ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Application Form for Part A

Parts B & C must be completed using a separate document

PROJECT unique APPLICATION NO.: 10-Turlock-1

Auto populated

Total ATP Funds Requested: $ 346 (in 1000s)

Auto populated

Important: Applicants must follow the CTC Guidelines and Chapter 22 of the Local Assistance Program Guidelines, and include attachments and signatures as required in those documents. Ineligible project elements may result in a lower score/ranking or a lower level of ATP funding. Incomplete applications may be disqualified.

Applicants are expected to use the corresponding "step-by-step" Application Instructions and Guidance to complete the application (3 Parts):

Part A: General Project Information
Part B: Narrative Questions
Part C: Application Attachments

Application Part A: General Project Information

Implementing Agency: This agency must enter into a Master Agreement with Caltrans and will be financially and contractually responsible for the delivery of the project within all pertinent Federal and State funding requirements, including being responsible and accountable for the use and expenditure of program funds. This agency is responsible for the accuracy of the technical information provided in the application and is required to sign the application.

IMPLEMENTING AGENCY'S NAME:

Turlock

IMPLEMENTING AGENCY'S ADDRESS	CITY		ZIP CODE
156 S. Broadway, Suite 150	Turlock	CA	95380

IMPLEMENTING AGENCY'S CONTACT PERSON: Wayne York

CONTACT PERSON'S TITLE: Capital Improvement Coordinator

CONTACT PERSON'S PHONE NUMBER: (209) 668-5599 x4439

CONTACT PERSON'S EMAIL ADDRESS : wyork@turlock.ca.us

Project Partnering Agency: Entities that are unable to apply for Active Transportation Program funds or that are unable to enter into a Master Agreement with the State must partner with an eligible applicant that can implement the project. **In addition, entities that are unfamiliar with the requirements to administer a Federal-Aid Highway Program project may partner with an eligible applicant that can implement the project.**

If another entity (Partnering Agency) agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement (e.g., letter of intent) must be submitted with the project application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the first request for allocation. For these projects, the Project Partnering Agency's information shall be provided below.

(The Grant Writer's or Preparer's information should not be provided)

PROJECT PARTNERING AGENCY'S NAME:

PROJECT PARTNERING AGENCY'S ADDRESS	CITY		ZIP CODE
		CA	

PROJECT PARTNERING AGENCY'S CONTACT PERSON:	CONTACT PERSON'S TITLE:

CONTACT PERSON'S PHONE NUMBER:	CONTACT PERSON'S EMAIL ADDRESS :

MASTER AGREEMENTS (MAs):

Does the Implementing Agency currently have a MA with Caltrans?	☒ Yes ☐ No
Implementing Agency's Federal Caltrans MA number	10-5165R
Implementing Agency's State Caltrans MA number	00388S

* Implementing Agencies that do not currently have a MA with Caltrans, must be able to meet the requirements and enter into an MA with Caltrans prior to funds allocation. The MA approval process can take 6 to 12 months to complete and there is no guarantee the agency will meet the requirements necessary for the State to enter into a MA with the agency. Delays could also result in a failure to meeting the CTC Allocation timeline requirements and the loss of ATP funding.

PROJECT NAME: (To be used in the CTC project list)

City of Turlock - Christoffersen Pkwy. Ped and Bike Improvements with Connectors

Application Number: 1 **out of** 2 **Applications**

PROJECT DESCRIPTION: (Max of 250 Characters)

Install Class II buffered bike lanes with thermoplastic striping, signs, traffic signal modifications, minor demolition and minor concrete (ramps), adjacent Class I and Class II facilities, along with four non-infrastructure components.

PROJECT LOCATION: (Max of 250 Characters)

On Christoffersen Pkwy., between N. Golden State Blvd. and east city limits; on N. Tegner Rd., between the southern termination point and Christoffersen Pkwy.; and on Crowell Rd., between Christoffersen Pkwy. and Ansel Adams Ave.

Will any infrastructure-improvements permanently or temporarily encroach on the State right-of-way? ☐ Yes ☒ No

If yes, see the application instructions for more details on the required coordination and documentation.

Project Coordinates: (latitude/longitude in decimal format) Lat. 37.529257 /long. -120.856475

Congressional District(s):	10						
State Senate District(s):	8			**State Assembly District(s):**	12		
Caltrans District(s):	10						
County:	Stanislaus County						
MPO:	STANCOG						
RTPA:	Other						
MPO UZA Population:	Small Urban (Pop =or<200,000 but > than 5,000)						

ADDITONAL PROJECT GENERAL DETAILS: (Must be consistent with Part B of Application)

ESTIMATION OF ACTIVE TRANSPORTATION USERS

Existing Counts:	**Pedestrians**	540	**Bicyclists**	230
One Year Projection:	**Pedestrians**	590	**Bicyclists**	356
Five Year Projection:	**Pedestrians**	650	**Bicyclists**	460

BICYCLE AND/OR PEDESTRIAIN INFRASTRUCTURE (Check all that apply)

Bicycle: **Class I** ☒ **Class II** ☒ **Class III** ☐ **Other** _____

Pedestrian: **Sidewalk** ☐ **Crossing** ☒ **Other** _____

Multiuse Trails/Paths: **Meets "Class I" Design Standards** ☒ **Other** _____

DISADVANTAGED COMMUNITIES

Project contributes toward the Disadvantaged Communities funding requirement: the project must clearly demonstrate a direct, meaningful, and assured benefit to a community that meets any of the following criteria: ☐ Yes ☒ No

If yes, which criterion does the project meet in regards to the Disadvantaged Community (mark all that apply):

Household Income	☐ Yes	☐ No	**CalEnvioScreen**	☐ Yes	☐ No
Student Meals	☐ Yes	☐ No	**Local Criteria**	☐ Yes	☐ No

Is the majority of the project physically located within the limits of a Disadvantaged Community: ☐ Yes ☒ No

CORPS

Does the agency intend to utilize the Corps: ☒ Yes ☐ No

PROJECT TYPE (Check only one: I, NI or I/NI)

Infrastructure (I) ☐ **OR Non-Infrastructure (NI)** ☐ **OR Combination (N/NI)** ☒

"Plan" applications to show as NI only

Development of a Plan in a Disadvantaged Community: ☐ Yes ☒ No

If Yes, check all Plan types that apply:

☐ **Bicycle Plan**

☐ **Pedestrian Plan**

☐ **Safe Routes to School Plan**

☐ **Active Transportation Plan**

Indicate any of the following plans that your agency currently has: (Check all that apply)

Bicycle Plan ☒ Pedestrian Plan ☒ Safe Routes to School Plan ☒ Active Transportation Plan ☒

PROJECT SUB-TYPE (check all Project Sub-Types that apply):

☒ **Bicycle Transportation** **% of Project** 95.0 % (ped + bike must = 100%)

☒ **Pedestrian Transportation** **% of Project** 5.0 %

☒ **Safe Routes to School** *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

How many schools does the project impact/serve: 5

If the project involves more than one school: 1) Insert "Multiple Schools" in the School Name, School Address, and distance from school; 2) Fill in the student information based on the total project; and 3) Include an attachment to the application which clearly summarizes the following school information and the school official signature and person to contact for each school.

School name: Multiple schools

School address: Multiple schools

District name: Turlock Unified School District

District address: 1574 E. Canal Dr., Turlock, CA 95380

Co.-Dist.-School Code: Stanislaus-75739-Multiple

School type (K-8 or 9-12 or Both) Both Project improvements maximum distance from school ____ mile

Total student enrollment: 6,070

% of students that currently walk or bike to school% 2.0 %

Approx. # of students living along route proposed for improvement: 1,000

Percentage of students eligible for free or reduced meal programs ** 50.3 %

**Refer to the California Department of Education website: http://www.cde.ca.gov/ds/sh/cw/filesafdc.asp

A map must be attached to the application which clearly shows the limits of: 1) the student enrollment area, 2) the students considered to be along the walking route being improved, 3) the project improvements.

☒ **Trails (Multi-use and Recreational):** *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

Trails Projects constructing multi-purpose trails and are generally eligible in the Active Transportation Program. If the applicant believes all or part of their project meets the federal requirements of the Recreational Trails Program they are encouraged to seek a determination from the California Department of Parks and Recreation on the eligibility of their project to complete for this funding. This is optional but recommended because some trails projects may compete well under this funding program.

For all trails projects:

Do you feel a portion of your project is eligible for federal Recreational Trail funding? ☐ Yes ☒ No

If yes, estimate the total projects costs that are eligible for the Recreational Trail funding: _____

If yes, estimate the % of the total project costs that serve "transportation" uses? _____ %

Applicants intending to pursue "Recreational Trails Program funding" **must submit** the required information to the California Department of Parks and Recreation prior to the ATP application submissions deadline. (See the Application Instructions for details)

PROJECT STATUS and EXPECTED DELIVERY SCHEDULE

Applicants need to enter **either** the date the milestone was completed (for all milestones already complete prior to submitting the application) **or** the date the applicant anticipates completing the milestone. Applicants should enter "N/A" for all CTC Allocations that will not be requested as part of the project. Per CTC Guidelines, all project applications must be submitted with the expectation of receiving partially federally funded and therefore the schedule below must account for the extra time needed for federal project delivery requirements and approvals. *See the application instructions for more details.*

The agency is responsible for meeting all CTC delivery requirements or their ATP funding will be forfeited.
For projects consisting of entirely non-infrastructure elements are not required to complete all standard infrastructure project milestones listed below. Non-infrastructure projects only have to provide dates for the milestones identified with a " * " and can provide "N/A" for the rest.

MILESTONE:	DATE COMPLETED	OR	EXPECTED DATE
CTC - PA&ED Allocation:			08/15/2016
* CEQA Environmental Clearance:			09/15/2016
* NEPA Environmental Clearance:			01/15/2017
CTC - PS&E Allocation:			03/15/2017
CTC - Right of Way Allocation:			N/A
* Right of Way Clearance & Permits:			04/15/2017
Final/Stamped PS&E package:			06/15/2017
*** CTC - Construction Allocation:**			08/15/2017
* Construction Complete:			10/15/2018
* Submittal of "Final Report"			03/15/2019

PROJECT FUNDING (in 1000s)

Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged.

See the Application instructions for more details and requirements relating to ATP funding.

ATP funds being requested for this application/project by project delivery phase:

ATP funds for PA&D:	$15	
ATP funds for PS&E:	$29	
ATP funds for Right of Way:	$0	
ATP funds for Construction:	$220	
ATP funds for Non-Infrastructure:	$82	*(All NI funding is allocated in a project's Construction Phase)*
Total ATP funds being requested for this application/project:		$346
Local funds leveraging or matching the ATP funds:		$192

For local funding to be considered Leveraging/Matching it must be for ATP eligible activities and costs.
Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged. See the Application instructions for more details and requirements relating to ATP funding.

