP-13	Class III	Crowell Road	Ansel Adams Boulevard	Monte Vista Avenue	Implement with signs and sharrows	I
GP-54	Class III	West Avenue	South Avenue	Montana Avenue		I
GP-56	Class III	Tuolumne Road	Dels Lane	Berkeley Avenue		I
GP-57	Class III	Main Street	Soderquist Road	Palm Street		I
ATP-27	Intersection	Lander Avenue	Bernell Avenue/9 <sup>th</sup> Street		Improve with Class II on Lander Avenue	I
ATP-28	Intersection	Lander Avenue	F Street		Improve with Class II on Lander Avenue and Class III on F Street	I
ATP-31	Intersection	Monte Vista Avenue	Olive Avenue		Stripe westbound bike lane inside of right turn lane	I
ATP-33	Intersection	Monte Vista Avenue	Geer Road		Stripe eastbound bike lane inside of right turn lane	I
ATP-35	Intersection	Monte Vista Avenue	Golden State Boulevard		Stripe westbound bike lane through right turn pocket	I
ATP-86	Intersection	Crowell Road	Ansel Adams Boulevard		Install stop signs	I
<b>Priority II</b>						
GP-8	Class I	Geer Road	Christoffersen Parkway	Calaveras Way		II
GP-10	Class I	Taylor Road	End of existing path, 650 feet west of Geer Road	Fosberg Road		II
GP-16	Class II	Berkeley Avenue	Canal Drive	Golden State Boulevard		II
ATP-2	Class II	Crowell Road	200 feet south of Rockhurst Lane	Monte Vista Avenue		II
GP-27A	Class II	Golf Road	Golden State Boulevard	Glenwood Avenue		II
GP-35B	Class II	Main Street	Walnut Road	Soderquist Road		II
ATP-9	Class II	Soderquist Road	675 feet north of Canal Drive	Canal Drive	Only west side of road	II
GP-42	Class II	Soderquist Road	Main Street	South Avenue		II
ATP-29	Intersection	Main Street	Canal Drive		Improve bike lane striping on approaches; provide new access to Class I path on Canal Drive for westbound bicyclists	II



## 8.2 Project Sheets

Project sheets were developed for the following locations:

1. Class I path extension on Canal Drive and Class II lanes on Main Street (ATP-29)
2. Class I path on Taylor Road (GP-10)
3. Class II bike lanes on Berkeley Avenue from Canal Drive to Golden State Boulevard (GP-16)
4. Class II bike lanes on Berkeley Avenue to close a gap near Hawkeye Avenue (ATP-2)
5. Class II bike lanes on Golden State Boulevard from Hawkeye Avenue to F Street (GP-26D)
6. Class II bike lanes on Soderquist Road to close a gap near Canal Drive (ATP-10)
7. Class II bike lanes on West Avenue from South Avenue to Montana Avenue (GP-54)
8. Class III bike route on Main Street from Soderquist Road to Palm Street (GP-56)
9. Class I path around Donnelly Lake (ATP-1)
10. Class II bike lanes on Linwood Avenue between West Avenue and Lander Avenue (GP-32B and GP-32C)

Where feasible, project sheets address both pedestrian and bicycle connectivity.

These locations were selected for project sheet development based on public input and on conversations with City staff. They represent projects that may be high priority for near-term implementation or grant application development, or that may be complex and require additional detailed analysis.

Project sheets are included on the following pages.



## Implementation Plan

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## Implementation Plan

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### 8.2.2 Taylor Road (Sheet 1 of 1)

Taylor Road is an east/ west expressway that runs from Washington Rod to Waring Road. The study segment is about 1,800 feet long and runs between the termini of both Class I bike paths near Geer Road--from Ferreira Ranch Drive to Fosberg Road. The adopted General Plan identifies Taylor Road as a Class I bicycle facility.

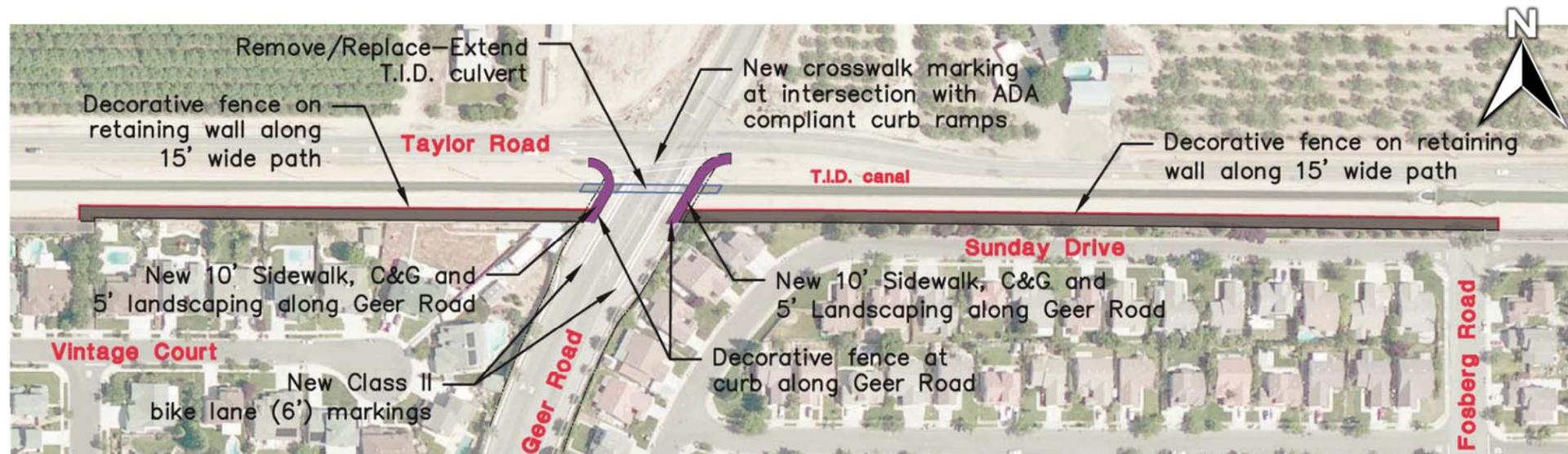
#### Existing Issues

There is an existing Class I bike path that runs parallel to the eastbound travel lanes on Taylor Road from Tegner Road to Ferreira Ranch Drive and from Fosberg Road to Country Walk Lane. The paths are separated from Taylor Road by the canal and are directly adjacent to the east/ west frontage/ neighborhood streets: Golden Oak Court, Alta Vista Street, Caprice Drive, Homestead Way, Summerton Lane, Sunday Drive, Inspiration Way, Knoxley Drive, and Merlin Drive.

#### Project Description

This project proposes to connect the existing paths between Ferreira Ranch Drive and Fosberg Road (approximately 1,800 feet). The proposed path would be 15' wide with a retaining wall on the northern side with a new decorative fence on top of the retaining wall to match the existing wall at Fosberg Road. Sidewalks would be extended to Taylor Road with a fence (similar to the one at Walnut Avenue and Taylor Road) along Geer Road to a new marked crosswalk at the intersection with Taylor Road. A fence would encourage pedestrians to cross at the intersection. Bike lanes would be striped on Geer Road for the length of the improvements.

#### Project Illustration



#### Project Benefits

Provides connectivity between existing multi-purpose path terminals.  
Provides dedicated space for bicycling and pedestrian recreation.

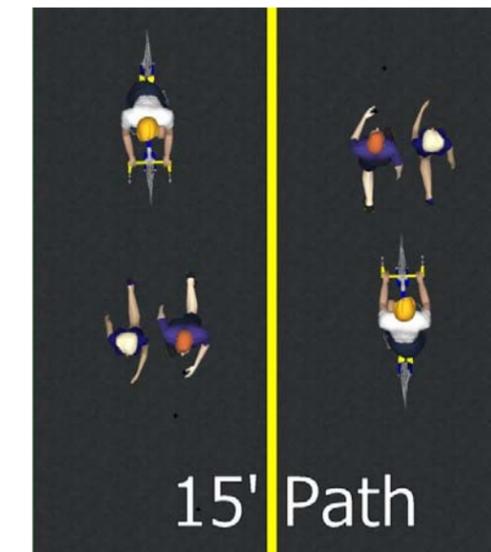
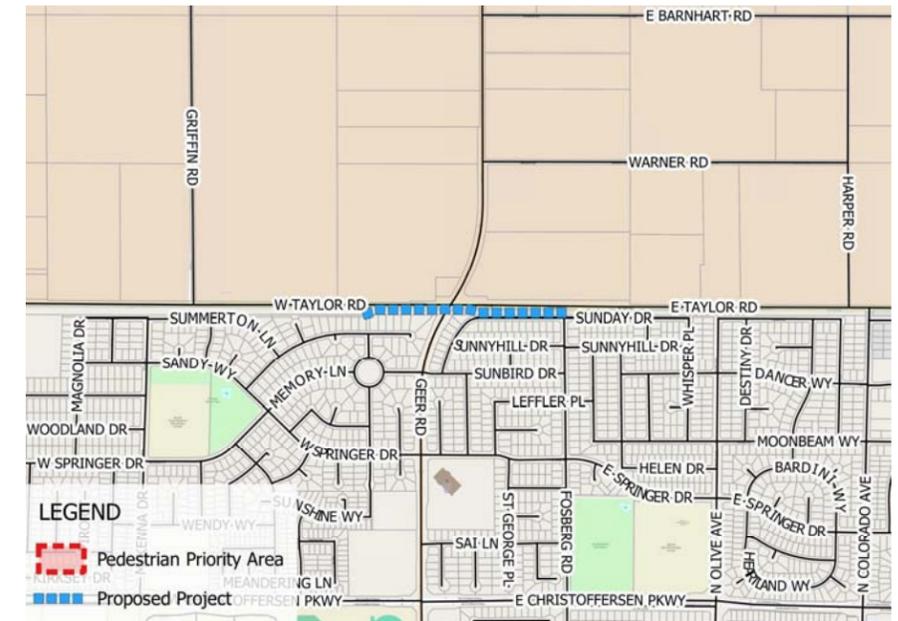
#### Destinations Served

- Residential Neighborhoods
- Recreational Use
- Turlock Regional Sports Complex
- Ferreira Ranch Park
- Christofferson Park

#### R/W Required

None

#### Vicinity Map



#### Cost Estimate

\$1,270,000 (Construction)  
\$ 0 (Right of Way)  
\$1,270,000 TOTAL

## Implementation Plan

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### 8.2.3 Berkeley Avenue (Canal Drive to Golden State Boulevard, Sheet 1 of 3)

Berkeley Avenue is a north/ south collector between Taylor Road and East Avenue and a north/south arterial between East Avenue and Golden State Boulevard. The study segment is about 7,600 feet long and runs from Golden State Boulevard to Canal Drive. The adopted General Plan identifies Berkeley Avenue as a Class II bicycle facility.

#### Existing Issues

Between Canal Drive and Golden State Boulevard, Berkeley Avenue does not have bike lanes. The existing cross section between Golden State Boulevard and just south of Ramson Drive is two 12' travel lanes with unpaved shoulders. From Ramson Drive to Brier Road the section is about 60' wide with sidewalks, on-street parking, and two travel lanes. The paved width for this segment is about 48'.

#### Project Description

The improvements shown on this sheet would be to widen Berkeley Avenue south of Ramson Drive to include 6' bike lanes, 5' sidewalks, 8' on-street parking on the northbound side, and a 11' two-way left-turn lane. From Ramson Drive to Brier Road, Berkeley Avenue should be restriped to achieve this same cross section.

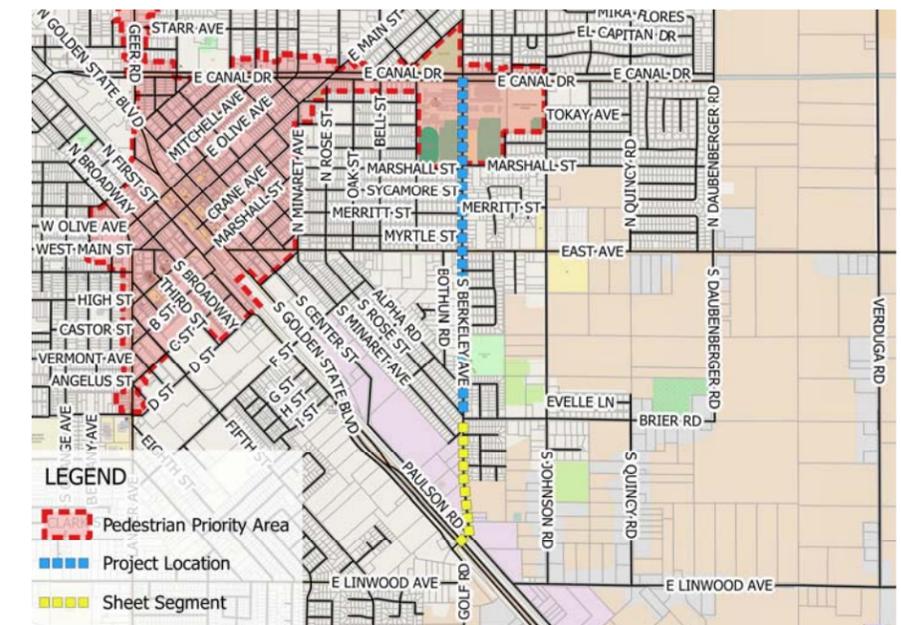
#### Destinations Served

- Residential Communities
- Sunnyview Park
- Turlock High School (north of East Avenue)
- Julien Elementary School (north of East Avenue)
- Transit Route (BLST Route D)

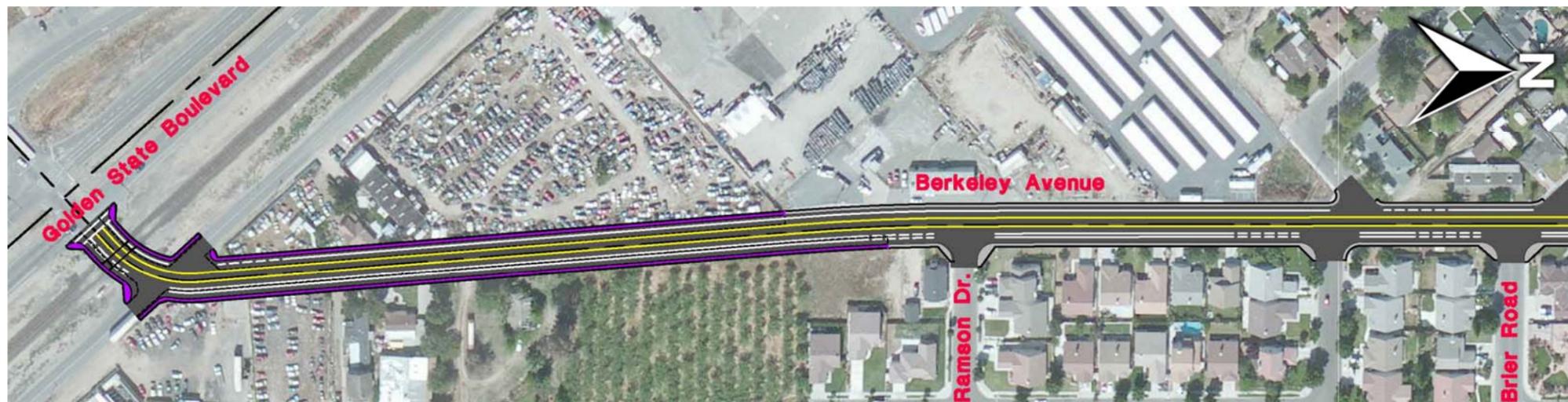
#### R/W Required

49,100 SQFT

#### Vicinity Map



#### Project Illustration



#### Project Benefits

- Increases and extends bike and pedestrian connectivity along corridor.
- Provides dedicated space for bicycling and walking.

#### Cost Estimate (Includes all sheets)

- \$1,110,000 (Construction)
- \$1,228,000 (Right of Way)
- \$2,338,000 TOTAL

**Berkeley Avenue (Canal Drive to Golden State Boulevard, Sheet 2 of 3)**

Berkeley Avenue is a north/ south collector between Taylor Road and East Avenue and a north/south arterial between East Avenue and Golden State Boulevard. The study segment is about 7,635 feet long and runs from Golden State Boulevard to Canal Drive. The adopted General Plan identifies Berkeley Avenue as a Class II bicycle facility.

**Existing Issues**

Between Canal Drive and Golden State Boulevard, Berkeley Avenue does not have bike lanes. The adopted General Plan identifies Berkeley Avenue between Canal Drive and Daffodil Lane as an existing Class III bicycle facility. The existing cross section between Brier Road and Alpha Road is about 60' wide with sidewalks, on-street parking, and two travel lanes. The paved width for this segment is about 48'. After Alpha Road, the section narrows down to about a 24' paved width with sidewalks on the northbound side.

**Project Description**

The improvements shown on this sheet would be to add sidewalks to the southbound side of Berkeley Avenue between Brier Road and Alpha Road. From Alpha Road to East Avenue widen Berkeley Avenue by about 13' to accommodate the section shown on sheet 3: 5' sidewalks on both sides, 6' bike lanes, 8' on-street parking on the northbound side, and 10' travel lanes.

**Project Illustration**



**Project Benefits**

Increases and extends bike and pedestrian connectivity along corridor.  
Provides dedicated space for bicycling and walking.

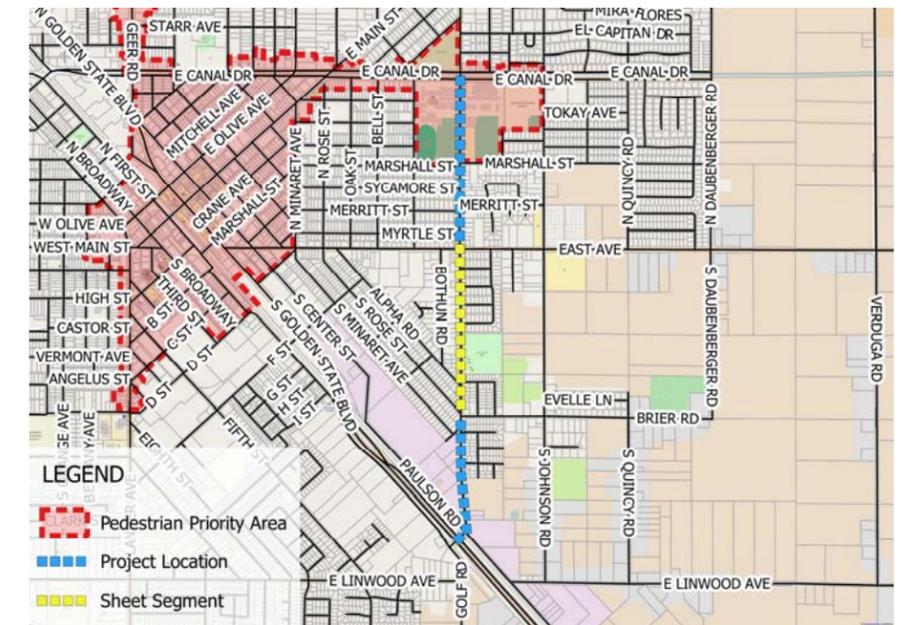
**Destinations Served**

- Residential Communities
- Sunnyview Park
- Turlock High School (north of East Avenue)
- Julien Elementary School (North of East Avenue)
- Transit Route (BLST Route D)

**R/W Required**

49,100 SQFT

**Vicinity Map**



**Cost Estimate (Includes all sheets)**

\$1,110,000 (Construction)  
\$1,228,000 (Right of Way)  
\$2,338,000 TOTAL

**Berkeley Avenue (Canal Drive to Golden State Boulevard, Sheet 3 of 3)**

Berkeley Avenue is a north/ south collector between Taylor Road and East Avenue and a north/south arterial between East Avenue and Golden State Boulevard. The study segment is about 7,635 feet long and runs from Golden State Boulevard to Canal Drive. The adopted General Plan identifies Berkeley Avenue as a Class II bicycle facility.

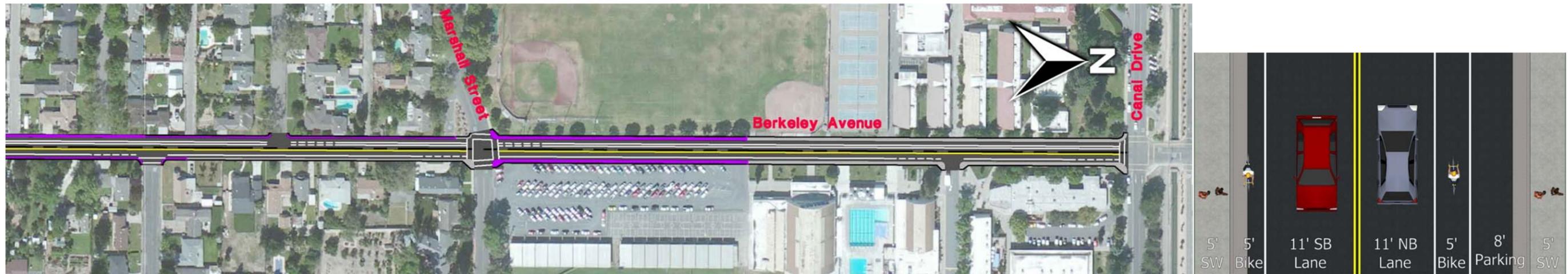
**Existing Issues**

Between Canal Drive and Golden State Boulevard, Berkeley Avenue does not have bike lanes. The adopted General Plan identifies Berkeley Avenue between Canal Drive and Daffodil Lane as an existing Class III bicycle facility. The existing cross section between East Avenue and Canal Drive consists of about 40' paved width with two travel lanes and on-street parking. There are patches of existing sidewalk: on the northbound side between Merritt Street and Marshall Street and north of the school parking lot on both sides of the street.

**Project Description**

The improvements shown on this sheet would be to add sidewalks where there are none currently and to restripe the existing paved width to delineate the cross section shown on this sheet: 5' sidewalks on both sides, 6' bike lanes, 8' on-street parking on the northbound side, and 10' travel lanes.

**Project Illustration**



**Project Benefits**

- Increases and extends bike and pedestrian connectivity along corridor.
- Provides dedicated space for bicycling and walking.

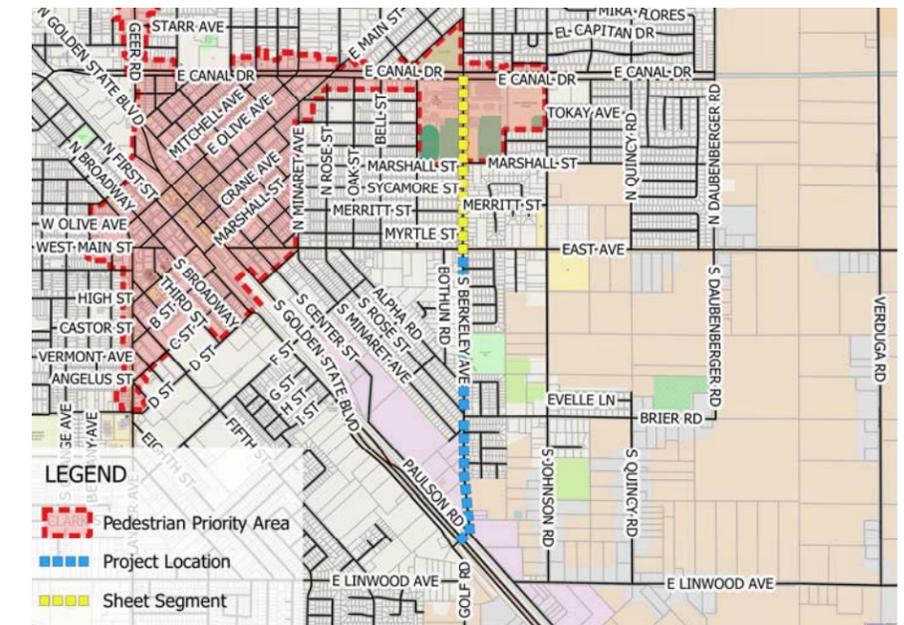
**Destinations Served**

- Residential Communities
- Sunnyview Park
- Turlock High School (north of East Avenue)
- Julien Elementary School (north of East Avenue)
- Transit Route (BLST Route D)

**R/W Required**

49,100 SQFT

**Vicinity Map**



**Cost Estimate (Includes all sheets)**

\$1,110,000 (Construction)  
\$1,228,000 (Right of Way)  
 \$2,338,000 TOTAL

## Implementation Plan

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### 8.2.4 Berkeley Avenue at Hawkeye Avenue (Sheet 1 of 1)

Berkeley Avenue is a north/ south collector between Taylor Road and East Avenue and a north/south arterial between East Avenue and Golden State Boulevard. The study segment is about 715 feet long and runs from Main Street to 100' north of Hawkeye Avenue. The adopted General Plan identifies Berkeley Avenue as a Class II bicycle facility in this area.