Additional Local funds that are `non-participating' for ATP: $12

These are local funds required for the overall project, but not for ATP eligible activities and costs. They are not considered leverage/match.

TOTAL PROJECT FUNDS: $550

ATP - FUNDING TYPE REQUESTED:

Per the CTC Guidelines, All ATP projects must be eligible to receive federal funding. Most ATP projects will receive federal funding, however some projects may be granted State only funding (SOF) for all or part of the project.

Do you believe your project warrants receiving state-only funding? ☐ Yes ☒ No

If "Yes", provide a brief explanation. (Max of 250 characters) Applicants requesting SOF must also attach an "Exhibit 22-f"

ATP PROJECT PROGRAMMING REQUEST (PPR): In addition to the project funding information provided in Part A of the application, all applicants must complete the ATP Project Programming Request form and include it as Attachment B. More information and guidance on the completion and submittal of this form is located in the Application Instructions Document under Part C - Attachment B.

ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Part B: Narrative Questions

(Application Screening/Scoring)

Project unique application No.: 10-Turlock-1

Implementing Agency's Name: City of Turlock

Important:

- *Applicants must ensure all data in Part B of the application is fully consistent with Part A and C.*
- *Applicants must follow all instructions and guidance to have a chance at receiving full points for the narrative question and to avoid flaws in the application which could result in disqualification.*

Table of Contents

Screening Criteria **Page: 8**

Narrative Question #1 **Page: 9**

Narrative Question #2 **Page: 15**

Narrative Question #3 **Page: 18**

Narrative Question #4 **Page: 22**

Narrative Question #5 **Page: 25**

Narrative Question #6 **Page: 27**

Narrative Question #7 **Page: 30**

Narrative Question #8 **Page: 31**

Narrative Question #9 **Page: 32**

Part B: Narrative Questions
Detailed Instructions for: Screening Criteria

The following Screening Criteria are requirements for applications to be considered for ATP funding. Failure to demonstrate a project meets these criteria will result is the disqualification of the application.

1. Demonstrated fiscal needs of the applicant:

The City of Turlock (City) is requesting ATP funds to complete the stated project; without ATP funds the proposed project cannot be completed due to a lack of local funds. The City does have $192,000 in federal CMAQ funds (using toll credits) to incorporate on the project, reducing the level of ATP funds required. The CMAQ funds are programmed in the 2015 FTIP through Amendment No. 4 *(page 61)*.

Currently this project is not fully funded, but would be if ATP funding is approved and provided. No part of this project is environmental mitigation related to a previous or future capital improvement project.

2. Consistency with Regional Plan.

The proposed project is consistent with the Stanislaus County 2014 Regional Transportation Plan (RTP) and Sustainable Communities Strategy because it improves mobility and accessibility, promotes social equity, fosters job growth and economic development through enhanced connectivity with commercial centers and places of employment, considers the impact to the environment and indirectly improves environmental conditions, promotes health and safety among users of the facility, and better utilizes existing facilities (pavement) to protect the region's investments in the existing transportation system.

This project is listed within the RTP and attached to this application *(page 62)*.

Part B: Narrative Questions
Detailed Instructions for: Question #1

QUESTION #1

POTENTIAL FOR INCREASED WALKING AND BICYCLING, ESPECIALLY AMONG STUDENTS, INCLUDING THE IDENTIFICATION OF WALKING AND BICYCLING ROUTES TO AND FROM SCHOOLS, TRANSIT FACILITIES, COMMUNITY CENTERS, EMPLOYMENT CENTERS, AND OTHER DESTINATIONS; AND INCLUDING INCREASING AND IMPROVING CONNECTIVITY AND MOBILITY OF NON-MOTORIZED USERS. *(0-30 POINTS)*

A. Describe the following:

-Current and projected types and numbers/rates of users. (12 points max.)

Current Usage

Between May 13 and May 28, 2014, a group of volunteers conducted manual (i.e. personal observation) bicycle and pedestrian counts at 15 intersections in Turlock, including two locations on Christoffersen Pkwy: at Crowell Rd. and N. Walnut Rd.

The sampling sites were selected to be representative of general use near primary attractors along the corridor. The counts were conducted at various times of day and days of the week, but all counts lasted at least two hours and were recorded in 15-minute intervals. From these intervals, the peak hour was selected with the highest total number of active transportation users counted. Bicyclists and pedestrians were recorded separately; additional information about bicyclists was collected at 14 of the count sites. This included gender and age, based on volunteer observations, as well as cyclists observed riding the wrong way.

The weather was fair during all count sessions, ranging in temperature from cool mornings to hot and sunny afternoons. Users ranged in age, though younger riders were more prevalent around school start and end times. The data collected as was summarized and included in the City's Active Transportation Plan, with the relevant portion attached to this application *(pages 63-66)*.

A total of 38 pedestrians and 11 bicyclists were observed at the intersection of Christoffersen Pkwy. and Crowell Rd. in this two-hour period, with a majority of the bicyclists traveling along the side street of Crowell Rd. (not Christoffersen Pkwy.)

A total of 81 pedestrians and 41 bicyclists were observed at the intersection of Christoffersen Pkwy. and N. Walnut Rd., again, with a majority of the bicyclists traveling along the side street (N. Walnut Rd.)

From January to June 2014 the City's ATP consultant conducted a community survey to gather input from residents, students and business owners as to their concerns related to biking and walking in Turlock. The results of the survey are attached *(pages 67-71)*. The City received a total of 168 responses, which is a common response rate for surveys held in this community. Of those surveyed 59% were female, 40% were male and 1% declined to specify. When asked to identify the factors that discourage bicycling in Turlock the number one answer was "missing bike lanes or paths" which was identified by 75% of the respondents. This factor would be addressed through the implementation of the proposed improvements.

The next highest factor identified in the community survey was that "drivers are too aggressive." This relates to the transportation culture of the community that is still heavily reliant on vehicles with low participation in non-motorized forms of transportation, except for recreational purposes. Motorists are often described by bicyclists (and other motorists) as overly aggressive towards other users, as if there was a transportation hierarchy with vehicles at the top and other users beneath them. Therefore, the inclusion of non-infrastructure components is vitally important to begin the process of changing the culture through education, encouragement and enforcement.

Based on the data collected at the two sample sites, estimates provided by respondents requesting the specified improvements, estimates provided by City staff who have observed all forms of traffic while conducting signal timing analysis at various locations along the corridor, and the U.S. Census Bureau's "Commuting Characteristics by Sex" report *(pages 72-75)* the City has developed the following daily-usage estimates to serve as a baseline for current usage along the whole corridor: 540 pedestrians (30% students, 21% parents of students, 35% adult recreation, 7% seniors, 2% commuters, 5% unknown); 230 bicyclists (41% students, 9% parents of students, 32% adult recreation, 12% child recreation, 6% unknown).

Currently, there are no designated non-motorized facilities along N. Tegner Rd. to connect bicyclists or pedestrians with existing facilities at Sandstone and a combination of existing and proposed facilities at Christoffersen Pkwy. In fact, a barrier

exists to prohibit entry to this undeveloped area, so no existing users were counted there.

In addition to data collected as part of a formal effort the City recognizes the informal, yet significant anecdotal evidence provided through personal reports of bicyclists and pedestrians that travel daily along Crowell Rd. near California State University, Stanislaus (CSUS). These users are generally students traveling to or from school or as recreational users attempting to access the Class I bike path along CSUS property. These users report speeding, right-of-way violations, near misses, and generally unsafe practices by motorists within the area of this narrow, perimeter roadway.

Projected Usage

The City anticipates an increase in bicycle use throughout the entire project area over the current baseline following project completion based on the removal of barriers to access and the interest of key stakeholders. These improvements would not just benefit an average roadway, but would actually create the first consistent east-to-west bicycle facility that spans the entire City, thereby attracting use for that fact alone. Additionally, this estimation is based on a variety of factors, which include: the stated preferences and commitments-of-use of community members at workshops, the coordinated events that would be developed by bicycle advocacy groups upon implementation, the education and encouragement activities also performed under this grant within the schools and community, and the enforcement activities targeted at schools to increase the sense of safety.

Determining an accurate estimate is difficult, as dedicated bicycle facilities do not currently exist in these areas and the broken connectivity associated with a lack of such facilities results in users' inability to complete a round-trip, so they don't take the trip at all, select an alternate route, or select a different form of transportation to complete the trip.

The City estimates an increase of 55% in bicycle use (126 additional persons) within the project area within one year following project completion and 100% in bicycle

use (230 additional persons) within the project area within five years following project completion. The City estimates a milder increase in pedestrian use of around 9% (50 additional persons) within the project area within one year following project completion and around 20% (90 additional persons) within the project area within five years following project completion. These estimates are based on a demand prediction methodology that takes into account surrounding land use, nearby attractors, sufficiency of bicycle facilities, local demographics, as well as other factors. Other cities that have made similar investments in cross-town infrastructure improvements, such as the City of Modesto, have seen large increases in bicycle usage as well, though this observation has not been quantified due to the recent nature of the installations.

As the projected usage (230 additional bicyclists) relates to schools, the City expects that students and parents of students will make up a larger portion of the increase, due in part to specific education, encouragement and enforcement activities targeted at schools, as well as the close proximity of schools to the project area. Based on the school districting map *(page 76)* it becomes clear that only two of the five K-12 schools identified are neighborhood schools (Dennis Earl ES and Sandra Medeiros ES), with the other schools (Pitman HS, Turlock Junior HS, and Walnut ES) are not classified as neighborhood schools and have students from throughout the city.

Proposed "Suggested Routes to School" for each of the schools previously identified *(pages 77-81)* have noted Christoffersen Pkwy. as a preferred route for walking, but not for bicycling, due primarily to the lack of bicycle facilities available. Upon project completion the City would work with the Turlock Unified School District (TUSD) to revise these plans to indicate the additional bicycle facilities available.

B. Describe how the project links or connects, or encourages use of existing routes (for non-infrastructure applications) to transportation-related and community identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community identified destinations via: (12 points max.)

a. creation of new routes

b. removal of barrier to mobility

c. closure of gaps
d. other improvements to routes
e. educates or encourages use of existing routes

This project would create several new routes. First, it would create dedicated, Class II bicycle facilities along the entire length of Christoffersen Pkwy., on both sides of the street. This new route would directly serve five K-12 schools, a park, multiple bus (transit) stops, medical facilities and California State University, Stanislaus (CSUS). Second, it would create dedicated, Class II bicyclist facilities along Crowell Rd., serving the ever-growing university campus community, with intersection improvements at Crowell Rd. and Ansel Adams Ave. to safely provide access to CSUS. Third, it would create a Class I shared-use path along N. Tegner Rd., providing connectivity between the proposed improvements on Christoffersen Pkwy. and the existing Class I bike path near Taylor Rd., which is used primarily for recreational purposes. See the attached project location map for more information *(page 39)*.