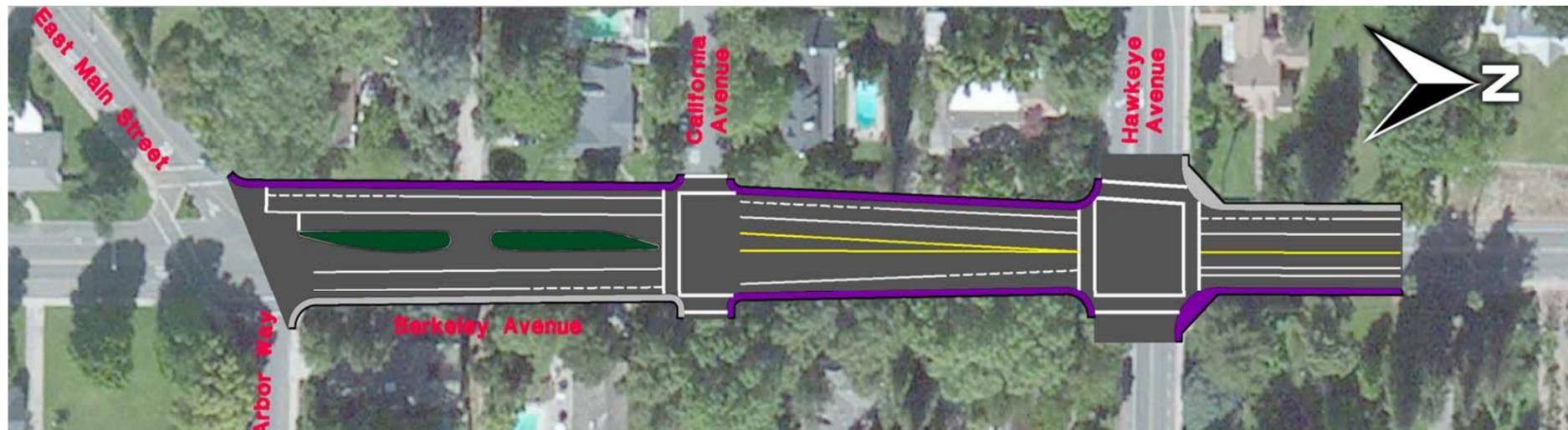
#### Existing Issues

Between Main Street and 100' north of Hawkeye Avenue, Berkeley Avenue does not have bike lanes. The existing cross section between Main Street and California Avenue is about 60'-65' paved width with a through/left and right turn lane in both directions. There is a sidewalk on the northbound side and landscaped medians. From California Avenue to just north of Hawkeye Avenue the road transitions to a paved width of about 46' with one northbound lane and two southbound lanes. There are no existing sidewalks except for about 100' north of Hawkeye Avenue.

#### Project Description

Between Main Street and California Avenue in the southbound direction, to accommodate a bike lane the road would need to be widened by about 7', and sidewalk would need to be constructed. In the northbound direction, the existing pavement would need to be restriped to delineate the bike lane. Between California Avenue and Hawkeye Avenue, the road would need to be widened by about 2 feet on both sides to provide room for bike lanes, and sidewalk would need to be constructed on both sides. North of Hawkeye Avenue, the northbound roadway would need to be widened by about 4' to accommodate 8' on-street parking lane and a 6' bike lane, and sidewalk would also need to be constructed.

#### Project Illustration



#### Project Benefits

- Increases and extends bike and pedestrian connectivity along corridor.
- Provides dedicated space for bicycling and walking.

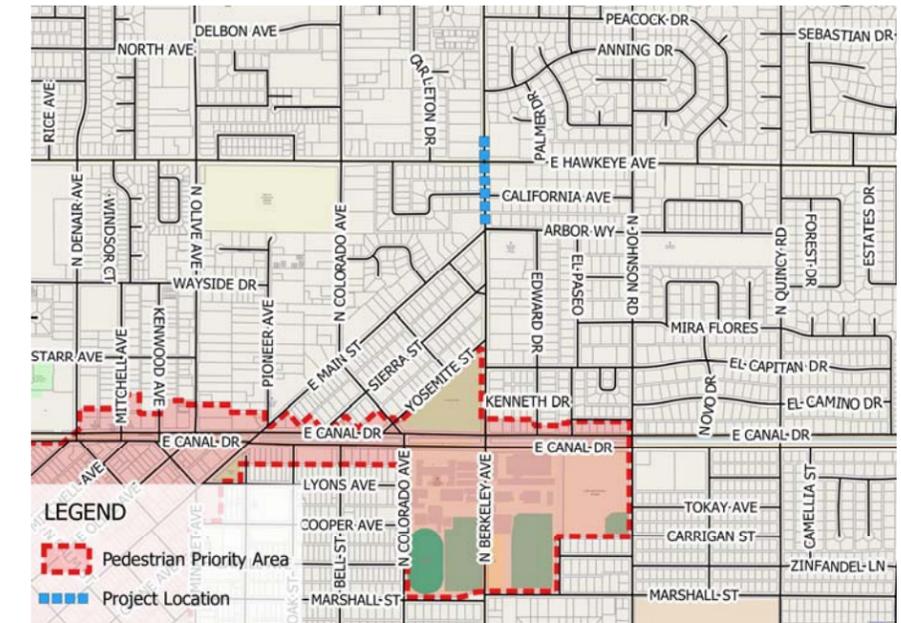
#### Destinations Served

- Residential Communities
- Crane Park
- Marvin Dutcher Middle School
- Turlock High School
- Julien Elementary School
- Transit Route (BLST Route B)
- Pedestrian Priority Area

#### R/W Required

1300 SQFT

#### Vicinity Map



#### Cost Estimate

- \$149,000 (Construction)
- \$ 33,000 (Right of Way)
- \$182,000 TOTAL

## Implementation Plan

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### 8.2.5 Golden State Boulevard (Sheet 1 of 4)

Golden State Boulevard is a southeast/ northwest expressway from the south of the City Limits at Griffith Road to the City Limits at F Street; an arterial from F Street to Hawkeye Avenue; and an expressway from Hawkeye Avenue to Taylor Road. The study segment is about 13,500 feet long and runs from F Street to Hawkeye Avenue. The adopted General Plan identifies Golden State Boulevard as a Class II bicycle facility.

#### Existing Issues

The segment shown on this street is a 5 lane section with about 72'-78' of existing pavement. There are sidewalks on both sides, but there are some gaps (shown in purple below). There are no existing bicycle facilities. There are wide (17'-18') outside lanes currently being used for minimal on-street parking.

#### Project Description

The existing lane geometries should remain the same; only the outside lane should be restriped as shown in the cross section. The improvements shown on this sheet would be to restripe the outside lane (approximately 17-18' wide) to remove on-street parking and delineate an 11' travel lane and a 6' bike lane. "No Parking" signs should also be installed to prohibit on-street parking. As shown in purple below, there are locations without existing sidewalk, so an 8' sidewalk would need to be constructed in these areas.

#### Project Illustration



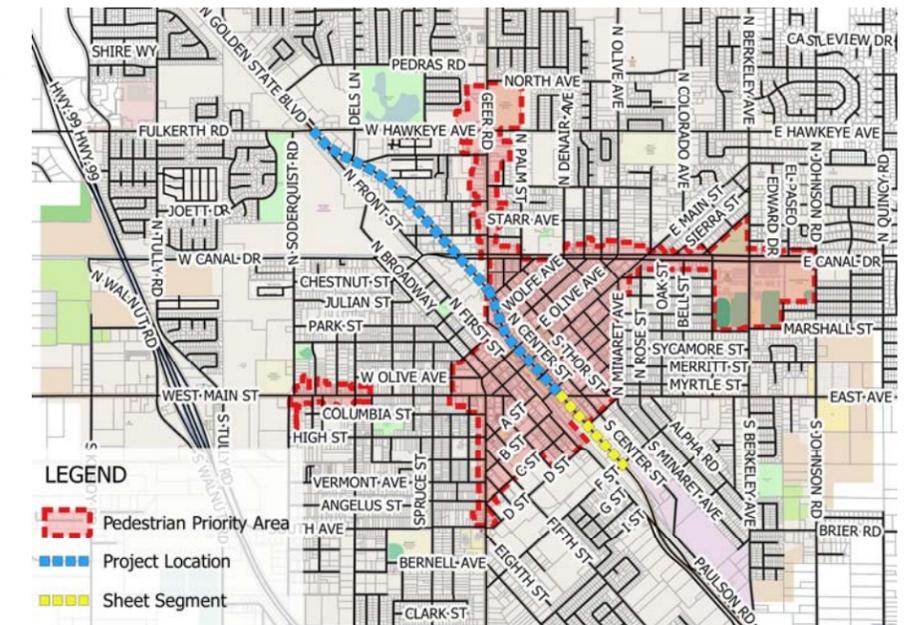
#### Destinations Served

- Downtown Core
- Commercial and Industrial Employment Centers
- Donnelly Park
- Central Park
- City Hall
- Transit (BLST) Transfer Hub
- Transit Route (BLST Route B)
- Pedestrian Priority Area

#### R/W Required

None

#### Vicinity Map



#### Project Benefits

Increases and extends bike and pedestrian connectivity along corridor.

Provides dedicated space for bicycling and walking.

#### Cost Estimate (Includes all sheets)

\$468,000 (Construction)

\$ 0 (Right of Way)

\$468,000 TOTAL

**Golden State Boulevard (Sheet 2 of 4)**

Golden State Boulevard is a southeast/ northwest expressway from the south of the City Limits at Griffith Road to the City Limits at F Street; an arterial from F Street to Hawkeye Avenue; and an expressway from Hawkeye Avenue to Taylor Road. The study segment is about 13,500 feet long and runs from F Street to Hawkeye Avenue. The adopted General Plan identifies Golden State Boulevard as a Class II bicycle facility.

**Existing Issues**

The segment shown on this street is a 5 lane section with about 72' of existing pavement. There are existing sidewalks on both sides. There are no existing bicycle facilities. There are wide (17'-18') outside lanes currently being used for minimal on-street parking.

**Project Description**

The existing lane geometries should remain the same; only the outside lane should be restriped as shown in the cross section. The improvements shown on this sheet would be to restripe the outside lane (approximately 17-18' wide) to remove on-street parking and delineate an 11' travel lane and a 6' bike lane. "No Parking" signs should also be installed to prohibit on-street parking. As shown in the graphic below, there is existing sidewalk for the length of this segment.

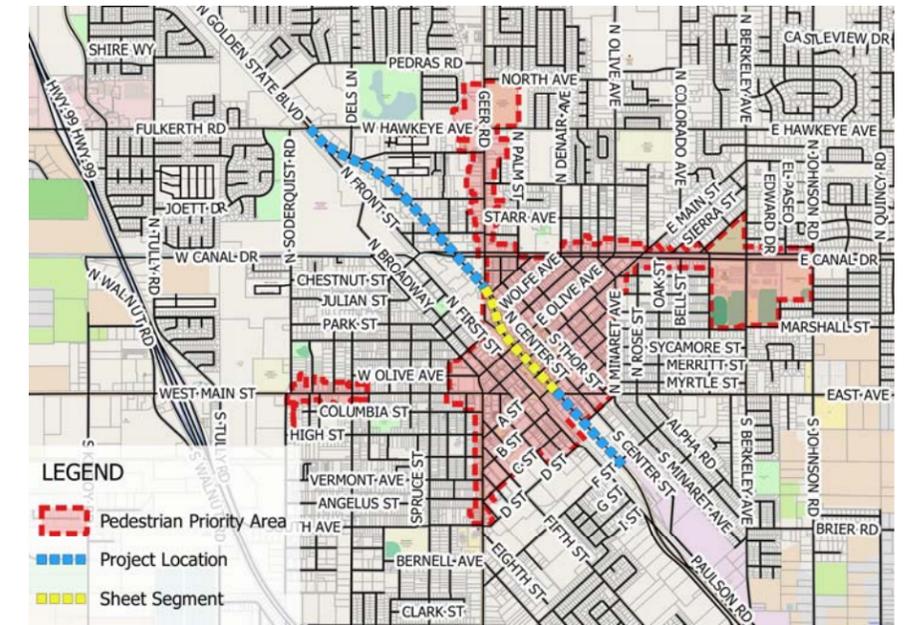
**Destinations Served**

- Downtown Core
- Commercial and Industrial Employment Centers
- Donnelly Park
- Central Park
- City Hall
- Transit (BLST) Transfer Hub
- Transit Route (BLST Route B)
- Pedestrian Priority Area

**R/W Required**

None

**Vicinity Map**



**Project Illustration**



**Project Benefits**

- Increases and extends bike and pedestrian connectivity along corridor.
- Provides dedicated space for bicycling and walking.