In addition to direct service, the project would indirectly serve commercial centers, parks, housing, places of worship and places of employment through connectivity to other Class II facilities in the northern part of the City. This demonstrates the value of the project not only as a stand-alone project, but as a gap-elimination project, allowing users to complete round-trips for recreation, commuting and education purposes.

The project will also remove barriers to mobility, such as the demolition of portions of pork chop islands near signalized intersections or the installation of curb ramps at Crowell Rd. and Ansel Adams Ave. to provide safe, accessible paths of travel that can be used by bicyclists and pedestrians crossing the street.

One of the benefits of this project is that by connecting to existing Class II facilities that the City expects an increased use of existing facilities as well. However, to help encourage that use the City will rely on non-infrastructure components, such as education and encouragement, to help student and adult users alike better understand the non-motorized options available to them and the benefits of using such options.

C. Referencing the answers to A and B above, describe how the proposed project represents one of the Implementing Agencies (and/or project Partnering Agency's) highest unfunded non-motorized active transportation priorities. (6 points max.)

The proposed project has been identified specifically as a priority improvement area in the City's General Plan *(page 82)* and a priority improvement project in the City's Active Transportation Plan *(page 83)*. Both of these documents involved significant public outreach and public participation over separate, 18+ month periods of time. Both public participation efforts involved participation from parents, teachers, professors, school district administration personnel, young adults, bicycle commuters, business owners, advocates and City staff. All stakeholders have expressed support over a project that not only creates new facilities for travel, but repairs the broken connections within the existing bicycle network, thereby allowing them to better use the facilities that are already present. The non-infrastructure components were specifically identified as being necessary for users to better understand how to use existing facilities.

In addition, this project was identified as a high-priority project by citizens in a series of workshops held as part of the process for determining which ATP grant applications would be submitted. Many parents and adult students (attending the nearby university) flatly stated that without dedicated facilities along Christoffersen Pkwy. and suitable connectors to adjacent bicycle facilities, that they would not feel safe allowing their children to ride their bikes on this road, nor would they feel safe themselves.

As a member agency of the Stanislaus Council of Governments (StanCOG) the City supports StanCOG's vision in the RTP "for a more sustainable, healthy, and equitable region with multi-modal transportation options available for all users" *(page 84)* and affirms the importance of this project in meeting that driving principle. As such, in addition to being a high-priority for citizens and community stakeholders, it is a local government priority as well.

Part B: Narrative Questions
Detailed Instructions for: Question #2

QUESTION #2

POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. ***(0-25 POINTS)***

A. Describe the plan/program influence area or project location's history of collisions resulting in fatalities and injuries to non-motorized users and the source(s) of data used (e.g. collision reports, community observation, surveys, audits). (10 points max.)

According to the Transportation Injury Mapping System (TIMS) there were no reported injuries or fatalities involving non-motorized users within the project area between January 2009 and December 2013. Verbal reports provided by bicyclists have each described several non-injury collisions within the project area over the same time period, but since the Turlock Police Department does not respond to non-injury accidents these collisions are not recorded and therefore not quantified within SWITTRS. In addition, the previously cited community survey indicated that safety was a primary concern amongst users. This concern was further confirmed by parents in workshops who don't feel safe allowing their children to ride in the project area without some sort of dedicated facilities.

However, a lack of reported accidents along this corridor is not due to a lack of safety, but rather to a lack of use. The purpose of the project would be to provide safe, accessible facilities that would encourage use. With increased use there is the potential for increased collisions, but our goal is to design these facilities in a manner that provides the safest possible connectivity.

Since the proposed route would be new and therefore does not have accident data, it would be appropriate to consider the potential reduction in collisions involving non-motorized users along the nearest parallel street… in accordance with application guidelines. In this case, Monte Vista Ave. (south of Christoffersen Pkwy.) has the same speed limit and number of vehicle travel lanes, along with similar roadway characteristics and typical traffic volumes, except that Monte Vista Ave. also has Class II bicycle lanes adjacent to on-street parking. Therefore, it is reasonable to assume that the provision of safer bicycle transportation options along Christoffersen Pkwy.

with narrower vehicle travel lanes, buffered separation between vehicles and bicycles, green-colored pavement in conflict zones, additional signs and markings and other intersection improvements would reduce the number of users along Monte Vista Ave. and generate a safety improvement along that corridor.

After querying TIMS for bicycle or pedestrian related collisions within the same time period, TIMS provided a collision diagram *(page 85)* that demonstrated five bicycle collisions, all related to right-of-way violations. These right-of-way violations occurred along portions of the roadway where bicycle facility signs and markings were poor (at that time). Since then the City has provided structural overlays for several of these locations, upgrading signs and markings. Since that time no additional bicycle related collisions have been reported where these improvements have been made, though some measure of risk remains at other locations.

The proposed improvements seek to minimize that risk by attracting users to facilities that are more clearly marked and safer to navigate.

B. Describe how the project/program/plan will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities; including but not limited to the following possible areas: (15 points max.)

- Reduces speed or volume of motor vehicles in the proximity of non-motorized users.
- Improves sight distance and visibility between motorized and non-motorized users.
- Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users.
- Improves compliance with local traffic laws for both motorized and non-motorized users.
- Addresses inadequate traffic control devices.
- Eliminates or reduces behaviors that lead to collisions involving non-motorized users.
- Addresses inadequate or unsafe traffic control devices, bicycle facilities, trails, crosswalks and/or sidewalks.

This project seeks to eliminate hazards within the project area in a variety of ways. First, vehicle lane widths along Christoffersen Pkwy. will be reduced to provide room for the buffered bike lanes. This width reduction is expected to have a natural speed reduction effect amongst motorists.

Secondly, the proposed bike lane will be enhanced with a buffered area of no less than three feet in width to clearly delineate the travel area for vehicles and provide greater separation between vehicles and bicyclists.

Third, the provision of bicycle lanes will permit bicyclists to travel within the street, as opposed to traveling on the sidewalk, and reduce conflicts with pedestrians. This will involve enforcement efforts as well, which are also a part of the project.

Fourth, modifications will be made to traffic signals throughout the project area to ensure that they can properly detect and serve bicyclists; these modifications will include both detection equipment and modification to the signal timing to ensure compliance with the CA MUTCD.

Fifth, new signs and markings will help clearly delineate expectations for both motorists and bicyclists, ensuring clear expectations for both roadway users. These countermeasures, including the use of green pavement markings within the bicycle lane at conflict areas, will help provide greater awareness of bicyclists to adjacent motorists.

Sixth, additional traffic control and parking prohibitions, such as the new crosswalks, curb ramps, and parking prohibitions planned for Crowell Rd., will allow all users of the roadway to travel along the roadway safely and make safer turning movements at this highly used intersection.

In evaluating this project the City considered a variety of alternatives. First, the City considered not providing bicycle facilities along this route at all and redirecting bicycle traffic to parallel streets. However, this option was not selected because in many cases the bicyclist would have to travel a significant distance to detour around the project area, it was not consistent with the priority improvements identified by the community, and there was strong opposition by local stakeholders to the idea of not providing bicycle improvements on such a critical connector.

The City also considered providing a separated facility, such as a Class I or IV, to provide a safer transportation option. However, this installation was cost prohibitive, posed maintenance challenges to city crews as these facilities could not be easily cleaned by street sweepers (as is the case now) and posed right-of-way acquisition issues at some locations.

Part B: Narrative Questions
Detailed Instructions for: Question #3

QUESTION #3
PUBLIC PARTICIPATION and PLANNING *(0-15 POINTS)*

Describe the community based public participation process that culminated in the project/program proposal or will be utilized as part of the development of a plan.

A. Who: Describe who was engaged in the identification and development of this project/program/plan (for plans: who will be engaged). (5 points max)

The public stakeholders in the process were local bicycle advocates, residents, business owners, university students, teachers, parents and grandparents of students and representatives from disadvantaged communities. The governmental stakeholders included representatives from the Turlock Unified School District (TUSD), California State University, Stanislaus (CSUS), Parent Teachers Association (PTA), elected leaders, StanCOG, planning division personnel, law enforcement officers from the Turlock Traffic Safety Unit and public safety personnel.

Letters of support have been provided in Attachment J *(pages 102-108)*.

B. How: Describe how stakeholders were engaged (or will be for a plan). (4 points max)

The public involvement that led to the identification of this project came in a prolonged, public outreach effort with multiple phases. First, during the General Plan revision process in 2012, the City provided a series of workshops that were open to all members of the community for their input. All of the outreach efforts were conducted by the City's consultant under direction of the Planning Division. Each of the workshops was advertised in the newspaper, by posting on the City's bulletin board, through a dedicated website provided by the City's consultant, and through targeted, written notification of key stakeholders. One of these workshops focused solely on the non-motorized components of the General Plan. This is where the concept of Class II facilities along Christoffersen Pkwy. was presented, along with the idea of providing connectivity to high-use attractors through connectors. The concept was supported by

both public and government stakeholders. The proposed project, along with the rest of the plan, was adopted by the Planning Commission meeting and City Council meeting, both of which provided a forum for public comment as well.

Secondly, in January 2014 the City, with support from Alta Planning + Design, the City's ATP consultant, began work on the City's first Active Transportation Plan. Part of that process involved specific public outreach efforts, which included hosting heavily-advertised (at least 30-days in advance) community workshops, the development of a project-specific website with key dates and all documents developed throughout the process, advertising on the side of busses, a social media campaign with Facebook and Twitter, as well as all standard public noticing requirements, which includes advertising in the Turlock Journal (local newspaper) and posting on the City's bulletin board. The purpose of the outreach was two-fold: to solicit community members to serve on an advisory committee, as well as to solicit ideas for improvements within the community. Each workshop was attended by dozens of stakeholders. This process resulted in the identification of a series of high-priority projects, as well as secondary projects for future consideration. Of that list this proposed project was identified as a high-priority improvement project.

Third, in an effort to solicit support for specific grant concepts, in April 2015 the City reached out to key stakeholders through email *(page 86)* and members of the general public through Facebook *(page 88)* and standard public noticing *(page 89)*. The City received no responses to this solicitation in writing, but did have some members participate in the community workshops. Attendance at those three workshops varied from 5-14 persons and each person that attended was active with walking and biking, but mostly biking. This turnout, while perhaps traditionally low for a community of our size, is fairly common within our community as many citizens are (unfortunately) disengaged with future planning projects unless it were to present a specific concern. As such, improvements to the infrastructure within the existing right-of-way (no property acquisitions) generally result in very little feedback.