**Cost Estimate (Includes all sheets)**

\$468,000 (Construction)  
 \$ 0 (Right of Way)  
 \$468,000 TOTAL

**Golden State Boulevard (Sheet 3 of 4)**

Golden State Boulevard is a southeast/ northwest expressway from the south of the City Limits at Griffith Road to the City Limits at F Street; an arterial from F Street to Hawkeye Avenue; and an expressway from Hawkeye Avenue to Taylor Road. The study segment is about 13,500 feet long and runs from F Street to Hawkeye Avenue. The adopted General Plan identifies Golden State Boulevard as a Class II bicycle facility.

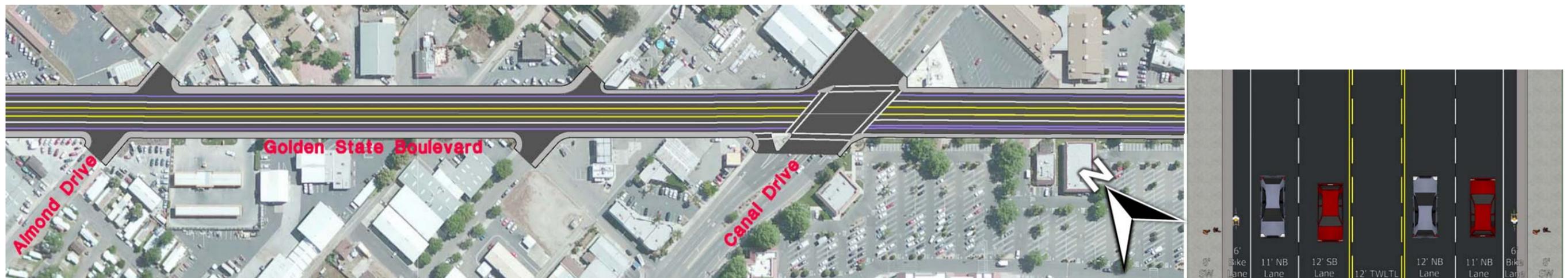
**Existing Issues**

Between Geer Road and Canal Drive, Golden State Boulevard is a 6-lane section (80' paved width) with two thru lanes and a right turn lane in the southeastbound direction, a left-turn lane, and two northwestbound thru lanes. From Canal Drive to Almond Drive, the width is a 5-lane section over a paved width of 74'. There are existing sidewalks on both sides. There are no existing bicycle facilities. There are wide (17'-18') outside lanes currently being used for minimal on-street parking.

**Project Description**

The existing lane geometries should remain the same; only the outside lane should be restriped as shown in the cross section. The improvements shown on this sheet would be to restripe the outside lane (approximately 17-18' wide) to remove on-street parking and delineate an 11' travel lane and a 6' bike lane. "No Parking" signs should also be installed to prohibit on-street parking. As shown in the graphic below, there is existing sidewalk for the length of this segment.

**Project Illustration**



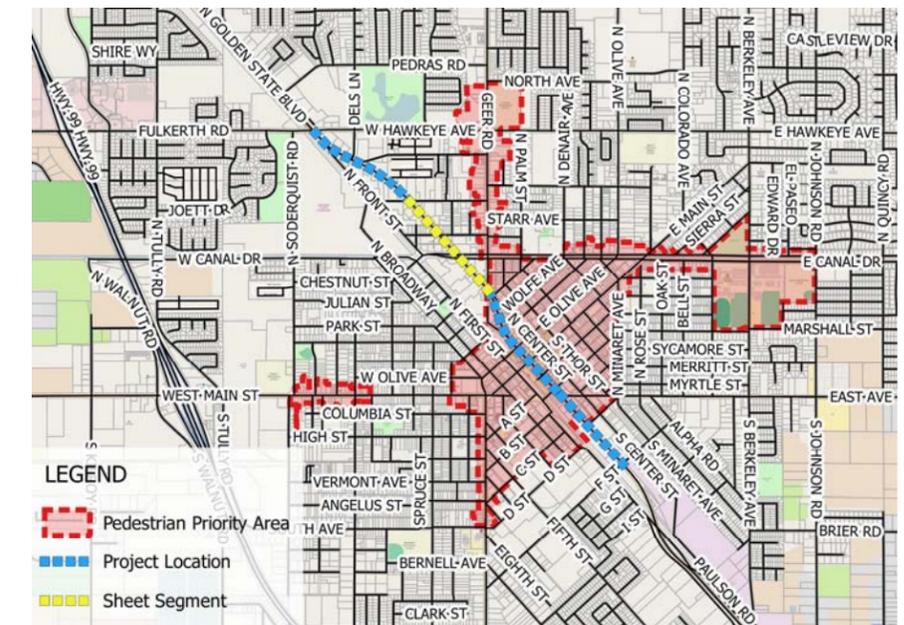
**Destinations Served**

- Downtown Core
- Commercial and Industrial Employment Centers
- Donnelly Park
- Central Park
- City Hall
- Transit (BLST) Transfer Hub
- Transit Route (BLST Route B)
- Pedestrian Priority Area

**R/W Required**

None

**Vicinity Map**



**Project Benefits**

Increases and extends bike and pedestrian connectivity along corridor.  
 Provides dedicated space for bicycling and walking.

**Cost Estimate (Includes all sheets)**

\$468,000 (Construction)  
 \$ 0 (Right of Way)  
 \$468,000 TOTAL

**Golden State Boulevard (Sheet 4 of 4)**

Golden State Boulevard is a southeast/ northwest expressway from the south of the City Limits at Griffith Road to the City Limits at F Street; an arterial from F Street to Hawkeye Avenue; and an expressway from Hawkeye Avenue to Taylor Road. The study segment is about 13,500 feet long and runs from F Street to Hawkeye Avenue. The adopted General Plan identifies Golden State Boulevard as a Class II bicycle facility.

**Existing Issues**

From Almond Drive to Hawkeye Avenue, the width is a 5-lane section over a paved width of 70'-74'. There are partial existing sidewalks on both sides the gaps are shown in purple below. There is a landscaped median just south of Hawkeye Avenue, and there are no existing bicycle facilities. There are wide (17'-18') outside lanes currently being used for minimal on-street parking.

**Project Description**

The existing lane geometries should remain the same; only the outside lane should be restriped as shown in the cross section. The improvements shown on this sheet would be to restripe the outside lane (approximately 17-18' wide) to remove on-street parking and delineate an 11' travel lane and a 6' bike lane. "No Parking" signs should also be installed to prohibit on-street parking. As shown in purple below, there are locations without existing sidewalk, so an 8' sidewalk would need to be constructed in these areas.

**Project Illustration**



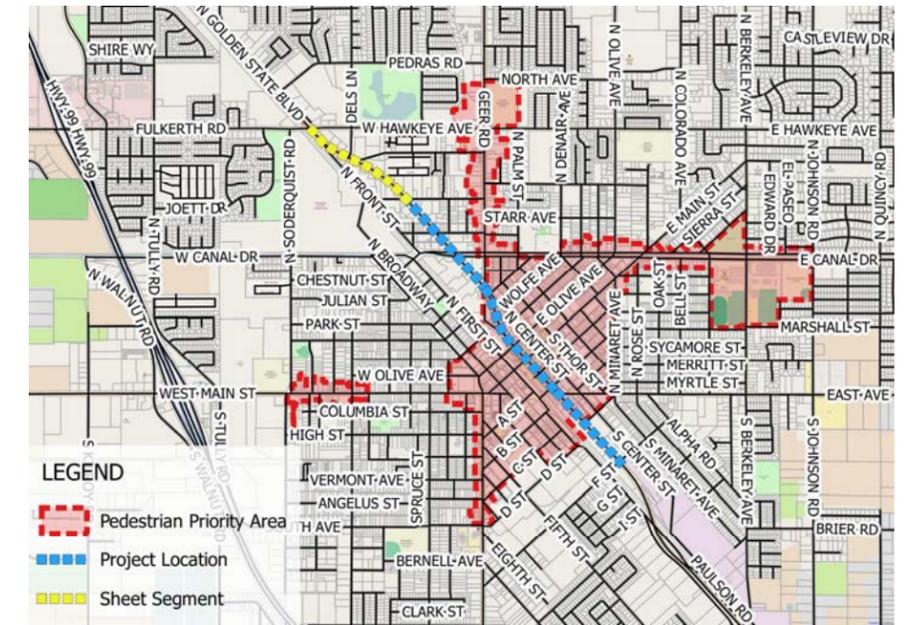
**Destinations Served**

- Downtown Core
- Commercial and Industrial Employment Centers
- Donnelly Park
- Central Park
- City Hall
- Transit (BLST) Transfer Hub
- Transit Route (BLST Route B)
- Pedestrian Priority Area

**R/W Required**

None

**Vicinity Map**



**Project Benefits**

Consistent bike lanes and sidewalks.

**Cost Estimate (Includes all sheets)**

\$468,000 (Construction)  
 \$ 0 (Right of Way)  
 \$468,000 TOTAL

### 8.2.6 Soderquist Road (Sheet 1 of 1)

Soderquist Road is a north/ south collector that runs from Fulkerth Road to a dead end 430' south of Williams Avenue. The study segment is a 675' long segment just north of Canal Drive. The adopted General Plan identifies Soderquist Road as a Class II bicycle facility.

#### Existing Issues

Soderquist Road has bike lanes along Summerfaire Park to Fulkerth Road, but there are no bike lanes from the southern edge of the park to Canal Drive. Currently, a cyclist would need to share this 12' lane with other traffic. The existing cross section is two 12' lanes and an 8' shoulder adjacent to the northbound lane and no sidewalks.

#### Project Description

This project proposes to widen southbound Soderquist Road about 10' to accommodate an 11' southbound travel lane, a 6' bike lane, an 8' paved shoulder, and a 5' sidewalk. There is an existing chain link fence adjacent to the southbound lane that would need to be relocated due to the widening.

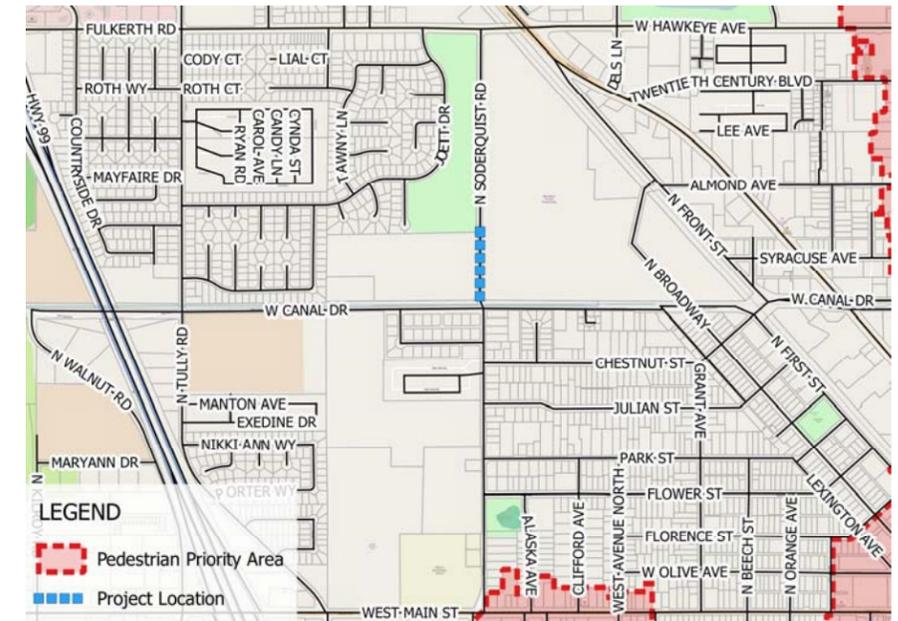
#### Destinations Served

- Residential Communities
- Stanislaus County Fairgrounds
- Summerfaire Park
- Soderquist Park
- Osborn Elementary School
- Transit Route (BLST Route D)