Each of the public meetings and workshops referenced above were publically noticed in a manner that provided sufficient advance notice (15-30 days in advance) for

attendance. All of these meetings were held at Turlock City Hall within conference rooms that were ADA accessible. The meetings were held at a variety of different times (morning, afternoon and evening) and on different days of the week (weekdays, weekends) to provide the greatest number of opportunities for participation. Translation services were offered upon request, but no such services were requested. Some of the public stakeholders were general members of the public, while some public stakeholders belong to the ATP Citizen Advisory Committee that convened upon request of the City for participation and feedback in the development of the City's Active Transportation Plan.

C. What: Describe the feedback received during the stakeholder engagement process and describe how the public participation and planning process has improved the project's overall effectiveness at meeting the purpose and goals of the ATP. (5 points max)

The general feedback provided initially was to simply provide dedicated bicycle facilities along Christoffersen Pkwy. Within the context of that conversation, varying views were presented for how the City could best achieve that. One group of stakeholders (Group A) expressed concern over safety and believed that a physical barrier, rather than a painted one, was necessary to protect bicyclists and provide for a "sense of safety." Another group of stakeholders (Group B) felt that a physical barrier, such as a vertical curb, would not actually contribute much to safety, as a high-speed vehicle could jump that curb, and that the additional cost (initial and long-term) would not be worth it. Another group of stakeholders (Group C) expressed concerns with a more gradual change within the community, rather than a major one, to gradually "change the culture" of biking, as opposed to immediate, drastic changes.

Ultimately the respondents were all supportive of improvements through the project area, though some felt strongly that a different class of facility would be preferred. The City considered those alternatives, as previously stated, but ultimately decided to stick with the buffered Class II concept as that had the greatest support amongst stakeholders and could be easily maintained with existing equipment and

programs. There was consensus that dedicated facilities of any type would be a step forward in promoting biking within the community.

D. Describe how stakeholders will continue to be engaged in the implementation of the project/program/plan. (1 points max)

As part of a stakeholder engagement plan the City plans to keep in regular communication with stakeholders that have participated in the General Plan, ATP or grant suggestion solicitations. An email distribution list will be maintained and used for communication purposes. In addition, a local bicycle advocacy group called “Bike Turlock” has an expansive network of citizens interesting in biking-related improvements and activities. The City will remain engaged with Bike Turlock on all updates so that they can keep their members informed of improvements.

Part B: Narrative Questions
Detailed Instructions for: Question #4

QUESTION #4
IMPROVED PUBLIC HEALTH *(0-10 points*)

- **NOTE: Applicants applying for the disadvantaged community set aside must respond to the below questions with health data specific to the disadvantaged communities. Failure to do so will result in lost points.**

A. **Describe the health status of the targeted users of the project/program/plan. (3 points max)**

This project will provide health benefits to users of all demographic groups, but will provide specific benefits to targeted user groups. One of the targeted user groups is school age children (5-18 years old). According to the California Health Interview Survey (CHIS), approximately 25% of school age children within Stanislaus County are physically active for one hour a day on three days or less of an average week *(page 90)*. In addition, 18.3% of children are overweight for their age *(page 91)*.

The results are not much better for the general public as whole:

"The neighborhood environment affects a person's diet choices and risk of obesity and chronic disease. UCLA's Center for Health Policy Research (California Center for Public Health Advocacy, 2008), found an association between the quality of the retail food environment and rates of both obesity and diabetes. Researchers calculated an index they called the Retail Food Environment Index (RFEI): the ratio of fast-food restaurants and convenience stores to grocery stores and produce vendors. Data for California jurisdictions showed that the higher the Retail Food Environment Index (RFEI) in a jurisdiction, the higher the prevalence of obesity and diabetes.

The average RFEI for California is 4.48, which means that for each grocery store or produce vendor around homes, there are nearly four and a half times as many fast food restaurants, pizza places and convenience stores. Stanislaus has the second highest RFEI (5.48) and the highest obesity prevalence (31.5% vs. 21.2% for California) in the state" (Community Health Needs Assessment of Stanislaus County, 2013).

More simply put, many Stanislaus County residents need to exercise even more than those in neighboring counties due to the prevalence of fast food and the dietary choices they make.

According to the County Health Rankings and Roadmaps *(page 92)*, Stanislaus County ranked 50 (out of 57 counties in the State) for "Health Factors," 40 out of 57 for "Quality of Life," 50 out of 57 for "Social and Economic Factors," and 56 out of 57 for "Physical Environment Factors." This reflects an environment where a variety of economic, social, quality of life and health factors that make it difficult for citizens, especially children, to achieve the healthy lifestyles that are so important to longevity. Addressing health issues as complex as these requires a multi-pronged, comprehensive approach. One of those "prongs" involves engineering and infrastructure, which provides opportunities for commuting, recreation and exercise. A lack of accessible, safe facilities limits the options of all citizens to other less desirable choices.

Describe how you expect your project/proposal/plan to enhance public health. (7 points max.)

This project is expected to enhance public health by first and foremost providing accessible, safe pedestrian and bicycle facilities for use by citizens in areas that have generated high demand for such facilities. The provision of these facilities will allow residents to use them, resulting in additional physical exercise, whether it be commuting to work, traveling to school or utilizing the facilities for recreational purposes. Feedback from stakeholders has indicated that they are willing, ready and able to use non-motorized forms of transportation more frequently, but will only do so when adequate facilities exist.

Dr. Penny Gordon-Larsen of the University of North Carolina led a research group to study the relationship between city infrastructure and bicycling rates with a focus on a dedicated bikeway in Minnesota known as the Minneapolis Greenway. Dr. Gordon-Larsen stated, "We found that bicycle commuting increased most significantly in communities along the Greenway. These data are supportive, but not proof, that a

commitment to urban cycling infrastructure can increase active commuting by bicycle" *(page 93)*.

Secondly, through education, encouragement and enforcement the City expects to see an increase in non-motorized use from citizens who may never had considered walking or biking to complete trips previously. Through specific emphasis towards schools and children the City expects to see an increase in student and parents bicycle trips, now that barriers to access have been removed. This gradual change in the culture will likely continue to the other members of the family who may choose to walk or ride bicycles more once any previously held stigmas have been replaced with the recognition of walking and bicycling as a viable, less expensive transportation option.

The City would like to acknowledge the assistance of Ms. Olivia Tong, Ms. Charisma Hooda and Dr. Sharon Hutchins from the Stanislaus County Health Services Agency (local health department) for their information and assistance.

Part B: Narrative Questions
Detailed Instructions for: Question #5

QUESTION #5
BENEFIT TO DISADVANTAGED COMMUNITIES *(0-10 points*)

A. **Identification of disadvantaged communities: (0 points – SCREENING ONLY**)

To receive disadvantaged communities points, projects/programs/plans must be located within a disadvantaged community (as defined by one of the four options below) AND/OR provide a direct, meaningful, and assured benefit to individuals from a disadvantaged community.

1. The median household income of the census tract(s) is 80% of the statewide median household income
2. Census tract(s) is in the top 25% of overall scores from CalEnviroScreen 2.0
3. At least 75% of public school students in the project area are eligible for the Free or Reduced Priced Meals Program under the National School Lunch Program
4. Alternative criteria for identifying disadvantage communities (see below)

Provide a map showing the boundaries of the proposed project/program/plan and the geographic boundaries of the disadvantaged community that the project/program/plan is located within and/or benefiting.

Option 1: Median household income, by census tract for the community(ies) benefited by the project:
$_____

- Provide all census tract numbers
- Provide the median income for each census track listed
- Provide the population for each census track listed

Option 2: California Communities Environmental Health Screening Tool 2.0 (CalEnviroScreen) score for the community benefited by the project: _____

- Provide all census tract numbers
- Provide the CalEnviroScreen 2.0 score for each census track listed
- Provide the population for each census track listed

Option 3: Percentage of students eligible for the Free or Reduced Price Meals Programs: _____ %

- Provide percentage of students eligible for the Free or Reduced Meals Program for each and all schools included in the proposal

Option 4: Alternative criteria for identifying disadvantaged communities:

- Provide median household income (option 1), the CalEnviroScreen 2.0 score (option 2), and if applicable, the percentage of students eligible for Free and Reduced Meal Programs (option 3)
- Provide ADDITIONAL data that demonstrates that the community benefiting from the project/program/plan is disadvantaged
- Provide an explanation for why this additional data demonstrates that the community is disadvantaged

B. For proposals located within disadvantage community: (5 points max)

What percent of the funds requested will be expended in the disadvantaged community? 0%

Explain how this percent was calculated.

This project does not provide a direct benefit to a disadvantaged community, as it is not within the vicinity of a disadvantaged community. Any benefit to a disadvantaged community would be indirect or infrequent.

C. Describe how the project/program/plan provides (for plans: will provide) a direct, meaningful, and assured benefit to members of the disadvantaged community. (5 points max)

Define what direct, meaningful, and assured benefit means for your proposed project/program/plan, how this benefit will be achieved, and who will receive this benefit.

This project does not provide a direct benefit to a disadvantaged community, as it is not within the vicinity of a disadvantaged community. Any benefit to a disadvantaged community would be indirect or infrequent.

Part B: Narrative Questions
Detailed Instructions for: Question #6

QUESTION #6
COST EFFECTIVENESS *(0-5 POINTS)*

A. Describe the alternatives that were considered and how the ATP-related benefits vs. project-costs varied between them. Explain why the final proposed alternative is considered to have the highest Benefit to Cost Ratio (B/C) with respect to the ATP purpose of "increased use of active modes of transportation". (3 points max.)

Christoffersen Pkwy. Class II Improvements

One alternative to the installation of Class II facilities was a Class IV cycle track, which would run parallel to the outside vehicle travel lane in both directions, separated from the vehicle travel lane by a raised, concrete curb. The concrete curb was serve as a physical barrier that would buffer bicyclists from adjacent high-speed traffic. A similar alternative would widen the existing sidewalk by expanding into the roadway, thereby by creating an adjacent Class I facility instead. Both of these options would cost significantly more up-front for installation, without a significant associated benefit, making them significantly less competitive during the ATP review process. In addition, physical improvements such as these posed utility conflicts and right-of-way issues that could be avoided by constructing within the roadway.

Another alternative that was discussed was directing bicycle traffic to other surface streets and not construct any improvements. This alternative would have been lower cost, but posed practical challenges for implementation. First, the nearest similar roadway was too far away, making it impractical to use for destinations that are along Christoffersen Pkwy. Second, these alternate bicycle facilities would have to transition periodically between Class II and III due to infrastructure constraints, posing safety concerns for bicyclists. Lastly, bicycle advocates stressed the importance of providing facilities on major roadways out of principle, to help make headway on changing the culture by reminding drivers of vehicles that roadways are to be shared.