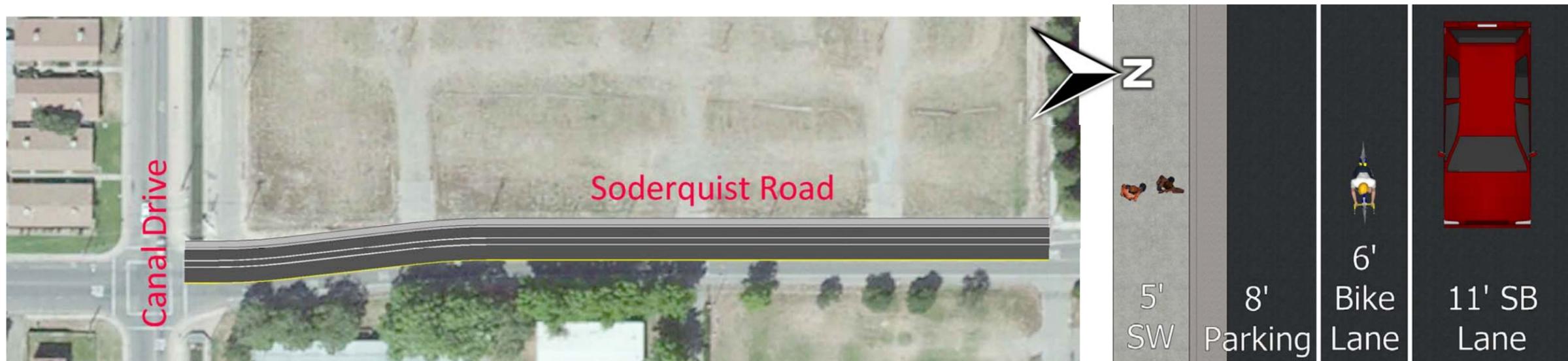
#### R/W Required

3308 SQFT

#### Vicinity Map



#### Project Illustration



#### Project Benefits

- Provides connectivity between existing bike lane and sidewalk terminals.
- Provides dedicated space for bicycling and walking.

#### Cost Estimate

\$120,000 (Construction)  
\$ 83,000 (Right of Way)  
 \$203,000 TOTAL

## Implementation Plan

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### 8.2.7 West Avenue (Sheet 1 of 1)

West Avenue is a north/ south collector that begins at Linwood Avenue and terminates at Park Street. The study segment is about 1,980 feet long and runs from Montana Avenue to South Avenue. The adopted General Plan identifies Golden State Boulevard as a Class II bicycle facility.

#### Existing Issues

Between Montana Avenue and Jordan Avenue, the existing paved width is about 33' wide. There is sidewalk and on-street parking on the northbound side. The southbound lane is about 10' with an unpaved shoulder. There are no bike facilities in either direction.

From Jordan Avenue to South Avenue, the paved width is only about 20' with no on-street parking, sidewalks, or bike lanes.

#### Project Description

The section shown below is proposed for this corridor. Between Montana Avenue and Jordan Avenue an 8' on-street parking lane will be provided on the eastern side adjacent to the houses. New sidewalk will need to be constructed along most of the segment, as illustrated in purple below. West Avenue will need to be widened by about 9' on both sides to accommodate wider travel lanes and bike lanes, with the exception of the eastern side between Montana Avenue and Jordan Avenue.

#### Project Illustration



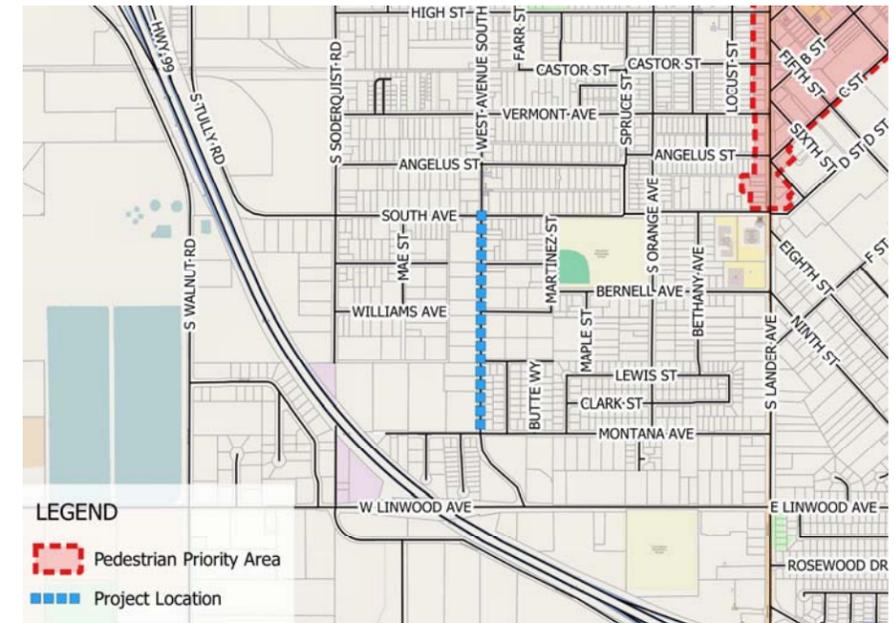
#### Destinations Served

- Residential Communities
- Columbia Park
- Wakefield Elementary School
- Cunningham Elementary School
- Transit Route (BLST Route D)

#### R/W Required

11,600 SQFT

#### Vicinity Map



#### Project Benefits

Provides bike facilities and connects to the existing sidewalk network.

#### Cost Estimate

\$570,000 (Construction)  
 \$290,000 (Right of Way)  
 \$860,000 TOTAL

## Implementation Plan

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**Main Street (Sheet 2 of 3)**

Main Street is an east/ west arterial from Washington Boulevard to West Avenue and a collector from West Avenue to Berkeley Avenue. The study segment is about 6,170 feet long and runs from Soderquist Road to Palm Street. The adopted General Plan identifies Main Street as a Class II bicycle facility between Soderquist Road and West Avenue and as a Class III bicycle facility between West Avenue and Palm Street.

**Existing Issues**

Between Beach Street and Laurel Street, Main Street is 4 lanes with sidewalks on both sides. Between Laurel Street and Lander Avenue, Main Street has a large paved width with existing sidewalks before narrowing down to a two lane collector from Lander to Palm Street. The downtown corridor has 10' lanes, existing on-street parking (parallel and angled), and sidewalks. There are no bike facilities along this corridor.

**Project Description**

Between Beech Street and Laurel Street provide signing and pavement markings (as shown in the illustration) to designate the street as a bike route. Between Laurel Street and Lander Avenue restripe existing pavement, as shown in the sections below, to provide Class II bike lanes (see [http://nacto.org/usdg/review\\_lane\\_width\\_and\\_speed\\_parsons.pdf](http://nacto.org/usdg/review_lane_width_and_speed_parsons.pdf)). Between Lander Avenue and Broadway Street provide signing and pavement markings (as shown in the illustration) to designate the street as a bike route.

**Project Illustration**



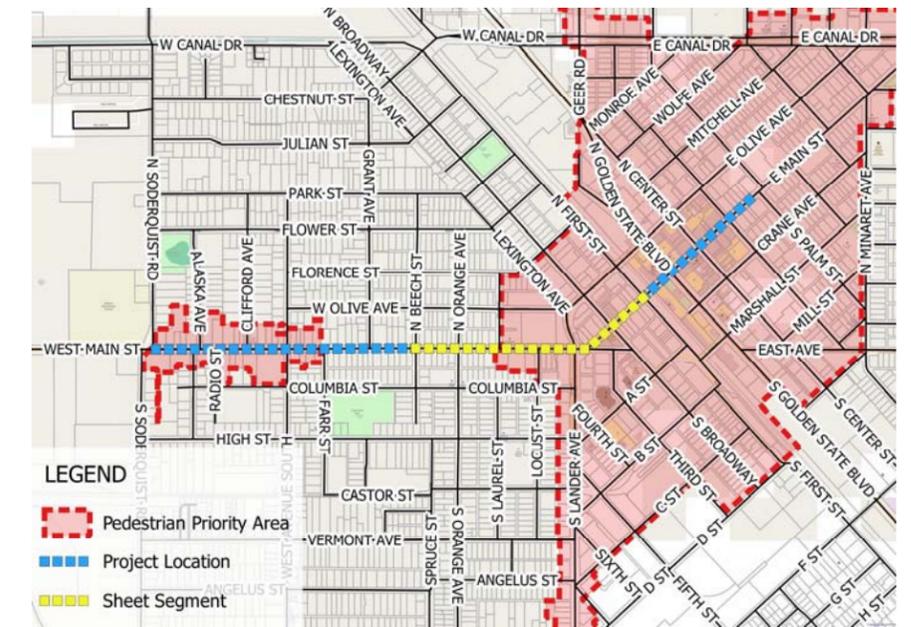
**Destinations Served**

- Downtown Core
- Commercial and Industrial Employment Centers
- Osborn Elementary School
- Columbia Park
- Central Park
- Soderquist Park
- City Hall
- Transit Routes (BLST Routes A & D)
- Pedestrian Priority Area

**R/W Required**

None

**Vicinity Map**



**Project Benefits**

Increases and extends bike connectivity along corridor.  
Provides dedicated space for bicycling.

**Cost Estimate (Includes all sheets)**

\$23,000 (Construction)  
\$ 0 (Right of Way)  
\$23,000 TOTAL

**Main Street (Sheet 3 of 3)**

Main Street is an east/ west arterial from Washington Boulevard to West Avenue and a collector from West Avenue to Berkeley Avenue. The study segment is about 6,170 feet long and runs from Soderquist Road to Palm Street. The adopted General Plan identifies Main Street as a Class II bicycle facility between Soderquist Road and West Avenue and as a Class III bicycle facility between West Avenue and Palm Street.

**Existing Issues**

Main Street is a two lane collector from Broadway Street to Palm Street. This downtown corridor has 10' lanes, existing on-street parking (parallel and angled), and sidewalks. There are no bike facilities.

**Project Description**

This project proposes to provide Class III bike routes by signing and pavement markings as shown.

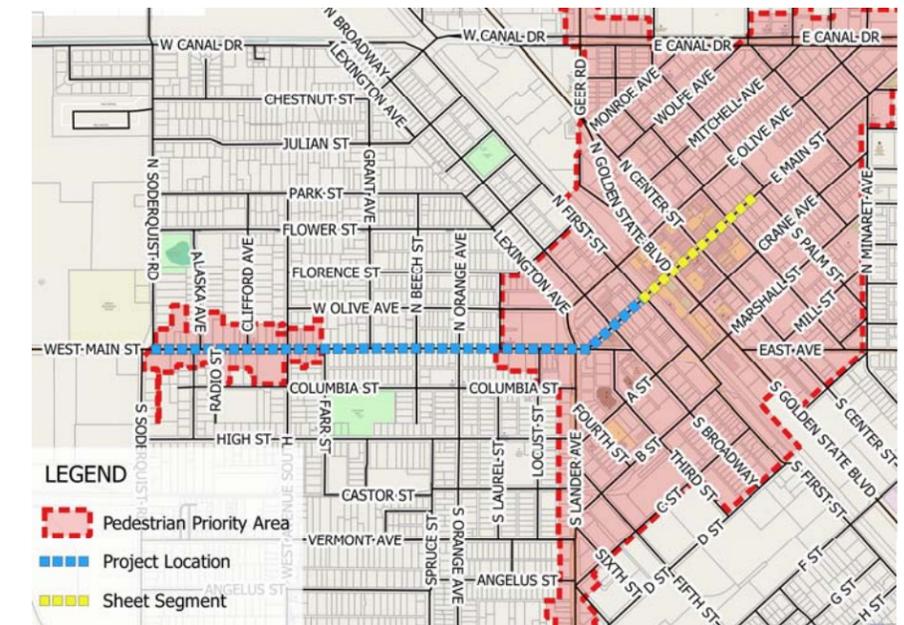
**Destinations Served**

- Downtown Core
- Commercial and Industrial Employment Centers
- Osborn Elementary School
- Columbia Park
- Central Park
- Soderquist Park
- City Hall
- Transit Routes (BLST Routes A & D)
- Pedestrian Priority Area

**R/W Required**

None

**Vicinity Map**



**Project Illustration**



**Project Benefits**

- Increases bike connectivity along downtown corridor.
- Identifies shared space for bicycling on roadway.

**Cost Estimate (Includes all sheets)**

\$23,000 (Construction)  
 \$ 0 (Right of Way)  
 \$23,000 TOTAL

## Implementation Plan

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### 8.2.9 Donnelly Park Shared Use Path (Sheet 1 of 1)

Donnelly Park is a 40-acre site, covering one square mile and includes a 10-acre man-made storm basin. It is located at the northeastern corner of the intersection of Dels Lane and Hawkeye Avenue. This park is the City of Turlock's premier community park and has over 10 picnic areas with barbeques, playground areas, a half-basketball court, and a large pond.

#### Existing Issues

Donnelly Park is framed by four streets, and these streets have existing sidewalks along the full frontage length of the park. Within the park itself, however, there are very few sidewalks or paths. There are sidewalks from the parking lots to the main picnic and restroom areas. The pond bank is subject to erosion and consequent water quality issues.

#### Project Description

This project proposes to construct a shared use path around the pond in Donnelly Park and along the perimeter of the park with connections to the existing sidewalks as shown in the illustration below. The pond path would be constructed in conjunction with bank stabilization work. The path should be 10' wide with 2' gravel shoulders. This path would meander about the park, following the shoreline of the pond while avoiding the removal of trees. Where the slope of the bank warrants it, a wooden split rail fence would be provided.

#### Project Illustration



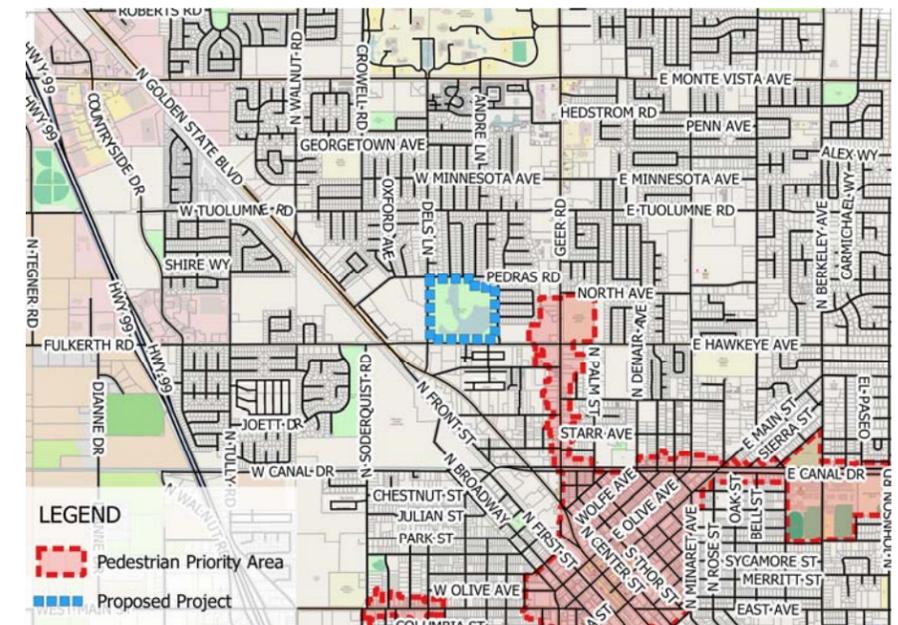
#### Project Benefits

- Provides a place to walk and bicycle for health and recreation in a scenic surrounding.
- Provides a place for novice bicyclists to learn to ride in a motor traffic free environment.
- Improves pond bank stability and water quality.

#### Destinations Served

- Residential Neighborhoods
- Recreational Use
- Donnelly Park

#### Vicinity Map



#### Cost Estimate

- \$ 87,000 (Exterior Path)
- \$699,000 (Pond Perimeter Path)
- \$786,000 Total

## Implementation Plan

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### 8.2.10 Linwood Avenue (Sheet 1 of 1)

Linwood Avenue is an east/west collector in southern Turlock, connecting Walnut Avenue to Lander Avenue, and serving as the only access to Cunningham Elementary School. The adopted General Plan identifies Linwood Avenue as a Class II bicycle facility.

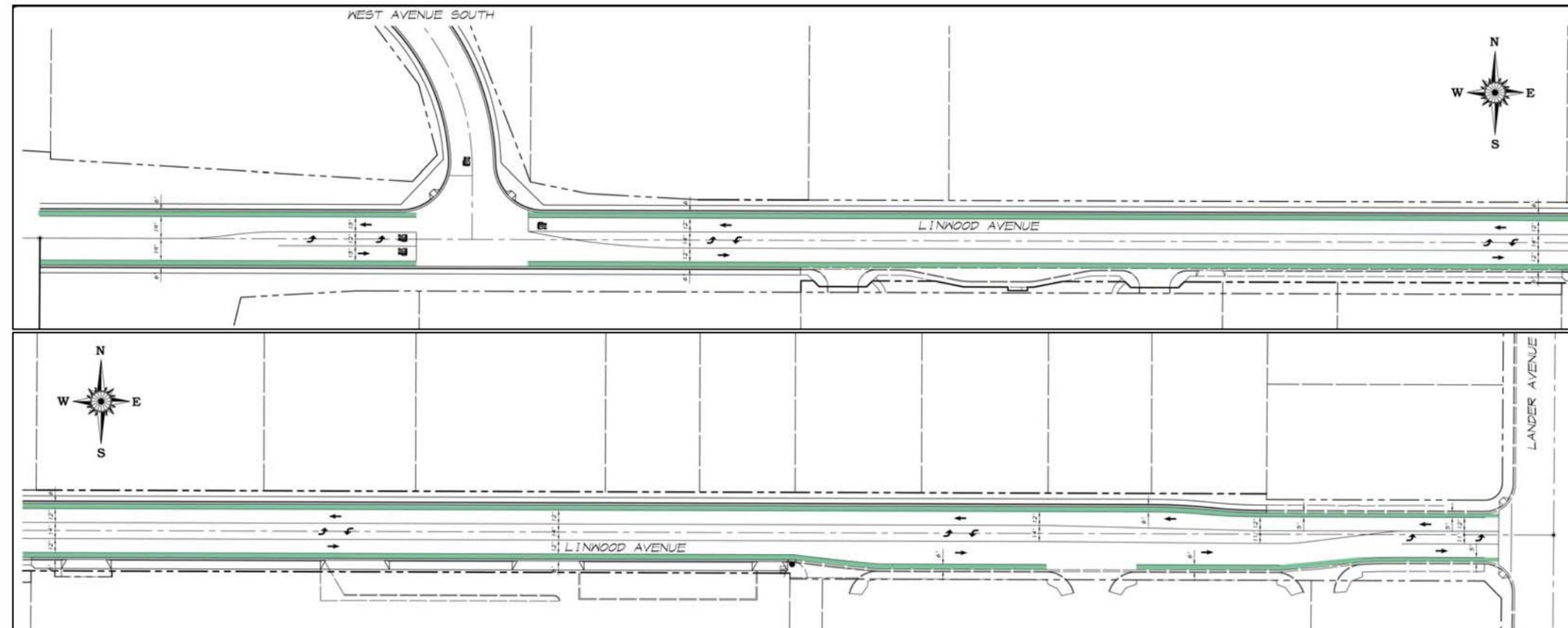
#### Existing Issues

While bike lanes and sidewalks are present on Linwood Avenue for a short segment west of Cunningham Elementary School, they do not connect to West Avenue South or to Lander Avenue, the nearest cross streets. The existing bike lanes and sidewalks end before the school campus, creating challenges for students walking and bicycling to school.

#### Project Description

The improvements shown on this sheet would close the connectivity gap between existing facilities and West Avenue South to the west, and between existing facilities and Lander Avenue to the east. Sidewalks with ADA curb ramps will be installed on both sides of the street, and Class II bicycle lanes will be striped the full length of the corridor (indicated in green shading on the illustration below).

#### Project Illustration



#### Project Benefits

- Increases and extends bike and pedestrian connectivity along corridor.
- Provides dedicated space for bicycling and walking.
- Improves bicycling and walking access to school.

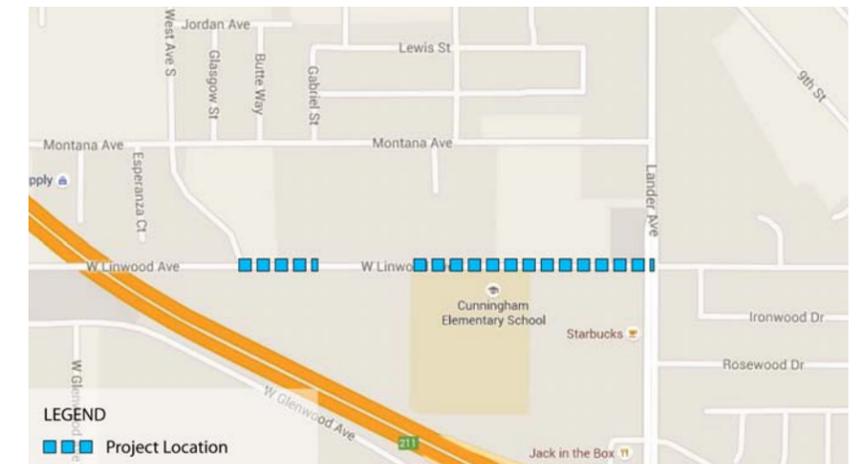
#### Destinations Served

- Residential Communities
- Cunningham Elementary School
- Transit Route (BLST Route D)
- Neighborhood Retail

#### R/W Required

- On the south side, about 10' would be relinquished to three properties
- On the south side, 5' would be required from the school district
- On the north side, 15' would be required from nine properties

#### Vicinity Map



#### Cost Estimate

- \$760,000 (Engineering and Construction)
- \$220,000 (Right of Way)
- \$980,00 TOTAL

## Implementation Plan

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### 8.3 Opinions of Probable Costs

Cost opinions have been developed using typical unit rates and are rough order, planning level estimates for programming purposes only. Costs should be refined based on survey data and further design development. Contingencies included are 30% for minor and supplemental items and 30% for construction contingency.

**Table 8-2: Cost Summary for Top Priority Projects**

Project	Cost Estimate
1. Class I path extension on Canal Drive and Class II lanes on Main Street (ATP-29)	\$33,000
2. Class I path on Taylor Road (GP-10)	\$1,270,000
3. Class II bike lanes on Berkeley Avenue from Canal Drive to Golden State Boulevard (GP-16)	\$2,338,000
4. Class II bike lanes on Berkeley Avenue to close a gap near Hawkeye Avenue (ATP-2)	\$182,000
5. Class II bike lanes on Golden State Boulevard from Hawkeye Avenue to F Street (GP-26D)	\$468,000
6. Class II bike lanes on Soderquist Road to close a gap near Canal Drive (ATP-10)	\$203,000
7. Class II bike lanes on West Avenue from South Avenue to Montana Avenue (GP-54)	\$860,000
8. Class III bike route on Main Street from Soderquist Road to Palm Street (GP-56)	\$23,000
9. Class I path around Donnelly Lake (ATP-1)	\$787,000
10. Class II bike lanes and sidewalks on Linwood Avenue (GP-32B and GP-32C)	\$980,000
TOTAL	\$7,144,000

### 8.4 Funding

This section describes various sources of funding available to plan and construct bicycle and pedestrian facilities, including those related to school access and area improvement, as well as sources to provide education or encouragement programs.

Projects such as those described in this Plan can be funded through multiple sources, and not all sources apply to all projects. Many sources require a local funding match and most are competitive based on project merit and adherence to grant criteria.

This section covers federal, state, regional, and local sources of funding, as well as some non-traditional funding sources that have been used by local agencies to fund bicycle and pedestrian infrastructure and programs.