The proposed improvements were selected as the best value based on their installation costs, maintenance costs, ability to achieve the stated goals and the overall benefit to the community.

N. Tegner Rd. Class I and Class II Improvements

One alternative to the proposed improvements was to extend the roadway all the way to Christoffersen Pkwy. with Class II facilities on either side of the roadway. This alternative would have included new access ramps for connectivity on the south end. Unfortunately, this scope would have involved road widening costs for sole benefit of vehicle traffic, which would have been a non-participating cost that the City would be unable to fund. As such, the alternative was not discussed further as it would have cost more and had significant costs that would be considered "non-participating."

Another alternative that was discussed was providing access along a different route to Christoffersen Pkwy., perhaps at a reduced cost. After evaluating options it became apparent that no other public rights-of-way were available for such an installation. The further pursue this option the City would have to acquire additional right-of-way, which can not only add significant delay, but significant costs as well. In addition, the original location serves the needs of the community better by providing a direct connection between existing facilities.

The proposed improvements were selected as the best value based on their installation costs, maintenance costs, ability to achieve the stated goals and the overall benefit to the community.

Crowell Rd. Class II Improvements

An alternative that was considered in lieu of Class II facilities was to keep the existing lane configuration and striping as-is and designate this portion of roadway as a Class III facility instead. This alternative would have involved posting "BIKE ROUTE" signs and painting "sharrows" in the travel lanes. This alternative was lower cost, but many of the stakeholders felt that it did not do enough to provide for the safety of the bicyclists in a community that is largely comprised of motor vehicle traffic. In addition, it did not address the right-of-way concerns for southbound bicyclists seeking to make a left-turn at Ansel Adams Ave. onto the CSUS on-site Class I shared use path.

The proposed improvements were selected as the best value based on their installation costs, maintenance costs, ability to achieve the stated goals and the overall benefit to the community.

B. Use the ATP Benefit/Cost Tool, provided by Caltrans Planning Division, to calculate the ratio of the benefits of the project relative to both the total project cost and ATP funds requested. The Tool is located on the CTC's website at: http://www.dot.ca.gov/hq/tpp/offices/eab/atp.html. After calculating the B/C ratios for the project, provide constructive feedback on the tool (2 points max.)

$$\left(\frac{\$13,425,668}{\$550,000} \text{ and } \frac{\$13,425,668}{\$346,000}\right).$$

The ATP Benefit/Cost Tool was used as required and the results of that calculation are listed in Attachment I *(page 95)*. A cost/benefit ratio of 28.03 was found.

The tool was easy to use and the calculations appeared to function as intended. However, I was unable to enter data into cell M6 on tab "2)NonInfrastructure Inputs" because the cell was "locked" for editing. As such, I could not list the number of current active walkers/bicyclists in the area, which I'm sure had an impact on the calculations. However, without understanding how the pages were set up and how the formulas operate I could not make any other changes to compensate for this spreadsheet error. As such, I completed the rest of the form as instructed.

Part B: Narrative Questions
Detailed Instructions for: Question #7

QUESTION #7
LEVERAGING OF NON-ATP FUNDS *(0-5 points*)

A. The application funding plan will show all federal, state and local funding for the project: (5 points max.)

If the requested ATP funds are approved the City is able to leverage $192,000 in CMAQ monies (with toll credits) programmed for the same fiscal years, which represents 35% of the total project costs. The use of CMAQ funds for this purpose was clarified as acceptable by CalTrans prior to the application submission *(page 110)*. All participating costs associated with this project will be fully federally funded.

The City is prepared to pay $12,000 towards non-participating costs associated with widening a portion of N. Tegner Rd. for vehicle parking.

Part B: Narrative Questions
Detailed Instructions for: Question #8

QUESTION #8

USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR A CERTIFIED COMMUNITY CONSERVATION CORPS *(0 or -5 points)*

Step 1: Is this an application requesting funds for a Plan (Bike, Pedestrian, SRTS, or ATP Plan)?

- ☐ Yes (If this application is for a Plan, there is no need to submit information to the corps and there will be no penalty to applicant: 0 points)
- ■ No (If this application is NOT for a Plan, proceed to Step #2)

Step 2: The applicant must submit the following information via email concurrently to **both** the CCC **AND** certified community conservation corps prior to application submittal to Caltrans. The CCC and certified community conservation corps will respond within five (5) business days from receipt of the information.

- Project Title
- Project Description
- Detailed Estimate
- Project Schedule
- Project Map
- Preliminary Plan

California Conservation Corps representative:
Name: Wei Hsieh
Email: atp@ccc.ca.gov
Phone: (916) 341-3154

Community Conservation Corps representative:
Name: Danielle Lynch
Email: inquiry@atpcommunitycorps.org
Phone: (916) 426-9170

Step 3: The applicant has coordinated with Wei Hsieh with the CCC **AND** Danielle Lynch with the certified community conservation corps and determined the following (check appropriate box):

- ■ Neither corps can participate in the project (0 points) *(pages 100-101)*
- ☐ Applicant intends to utilize the CCC or a certified community conservation corps on the following items listed below (0 points).
- ☐ Applicant has contacted the corps but intends not to use the corps on a project in which either corps has indicated it can participate (-5 points)
- ☐ Applicant has not coordinated with both corps (-5 points)

The CCC and certified community conservation corps will provide a list to Caltrans of all projects submitted to them and indicating which projects they are available to participate on. The applicant must also attach any email correspondence from the CCC and certified community conservation corps to the application verifying communication/participation.

Part B: Narrative Questions

Detailed Instructions for: Question #9

QUESTION #9
APPLICANT'S PERFORMANCE ON PAST GRANTS AND DELIVERABILITY OF PROJECTS
(0 to-10 points OR disqualification)

A. *Applicant*: Provide short explanation of the Implementing Agency's project delivery history for all projects that include project funding through Caltrans Local Assistance administered programs (ATP, Safe Routes to School, BTA, HSIP, etc.) for the last five (5) years.

The City of Turlock has successfully met all project delivery requirements for all projects receiving funding from federal and state funded programs as administered by the CalTrans Division of Local Assistance in the past five years. The City remains committed to delivering this project in a timely manner as well.

B. *Caltrans response only*:
Caltrans to recommend score for deliverability of scope, cost, and schedule based on the overall application.

Part C: Application Attachments

Applicants must ensure all data in this part of the application is fully consistent with the other parts of the application. See the Application Instructions and Guidance document for more information and requirements related to Part C.

List of Application Attachments

The following attachment names and order must be maintained for all applications. Depending on the Project Type (I, NI or Plans) some attachments will be intentionally left blank. All non-blank attachments must be identified in hard-copy applications using "tabs" with appropriate letter designations

Application Signature Page **Attachment A**
Required for all applications

ATP - PROJECT PROGRAMMING REQUEST (ATP-PPR) **Attachment B**
Required for all applications

Engineer's Checklist **Attachment C**
Required for Infrastructure Projects

Project Location Map **Attachment D**
Required for all applications

Project Map/Plans showing existing and proposed conditions **Attachment E**
Required for Infrastructure Projects (optional for 'Non-Infrastructure' and 'Plan' Projects)

Photos of Existing Conditions **Attachment F**
Required for all applications

Project Estimate **Attachment G**
Required for Infrastructure Projects

Non-Infrastructure Work Plan (Form 22-R) **Attachment H**
Required for all projects with Non-Infrastructure Elements

Narrative Questions backup information **Attachment I**
Required for all applications
Label attachments separately with "H-#" based on the # of the Narrative Question

Letters of Support **Attachment J**
Required or Recommended for all projects (as designated in the instructions)

Additional Attachments **Attachment K**
Additional attachments may be included. They should be organized in a way that allows application reviews easy identification and review of the information.

Part C: Attachments
Attachment A: Signature Page

IMPORTANT: Applications will not be accepted without all required signatures.

Implementing Agency: Chief Executive Officer, Public Works Director, or other officer authorized by the governing board
The undersigned affirms that their agency will be the "Implementing Agency" for the project if funded with ATP funds and they are the Chief Executive Officer, Public Works Director or other officer **authorized by their governing board with the authority to commit the agency's resources and funds**. They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge. For infrastructure projects, the undersigned affirms that they are the manager of the public right-of-way facilities (responsible for their maintenance and operation) or they have authority over this position.

Signature:	Roy W. Wasden	Date:	06/01/2015
Name:	Roy Wasden	Phone:	(209) 668-5540
Title:	City Manager	e-mail:	rwasden@turlock.ca.us

For projects with a Partnering Agency: Chief Executive Officer or other officer authorized by the governing board
(For use only when appropriate)
The undersigned affirms that their agency is committed to partner with the "Implementing Agency" and agrees to assume the responsibility for the ongoing operations and maintenance of the facility upon completion by the implementing agency and they intend to document such agreement per the CTC guidelines. The undersigned also affirms that they are the Chief Executive Officer or other officer authorized by their governing board with the authority to commit the agency's resources and funds. They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge.

Signature:		Date:	
Name:		Phone:	
Title:		e-mail:	

For Safe Routes to School projects and/or projects presented as benefiting a school: School or School District Official
(For use only when appropriate)
The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

Signature:	Mike Trainor	Date:	06/01/2015
Name:	Mike Trainor	Phone:	(209) 667-0645
Title:	Assistant Superintendent/Business Services	e-mail:	mtrainor@turlock.k12.ca.us

For projects with encroachments on the State right-of-way: Caltrans District Traffic Operations Office Approval*
(For use only when appropriate)
If the application's project proposes improvements within a freeway or state highway right-of-way, whether it affects the safety or operations of the facility or not, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support/acknowledgement from the traffic operations office be attached or the signature of the traffic manager be secured in the application. The Caltrans letter and/or signature does not imply approval of the project, but instead is only an acknowledgement that Caltrans District staff is aware of the proposed project; and upon initial review, the project appears to be reasonable and acceptable.

Is a letter of support/acknowledgement attached? _____ If yes, no signature is required. If no, the following signature is required.

Signature:		Date:	
Name:		Phone:	
Title:		e-mail:	

* Contact the District Local Assistance Engineer (DLAE) for the project to get Caltrans Traffic Ops contact information. DLAE contact information can be found at http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

ATP PROJECT PROGRAMMING REQUEST

Date:	3/25/2015

Project Information:

Project Title:	City of Turlock - Christoffersen Pkwy. Bicycle Improvements with Connectors				
District	**County**	**Route**	**EA**	**Project ID**	**PPNO**
10	Stanislaus	VAR			

Funding Information:

DO NOT FILL IN ANY SHADED AREAS

Proposed Total Project Cost ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)				20				20
PS&E				40				40
R/W								
CON					490			490
TOTAL				60	490			550

Notes: $12,000 of CON phase is non-participating work (street widening on N. Tegner Rd. for vehicle parking) funded by the city of Turlock.