#### 8.4.1 Federal Sources

##### Moving Ahead for Progress in the Twenty-First Century (MAP-21)

The largest source of federal funding for bicyclists and pedestrians is the US DOT's Federal-Aid Highway Program, which Congress has reauthorized roughly every six years since the passage of the Federal-Aid Road Act of 1916. The latest act, Moving Ahead for Progress in the Twenty-First Century (MAP-21) was enacted in July 2012 as Public Law 112-141. The Act replaces the Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU), which was valid from August 2005 - June 2012. SAFETEA-LU contained dedicated programs including Transportation Enhancements, Safe Routes to School, and Recreational Trails, which were all commonly tapped sources of funding to make non-motorized improvements nationwide. MAP-21 combines these programs into a single source called 'Transportation Alternatives' programs (TAP). More information on TAP, including eligible activities, can be found below and at: <http://www.fhwa.dot.gov/map21/guidance/guidetap.cfm>

MAP-21 authorizes funding for federal surface transportation programs including highways and transit. It is not possible to guarantee the continued availability of any listed MAP-21 programs, or to predict their future funding levels or policy guidance. Nevertheless, many of these programs have been included in some form since the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991, and thus may continue to provide capital for active transportation projects and programs.

In California (see Section 7.2.1 Active Transportation Program), federal monies are administered through the California Department of Transportation (Caltrans) and Metropolitan Planning Organizations (MPOs). Most, but not all, of these programs are oriented toward transportation versus recreation, with an emphasis on reducing auto trips and providing inter-modal connections. Federal funding is intended for capital improvements and safety and education programs, and projects must relate to the surface transportation system.

There are a number of programs identified within MAP-21 that are applicable to bicycle and pedestrian projects. These programs are discussed below.

More information: <http://www.fhwa.dot.gov/map21/summaryinfo.cfm>



### Transportation Alternatives

Transportation Alternatives (TA) is a new funding source under MAP-21 that consolidates three formerly separate programs under SAFETEA-LU: Transportation Enhancements (TE), Safe Routes to School (SR2S), and the Recreational Trails Program (RTP). These funds may be used for a variety of pedestrian, bicycle, and streetscape projects including sidewalks, bikeways, multi-use paths, and rail-trails. TA funds may also be used for selected education and encouragement programming such as Safe Routes to School, despite the fact that TA does not provide a guaranteed set-aside for this activity as SAFETEA-LU did. MAP-21 provides \$85 million nationally for the RTP.

Complete eligibilities for TA include:

1. **Transportation Alternatives** as defined by Section 1103 (a)(29). This category includes the construction, planning, and design of a range of bicycle and pedestrian infrastructure including “on-road and off-road trail facilities for pedestrians, bicyclists, and other active forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.” Infrastructure projects and systems that provide “Safe Routes for Non-Drivers” is a new eligible activity.

For the complete list of eligible activities, visit:

[http://www.fhwa.dot.gov/environment/transportation\\_enhancements/legislation/map21.cfm](http://www.fhwa.dot.gov/environment/transportation_enhancements/legislation/map21.cfm)

2. **Recreational Trails.** TA funds may be used to develop and maintain recreational trails and trail-related facilities for both active and motorized recreational trail uses. Examples of trail uses include hiking, bicycling, in-line skating, equestrian use, and other active and motorized uses. These funds are available for both paved and unpaved trails, but may not be used to improve roads for general passenger vehicle use or to provide shoulders or sidewalks along roads.

Recreational Trails Program funds may be used for:

- Maintenance and restoration of existing trails
- Purchase and lease of trail construction and maintenance equipment
- Construction of new trails, including unpaved trails
- Acquisition or easements of property for trails
- State administrative costs related to this program (limited to seven percent of a state’s funds)
- Operation of educational programs to promote safety and environmental protection related to trails (limited to five percent of a state’s funds)

Under MAP-21, dedicated funding for the RTP continues at FY 2009 levels – roughly \$85 million annually. California will receive \$5,756,189 in RTP funds per year through FY2014.

More info: [http://www.fhwa.dot.gov/environment/recreational\\_trails/funding/apportionments\\_obligations/recfunds\\_2009.cfm](http://www.fhwa.dot.gov/environment/recreational_trails/funding/apportionments_obligations/recfunds_2009.cfm)

3. **Safe Routes to School.** There are two separate Safe Routes to School Programs administered by Caltrans. There is the Federal program referred to as SRTS, and the state-legislated program referred to as SR2S. Both programs are intended to achieve the same basic goal of increasing the number of children walking and bicycling to school by making it safer for them to do so. All projects must be within two miles of primary or middle schools (K-8).

The Safe Routes to School Program funds non-motorized facilities in conjunction with improving access to schools through the Caltrans Safe Routes to School Coordinator.

More info: <http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm>

Eligible projects may include:

- **Engineering improvements.** These physical improvements are designed to reduce potential bicycle and pedestrian conflicts with motor vehicles. Physical improvements may also reduce motor vehicle traffic volumes around schools, establish safer and more accessible crossings, or construct walkways, trails or bikeways. Eligible improvements include sidewalk improvements, traffic calming/speed reduction, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, and secure bicycle parking facilities.
- **Education and Encouragement Efforts.** These programs are designed to teach children safe bicycling and walking skills while educating them about the health benefits, and environmental impacts. Projects and programs may include creation, distribution and implementation of educational materials; safety based field trips; interactive bicycle/pedestrian safety video games; and promotional events and activities (e.g., assemblies, bicycle rodeos, walking school buses).
- **Enforcement Efforts.** These programs aim to ensure that traffic laws near schools are obeyed. Law enforcement activities apply to cyclists, pedestrians and motor vehicles alike. Projects may include development of a crossing guard program, enforcement equipment, photo enforcement, and pedestrian sting operations.

4. **Planning, designing, or constructing roadways within the right-of-way of former Interstate routes or divided highways.** At the time of writing, detailed guidance from the Federal Highway Administration on this new eligible activity was not available.

Average annual funds available through TA over the life of MAP-21 equal \$814 million nationally, which is based on a 2% set-aside of total MAP-21 authorizations. Projected MAP-21 apportionments for California total \$3,546,492,430 for FY 2013 and \$3,576,886,247 for FY 2014 (<http://www.fhwa.dot.gov/MAP21/funding.cfm>). The 2% set-aside for TA funds in California will be about \$71,000,000 for the next two fiscal cycles. State DOTs may elect to transfer up to 50% of TA funds to other highway programs, so the amount listed above represents the maximum potential funding.

TA funds are typically allocated through MPOs and require a 20 percent local match.



### Surface Transportation Program (STP)

The Surface Transportation Program (STP) provides states with flexible funds which may be used for a variety of highway, road, bridge, and transit projects. A wide variety of bicycle and pedestrian improvements are eligible, including on-street bicycle facilities, off-street trails, sidewalks, crosswalks, bicycle and pedestrian signals, parking, and other ancillary facilities. Modification of sidewalks to comply with the requirements of the Americans with Disabilities Act (ADA) is also an eligible activity. Unlike most highway projects, STP-funded bicycle and pedestrian facilities may be located on local and collector roads which are not part of the Federal-aid Highway System. Fifty percent of each state's STP funds are suballocated geographically by population. These funds are funneled through Caltrans to the MPOs in the state. The remaining 50% may be spent in any area of the state.

### Highway Safety Improvement Program (HSIP)

MAP-21 doubles the amount of funding available through the Highway Safety Improvement Program (HSIP) relative to SAFETEA-LU. HSIP provides \$2.4 billion nationally for projects and programs that help communities achieve significant reductions in traffic fatalities and serious injuries on all public roads, bikeways, and walkways. MAP-21 preserves the Railway-Highway Crossings Program within HSIP but discontinues the High-Risk Rural roads set-aside unless safety statistics demonstrate that fatalities are increasing on these roads. HSIP is a data-driven funding program and eligible projects must be identified through analysis of crash experience, crash potential, crash rate, or other similar metrics. Infrastructure and non-infrastructure projects are eligible for HSIP funds. Bicycle and pedestrian safety improvements, enforcement activities, traffic calming projects, and crossing treatments for active transportation users in school zones are examples of eligible projects. All HSIP projects must be consistent with the state's Strategic Highway Safety Plan.

*Last updated in 2006, the California SHSP is located here:*

[http://www.dot.ca.gov/hq/traffops/survey/SHSP/SHSP\\_Final\\_Draft\\_Print\\_Version.pdf](http://www.dot.ca.gov/hq/traffops/survey/SHSP/SHSP_Final_Draft_Print_Version.pdf)

### Pilot Transit-Oriented Development Planning

MAP-21 establishes a new pilot program to promote planning for Transit-Oriented Development. At the time of writing the details of this program are not fully clear, although the bill text states that the Secretary of Transportation may make grants available for the planning of projects that seek to "facilitate multimodal connectivity and accessibility," and "increase access to transit hubs for pedestrian and bicycle traffic."

### Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) provides funding for projects and programs in air quality nonattainment and maintenance areas for ozone, carbon monoxide, and particulate matter which reduce transportation related emissions. These federal dollars can be used to build bicycle and pedestrian facilities that reduce travel by automobile. Purely recreational facilities generally are not eligible.

To be funded under this program, projects and programs must come from a transportation plan (or State (STIP) or Regional (RTIP) Transportation Improvement Program) that conforms to the SIP and must be consistent with the conformity provisions of Section 176 of the Clean Air Act.

### Partnership for Sustainable Communities

Founded in 2009, the Partnership for Sustainable Communities is a joint project of the Environmental Protection Agency (EPA), the U.S. Department of Housing and Urban Development (HUD), and the U.S. Department of Transportation (USDOT). The partnership aims to "improve access to affordable housing, more transportation options, and lower transportation costs while protecting the environment in communities nationwide." The Partnership is based on five Livability Principles, one of which explicitly addresses the need for bicycle and pedestrian infrastructure ("Provide more transportation choices: Develop safe, reliable, and economical transportation choices to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions, and promote public health").

The Partnership is not a formal agency with a regular annual grant program. Nevertheless, it is an important effort that has already led to some new grant opportunities (including the TIGER grants). Turlock and StanCOG should track Partnership communications and be prepared to respond proactively to announcements of new grant programs.

*More info:* <http://www.epa.gov/smartgrowth/partnership/>

### Federal Transit Act

Section 25 of the 1964 Urban Mass Transportation Act states that: "For the purposes of this Act a project to provide access for bicycles to mass transportation facilities, to provide shelters and parking facilities for bicycles in and around mass transportation facilities, or to install racks or other equipment for transporting bicycles on mass transportation vehicles shall be deemed to be a construction project eligible for assistance under sections 3, 9 and 18 of this Act." The Federal share for such projects is 90 percent and the remaining 10 percent must come from sources other than Federal funds or fare box revenues. Typical funded projects have included bike lockers at transit stations and bike parking near major bus stops. To date, no projects to provide bikeways for quicker, safer or easier access to transit stations have been requested or funded.

### Community Transformation Grants

Community Transformation Grants administered through the Center for Disease Control support community-level efforts to reduce chronic diseases such as heart disease, cancer, stroke, and diabetes. Active transportation infrastructure and programs that promote healthy lifestyles are a good fit for this program, particularly if the benefits of such improvements accrue to population groups experiencing the greatest burden of chronic disease.

*More info:* <http://www.cdc.gov/communitytransformation/>



## 8.4.2 State Sources

### Active Transportation Program (ATP)

In 2013, Governor Brown signed legislation creating the Active Transportation Program (ATP). This program is a consolidation of the Federal Transportation Alternatives Program (TAP), California's Bicycle Transportation Account (BTA), and Federal and California Safe Routes to School (SRTS) programs. The ATP program is administered by Caltrans Division of Local Assistance, Office of Active Transportation and Special Programs.

The ATP program goals include:

- Increase the proportion of trips accomplished by biking and walking,
- Increase safety and mobility for nonmotorized users,
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals,
- Enhance public health,
- Ensure that disadvantaged communities fully share in the benefits of the program, and
- Provide a broad spectrum of projects to benefit many types of active transportation users.

The second call for projects was issued in March 2015. The California Transportation Commission ATP Guidelines are available here: [http://www.catc.ca.gov/meetings/agenda/2014Agenda/2014\\_03/03\\_4.12.pdf](http://www.catc.ca.gov/meetings/agenda/2014Agenda/2014_03/03_4.12.pdf)

Eligible bicycle and pedestrian projects include:

- Infrastructure Projects: Capital improvements that will further program goals. This category typically includes planning, design, and construction.
- Non-Infrastructure Projects: Education, encouragement, enforcement, and planning activities that further program goals. The focus of this category is on pilot and start-up projects that can demonstrate funding for ongoing efforts.
- Infrastructure projects with non-infrastructure components

The minimum request for non-SRTS projects is \$250,000. There is no minimum for SRTS projects.

There is no local match requirement for any projects. Total available funds will be approximately \$360 million for fiscal years 2016/2017, 2017/2018, and 2018/2019.