ATP Funds — **Infrastructure Cycle 2**

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)				15				15
PS&E				29				29
R/W								
CON					220			220
TOTAL				44	220			264

Program Code:

Funding Agency:

Notes:

ATP Funds — **Non-infrastructure Cycle 2**

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON					82			82
TOTAL					82			82

Program Code:

Funding Agency:

Notes: Used for education, encouragement, enforcement and evaluation efforts

ATP Funds — **Plan Cycle 2**

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Program Code:

Funding Agency:

Notes:

ATP Funds — **Previous Cycle**

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Program Code:

Funding Agency:

Notes:

ATP Funds — **Future Cycles**

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Program Code:

Funding Agency:

Notes:

ATP PROJECT PROGRAMMING REQUEST

Date: 3/25/2015

Project Information:

Project Title:	City of Turlock - Christoffersen Pkwy. Bicycle Improvements with Connectors				
District	County	Route	EA	Project ID	PPNO
10	Stanislaus	VAR			

Funding Information:

DO NOT FILL IN ANY SHADED AREAS

Fund No. 2: Future Source for Matching

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Program Code:

Funding Agency:

Notes:

Fund No. 3: CMAQ

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)				5				5
PS&E				11				11
R/W								
CON					176			176
TOTAL				16	176			192

Program Code: CML

Funding Agency: Fed DOT

Notes: CMAQ project involves Class II striping and listed in 2015 FTIP

Fund No. 4: Local Gas Tax Fund

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON					12			12
TOTAL					12			12

Program Code:

Funding Agency: City of Turlock

Notes: Local agency shall provide funds for non-participating portion of work

Fund No. 5:

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Program Code:

Funding Agency:

Notes:

Fund No. 6:

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Program Code:

Funding Agency:

Notes:

Fund No. 7:

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Program Code:

Funding Agency:

Notes:

ATP Engineer's Checklist for Infrastructure Projects

Required for "Infrastructure" applications ONLY

This application checklist is to be used by the engineer in "responsible charge" of the preparation of this ATP application to ensure all of the primary elements of the application are included as necessary to meet the CTC's requirements for a PSR-Equivalent document (per CTC's ATP Guidelines and CTC's Adoption of PSR Guidelines - Resolution G-99-33) and to ensure the application is free of critical errors and omissions; allowing the application to be accurately ranked in the statewide ATP selection process.

Special Considerations for Engineers before they Sign and Stamp this document attesting to the accuracy of the application:

Chapter 7; Article 3; Section 6735 of the Professional Engineer's Act of the State of California requires engineering calculation(s) or report(s) be either prepared by or under the responsible charge of a licensed civil engineer. Since the corresponding ATP ***Infrastructure****-application defines the scope of work of a future civil construction project and requires complex engineering principles and calculations which are based on the best data available at the time of the application, the application must be signed and stamped by a licensed civil engineer.*

By signing and stamping this document, the engineer is attesting to this application's technical information and engineering data upon which local agency's recommendations, conclusions, and decisions are made. This action is governed by the Professional Engineer's Act and the corresponding Code of Professional Conduct, under Sections 6775 and 6735.

The following checklist is to be completed by the engineer in "responsible charge" of defining the projects Scope, Cost and Schedule per the expectations of the CTC's PSR Equivalent. The checklist is expected to be used during the preparation of the documents, but not initialed and stamped until the final application and application attachments are complete and ready for submission to Caltrans.

1. **Vicinity map /Location map** **Engineer's Initials:** NB
   a. The project limits must be clearly depicted in relationship to the overall agency boundary

2. **Project layout-plan/map** showing existing and proposed conditions must: **Engineer's Initials:** NB
   a. Be to a scale which allows the visual verification of the overall project "construction" limits and limits of each primary element of the project
   b. Show the full scope of the proposed project, including any non-participating construction items
   c. Show all changes to existing motorized/non-motorized lane and shoulder widths. Label the proposed widths
   d. Show agency's right of way (ROW) lines when permanent or temporary ROW impacts are possible. (As appropriate, also show Caltrans', Railroad, and all other government agencies ROW lines)

3. **Typical cross-section(s)** showing existing and proposed conditions. **Engineer's Initials:** NB
   (Include cross-section for each controlling configuration that varies significantly from the typical)
   a. Show and dimension: changes in lane widths, ROW lines, side slopes, etc.

4. **Detailed Engineer's Estimate** **Engineer's Initials:** NB
   a. Estimate is reasonable and complete.
   b. Each of the main project elements are broken out into separate construction items. The costs for each item are based on calculated quantities and appropriate corresponding unit costs
   c. All non-participating costs in relation to the ATP funding are clearly identified and accounted for separately from the eligible costs.
   d. All project elements the applicant intends to utilize the CCC (or a certified community conservation corps) on need to be clearly identified and accounted for
   e. All project development costs to be funded by the ATP need to be accounted for in the total project cost

5. **Crash/Safety Data, Collision maps and Countermeasures**: **Engineer's Initials:** NB
   a. Confirmation that crash data shown occurred within influence area of proposed improvements.

6. **Project Schedule and Requested programming of ATP funding** **Engineer's Initials:** NB
   a. All applicants must anticipate receiving federal ATP funding for the project and therefore the project schedules and programming included in the application must account for all applicable requirements and timeframes.
   b. "Completed Dates" for project Milestone Dates shown in the application have been reviewed and verified
   c. "Expected Dates" for project Milestone Dates shown in the application account for all reasonable project timetables, including: Interagency MOUs, Caltrans agreements, CTC allocations, FHWA authorizations, federal environmental studies and approvals, federal right-of-way acquisitions, federal consultant selections, project permits, etc.
   d. The fiscal year and funding amounts shown in the PPR must be consistent with the values shown in the project cost estimate(s), expected project milestone dates and expected matching funds.

7. **Warrant studies/guidance (Check if not applicable)** **Engineer's Initials:** NB

☒ N/A

   a. For new Signals – Warrant 4, 5 or 7 must be met (CA MUTCD): Signal warrants must be documented as having been met based on the CA MUTCD

8. **Additional narration and documentation:** **Engineer's Initials:** NB
   a. The text in the "Narrative Questions" in the application is consistent with and supports the engineering logic and calculations used in the development of the plans/maps and estimate
   b. When needed to clarify non-standard ATP project elements (i.e. vehicular roadway widening necessary for the construction of the primary ATP elements); appropriate documentation is attached to the application to document the engineering decisions and calculations requiring the inclusion of these non-standard elements.

Licensed Engineer:

Name *(Last, First)*: Bray, Nathan

Title: Senior Civil Engineer

Engineer License Number 76642

Signature: N. B. Bray

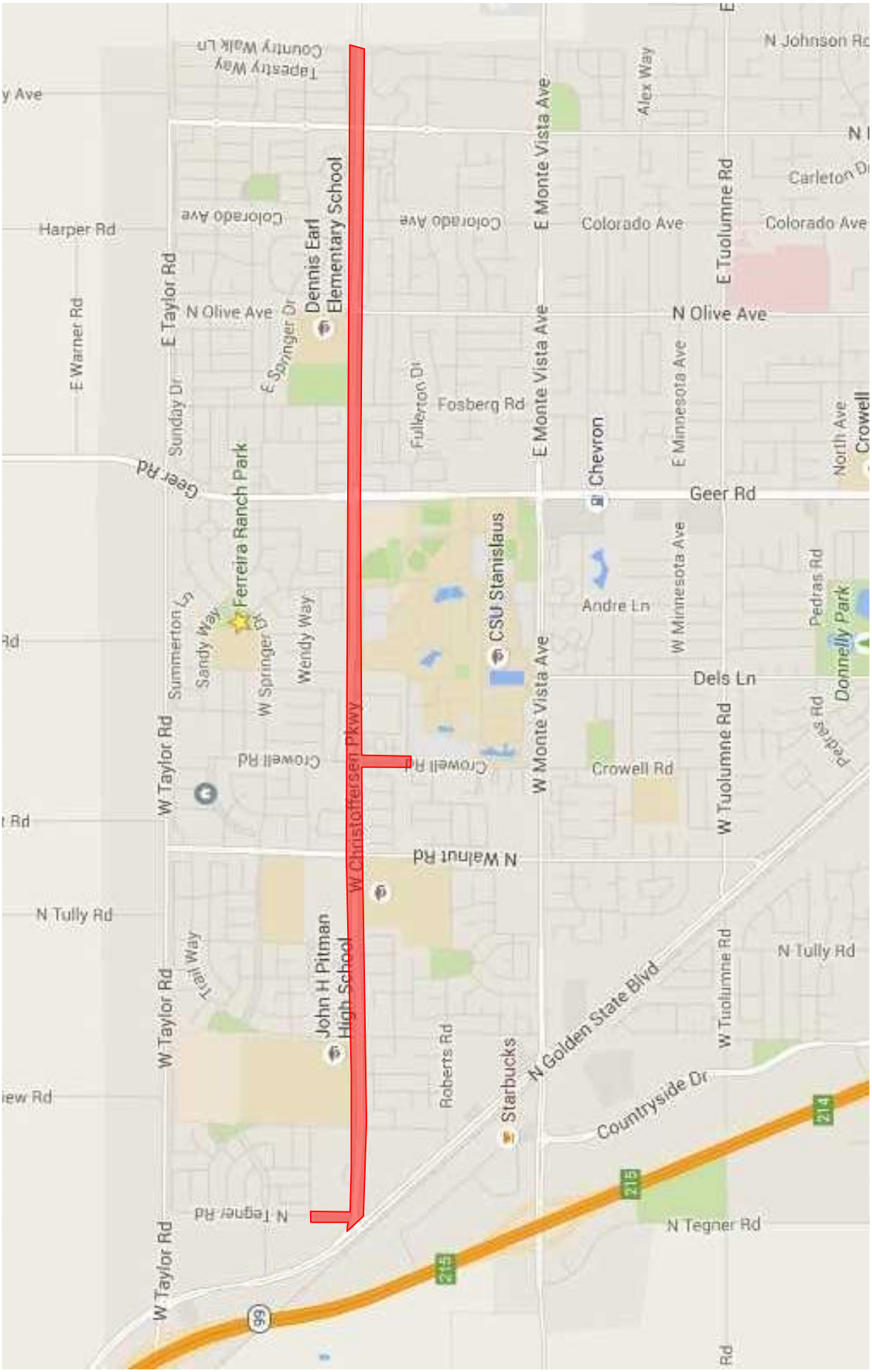
Date: 01 JUNE 2015

Email: nbray@turlock.ca.us

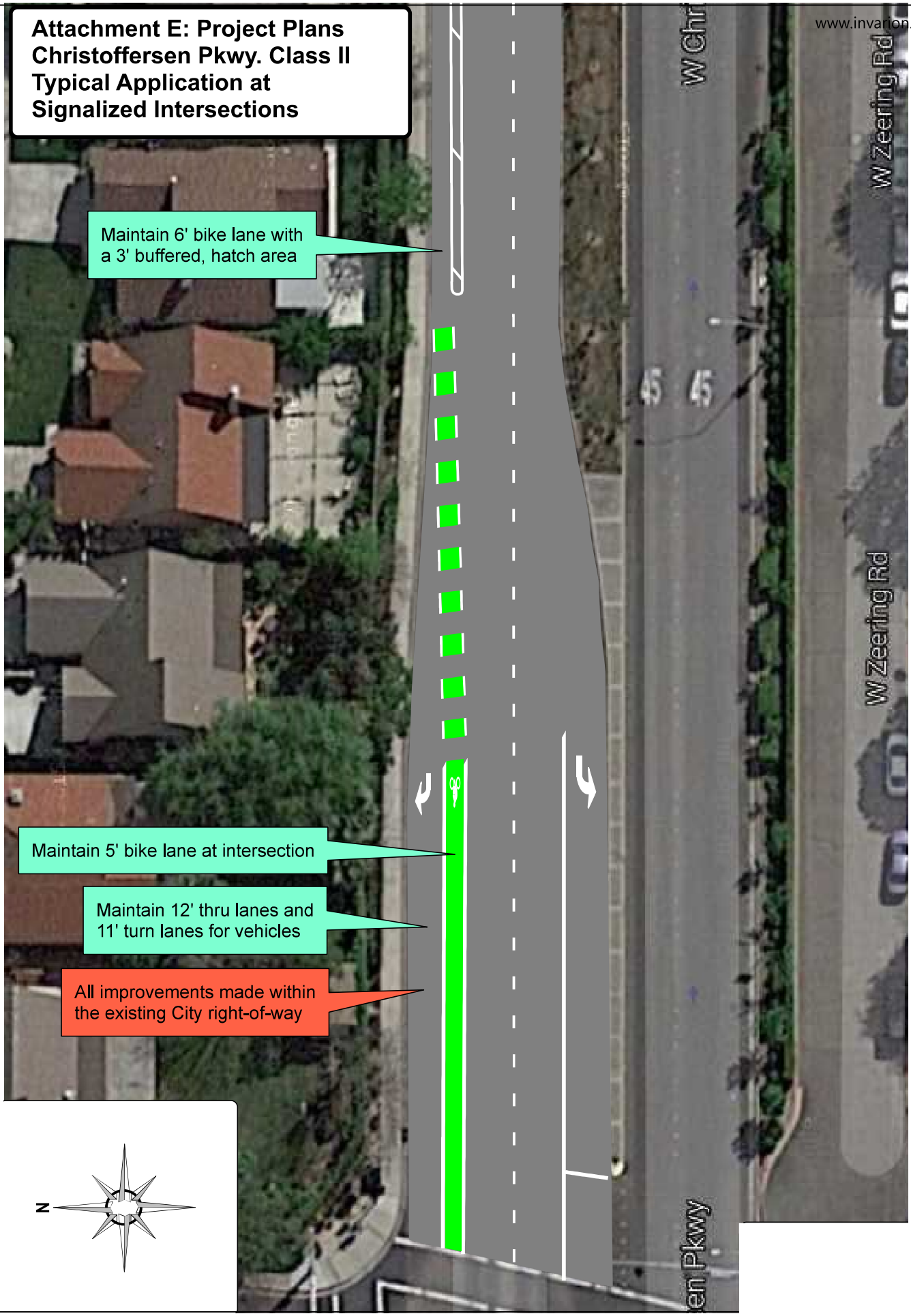
Phone: (209) 668-5520

Engineer's Stamp:

REGISTERED PROFESSIONAL ENGINEER
NATHAN B. BRAY
C 76642
CIVIL
STATE OF CALIFORNIA



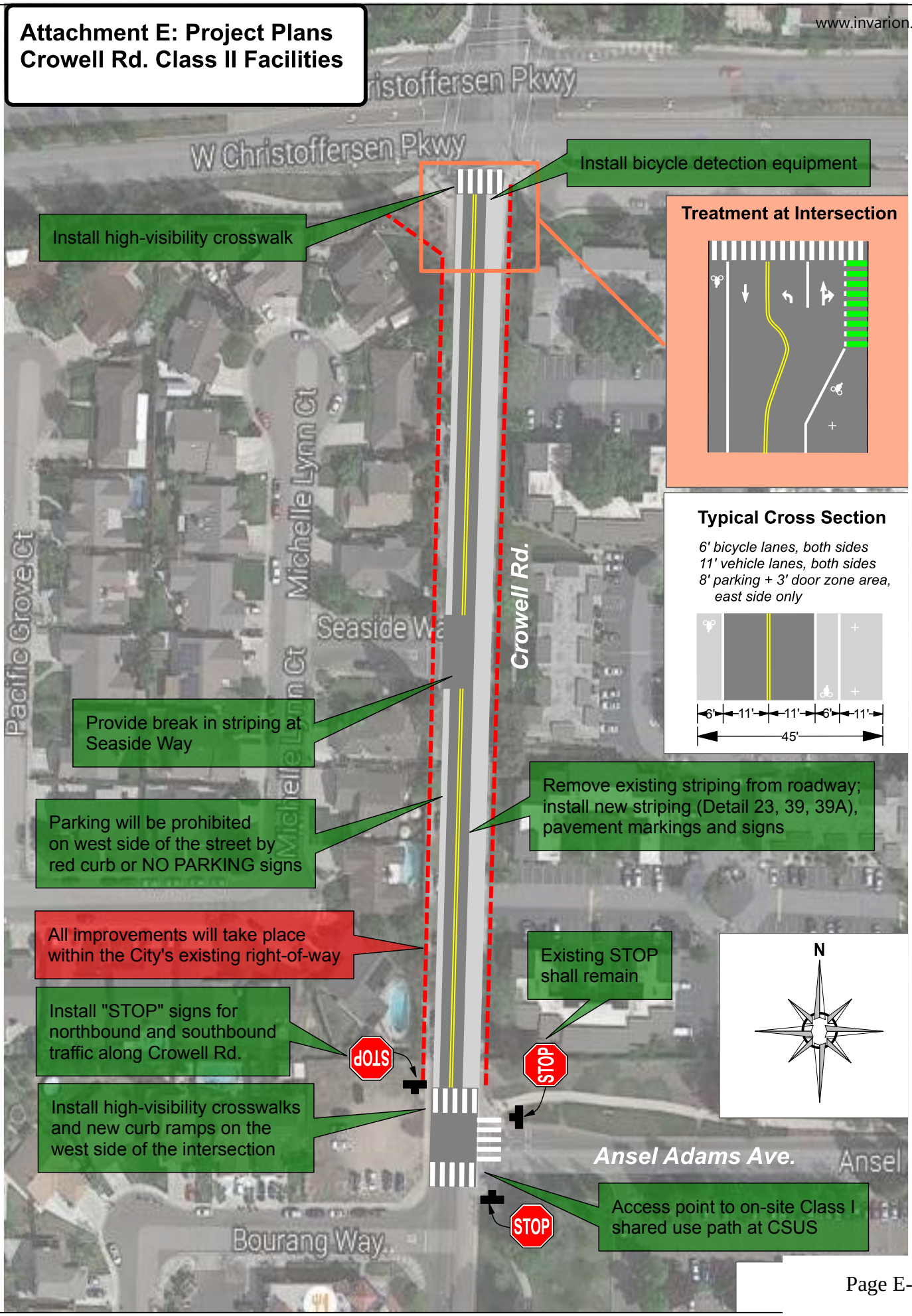
Project Location Diagram


Attachment E: Project Plans
Christoffersen Pkwy. Class II
Typical Application at
Signalized Intersections
www.invarion.com
Maintain 6' bike lane with
a 3' buffered, hatch area
Maintain 5' bike lane at intersection
Maintain 12' thru lanes and
11' turn lanes for vehicles
All improvements made within
the existing City right-of-way
W Zeering Rd
W Zeering Rd
W Chr
en Pkwy
45
45
N

Attachment E: Project Plans
Christoffersen Pkwy. Class II
Typical Application at
Straight Roadway Segments
Right-of-Way line at back of sidewalk along both sides of the street;
All work shall take place within the existing public right-of-way
Maintain 6' wide bike lanes
Maintain 3-5' wide buffer area (varies on street width fluxuations)
Maintain 12' wide vehicle travel lanes
33 ft
30 ft
33 ft
www.invarion.com
N