More info: <http://www.dot.ca.gov/hq/LocalPrograms/atp/>

### State Highway Account

Section 157.4 of the Streets and Highways Code requires Caltrans to set aside \$360,000 for the construction of non-motorized facilities that will be used in conjunction with the State highway system. The Office of Bicycle Facilities also administers the State Highway Account fund. Funding is divided into different project categories. Minor B projects (less than \$42,000) are funded by a lump sum allocation by the CTC and are used at the discretion of each Caltrans District office. Minor A projects (estimated to cost between \$42,000 and \$300,000) must be approved by the CTC. Major projects (more than \$300,000) must be included in the State Transportation Improvement Program and approved by the CTC. Funded projects have included fencing and bicycle warning signs related to rail corridors.

### Office of Traffic Safety (OTS) Grants

Office of Traffic Safety Grants are supported by Federal funding under the National Highway Safety Act and SAFETEA-LU. In California, the grants are administered by the Office of Traffic Safety.

Grants are used to establish new traffic safety programs, expand ongoing programs or address deficiencies in current programs. Bicycle safety is included in the list of traffic safety priority areas. Eligible grantees are governmental agencies, state colleges, state universities, local city and county government agencies, school districts, fire departments, and public emergency services providers. Grant funding cannot replace existing program expenditures, nor can traffic safety funds be used for program maintenance, research, rehabilitation, or construction. Grants are awarded on a competitive basis, and priority is given to agencies with the greatest need. Evaluation criteria to assess need include potential traffic safety impact, collision statistics and rankings, seriousness of problems, and performance on previous OTS grants.

The California application deadline is January of each year. There is no maximum cap to the amount requested, but all items in the proposal must be justified to meet the objectives of the proposal.

More info: <http://www.ots.ca.gov/>



### 8.4.3 Regional & Local Sources

At the time of plan writing, no local or regional funding sources dedicated to bicycle and pedestrian improvements were identified.

A proposed transportation sales tax may be presented to voters in Stanislaus County in 2016. This Plan recommends approving such a funding source, and additionally recommends dedicating a portion of those revenues to be used specifically for bicycle and pedestrian improvements throughout the county.

#### Developer Impact Fees

As a condition for development approval, municipalities can require developers to provide certain infrastructure improvements, which can include bikeway projects. These projects have commonly provided Class 2 facilities for portions of on street, previously planned routes. They can also be used to provide bicycle parking or shower and locker facilities. The type of facility that should be required to be built by developers should reflect the greatest need for the particular project and its local area. Legal challenges to these types of fees have resulted in the requirement to illustrate a clear nexus between the particular project and the mandated improvement and cost.

#### Restoration

Cable TV and telephone companies sometimes need new cable routes within public rights of way. Recently, this has most commonly occurred during expansion of fiber optic networks. Since these projects require a significant amount of advance planning and disruption of curb lanes, it may be possible to request reimbursement for affected bicycle facilities to mitigate construction impacts. In cases where cable routes cross undeveloped areas, it may be possible to provide for new bikeway facilities following completion of the cable trenching, such as sharing the use of maintenance roads.

### 8.4.4 Private Sources

Private funding sources can be acquired by applying through the advocacy groups such as the League of American Bicyclists and the Bikes Belong Coalition. Most of the private funding comes from foundations wanting to enhance and improve bicycle facilities and advocacy. Grant applications will typically be through the advocacy groups as they leverage funding from federal, state and private sources. Below are several examples of private funding opportunities available.

#### Bikes Belong Grant Program

The Bikes Belong Coalition of bicycle suppliers and retailers has awarded \$1.2 million and leveraged an additional \$470 million since its inception in 1999. The program funds corridor improvements, mountain bike trails, BMX parks, trails, and park access. It is funded by the Bikes Belong Employee Pro Purchase Program.

More info: <http://www.bikesbelong.org/grants/>

#### Bank of America Charitable Foundation, Inc.

The Bank of America Charitable Foundation is one of the largest in the nation. The primary grants program is called Neighborhood Excellence, which seeks to identify critical issues in local communities. Another program that applies to greenways is the Community Development Programs, and specifically the Program Related Investments. This program targets low and moderate income communities and serves to encourage entrepreneurial business development.

More info: <http://www.bankofamerica.com/foundation>

#### Robert Wood Johnson Foundation

The Robert Wood Johnson Foundation was established as a national philanthropy in 1972 and today it is the largest U.S. foundation devoted to improving the health and health care of all Americans. Grant making is concentrated in four areas:

- To assure that all Americans have access to basic health care at a reasonable cost
- To improve care and support for people with chronic health conditions
- To promote healthy communities and lifestyles
- To reduce the personal, social and economic harm caused by substance abuse: tobacco, alcohol, and illicit drugs

More info: <http://www.rwjf.org/applications/>

#### Community Action for a Renewed Environment (CARE)

CARE is a competitive grant program that offers an innovative way for a community to organize and take action to reduce toxic pollution in its local environment. Through CARE, a community creates a partnership that implements solutions to reduce releases of toxic pollutants and minimize people's exposure to them. By providing financial and technical assistance, EPA helps CARE communities get on the path to a renewed environment. Transportation and "smart-growth" types of projects are eligible. Grants range between \$90,000 and \$275,000.

More information: <http://www.epa.gov/care/>

#### Corporate Donations

Corporate donations are often received in the form of liquid investments (i.e. cash, stock, bonds) and in the form of land. Employers recognize that creating places to bike and walk is one way to build community and attract a quality work force. Bicycling and outdoor recreation businesses often support local projects and programs. Municipalities typically create funds to facilitate and simplify a transaction from a corporation's donation to the given municipality. Donations are mainly received when a widely supported capital improvement program is implemented. Such donations can improve capital budgets and/or projects.



### 8.4.5 Other Sources

Local sales taxes, fees and permits may be implemented as new funding sources for bicycle projects. However, any of these potential sources would require a local election. Volunteer programs may be developed to substantially reduce the cost of implementing some routes, particularly multi use paths. For example, a local college design class may use such a multi-use route as a student project, working with a local landscape architectural or engineering firm. Work parties could be formed to help clear the right of way for the route. A local construction company may donate or discount services beyond what the volunteers can do. A challenge grant program with local businesses may be a good source of local funding, in which the businesses can “adopt” a route or segment of one to help construct and maintain it.

## 8.5 Maintenance

### Bike Lane Maintenance

The City of Turlock maintains Class II bike lanes through regular street sweeping, roadway resurfacing, and striping maintenance programs.

The Design Toolkit recommends green colored pavement markings at points of potential conflict between motorists and bicyclists. These treatments are not costly to maintain if properly installed. More information is available here:

<http://nacto.org/cities-for-cycling/design-guide/bikeway-signing-marking/colored-pavement-material-guidance/>

### Sidewalk Maintenance

Sidewalk repairs within the public right of way are the responsibility of the property owner. To make repairs, an encroachment permit must be submitted. The permit is available from the city offices or may be downloaded here:

<http://www.cityofturlock.org/pdf/ImprovementPlandocument.asp?id=1>

### Inspections

City staff or contractors conduct regular inspections to observe the condition of bikeways noting surface quality, signage, pavement markings, and issues such as maintenance required, debris, or other conditions needing correction. Inspections may be coordinated based on a grid system to be systematically completed.

### Reporting Conditions

The sweeping and resurfacing maintenance programs may not always address bike lane or shoulder maintenance issues as they develop, so it is important for members of the public to make reports.

Turlock residents are encouraged to report street conditions needing correction by calling (209) 668-5594 and pressing 0. The report should include where the issue is located (address, cross street, direction of travel). Service requests may also be emailed to the Parks, Recreation and Facilities Department at: [recreation@turlock.ca.us](mailto:recreation@turlock.ca.us)

*Recommendation:* The City should create a street maintenance request form easily accessed on the City’s website, including a smartphone version.

### Documentation

City employees maintain documents on infrastructure condition and repair needs. Best practices for documentation include:

- Inspections and/or reports of conditions needing correction should be well documented and repairs prioritized based on frequency of use, potential for risk of injury, and available resources.
- Once repairs or maintenance have been completed, documentation should be updated to reflect the action(s) taken.
- Employees should be instructed to observe their surroundings, beyond their normal job duties, and to notify the appropriate department when they observe a condition that appears to need correction.



## 8.6 Monitoring Progress Toward Implementation

Measuring the success of this plan can be as simple as annually publishing a tally of the number of miles of bikeways (by class) and the number of projects implemented. This could be published on the city’s website or reported to the Parks, Arts and Recreation Commission.

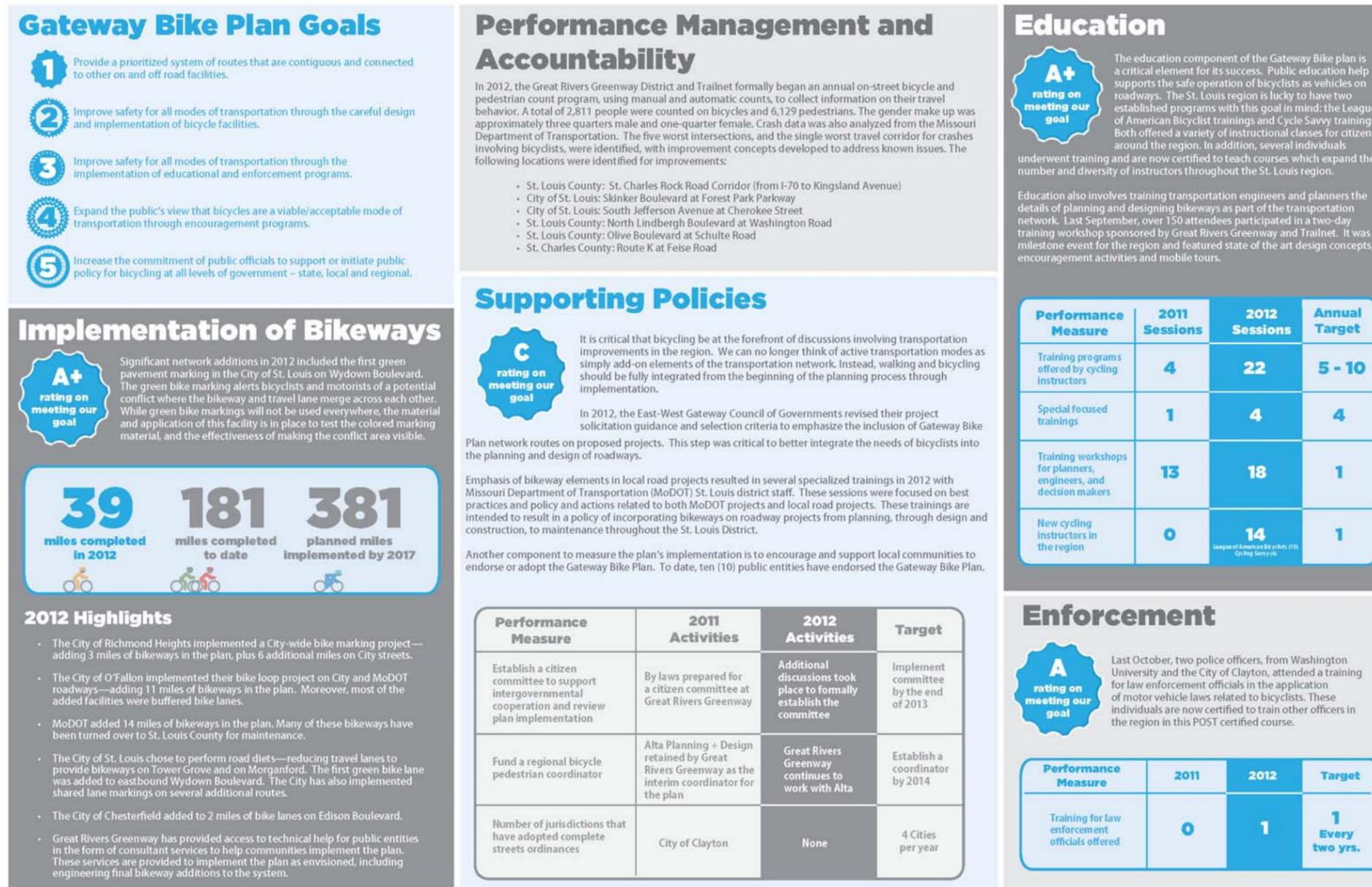


Figure 8-2: A sample of an annual report card from St Louis, MO



Implementation Plan

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