Attachment E: Project Plans
Crowell Rd. Class II Facilities

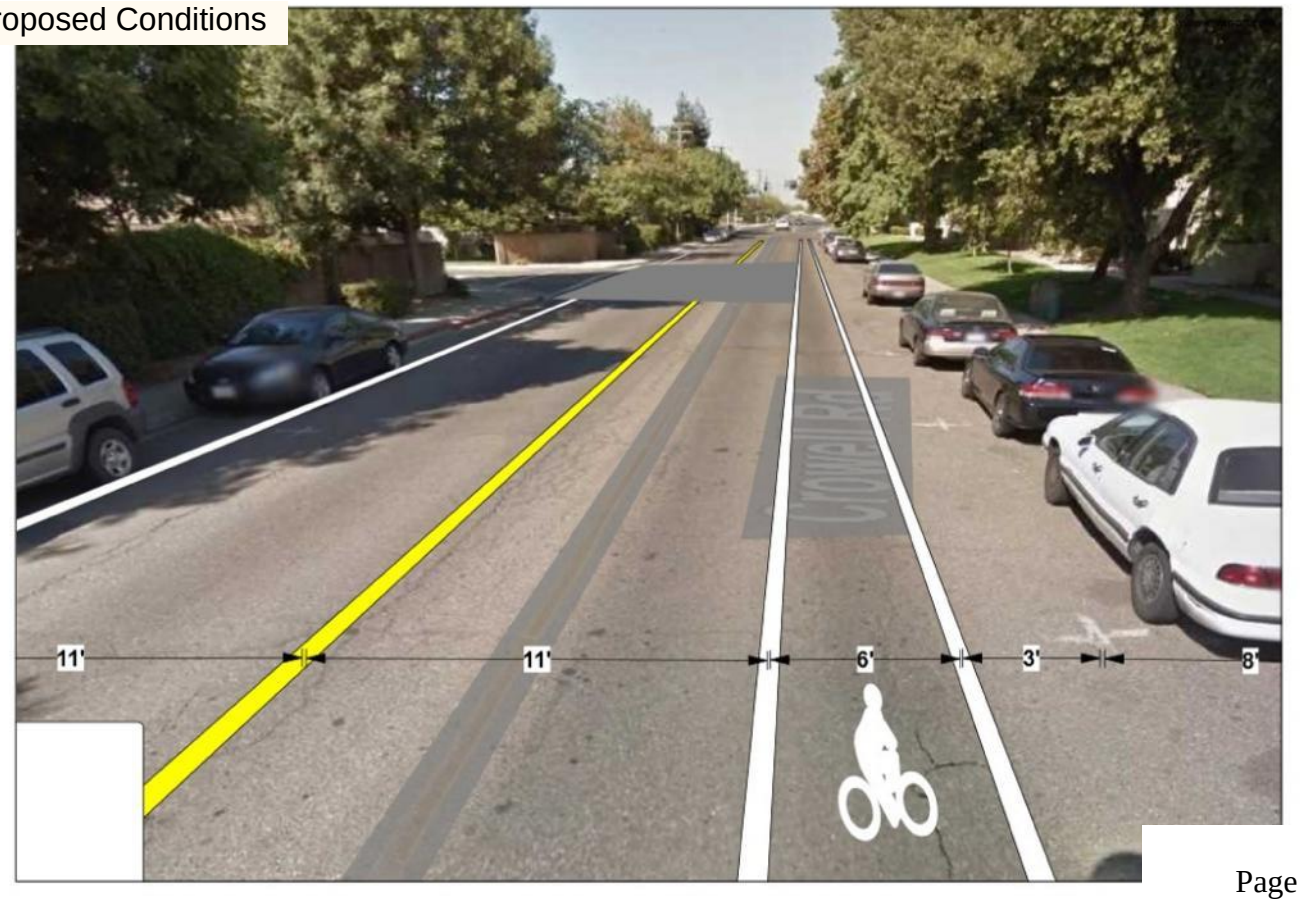
www.invarion.com

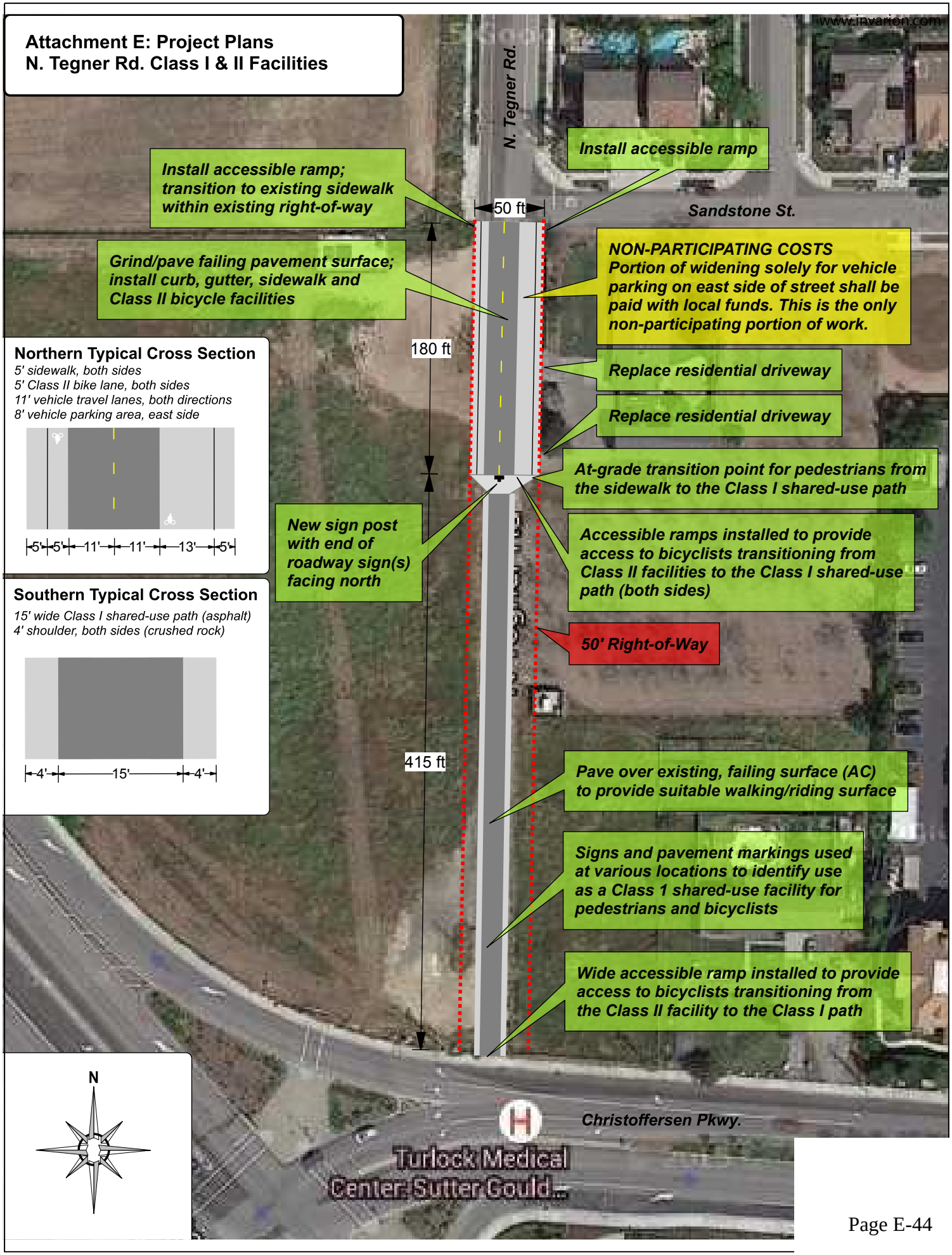


Attachment E: Project Plans
Crowell Rd. Concept Diagram

Existing Conditions

Proposed Conditions



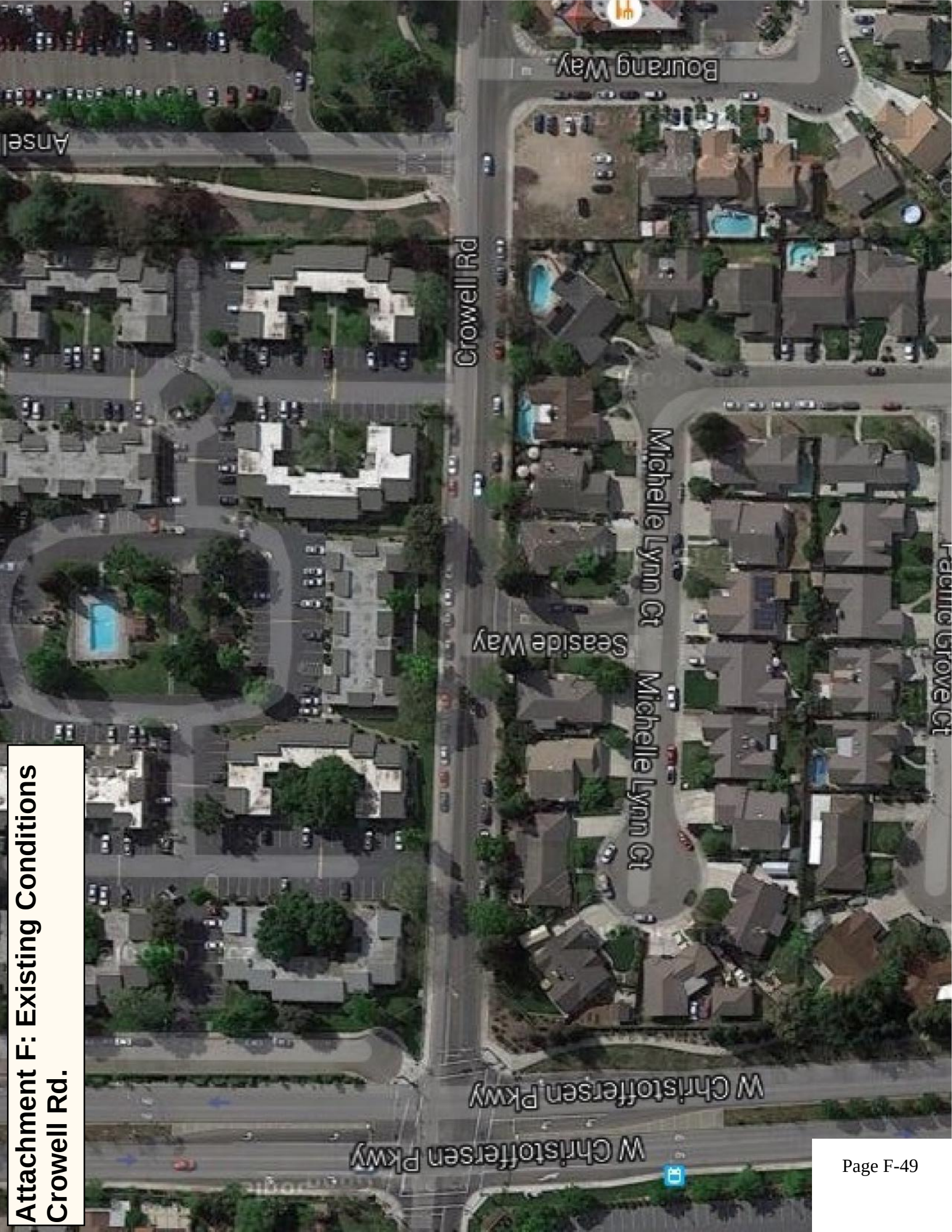

Attachment E: Project Plans
N. Tegner Rd. Class I & II Facilities
www.invarion.com
N. Tegner Rd.
Install accessible ramp
Install accessible ramp; transition to existing sidewalk within existing right-of-way
50 ft
Sandstone St.
Grind/pave failing pavement surface; install curb, gutter, sidewalk and Class II bicycle facilities
NON-PARTICIPATING COSTS
Portion of widening solely for vehicle parking on east side of street shall be paid with local funds. This is the only non-participating portion of work.
180 ft
Replace residential driveway
Replace residential driveway
Northern Typical Cross Section
5' sidewalk, both sides
5' Class II bike lane, both sides
11' vehicle travel lanes, both directions
8' vehicle parking area, east side
5' 5' 11' 11' 13' 5'
At-grade transition point for pedestrians from the sidewalk to the Class I shared-use path
New sign post with end of roadway sign(s) facing north
Accessible ramps installed to provide access to bicyclists transitioning from Class II facilities to the Class I shared-use path (both sides)
Southern Typical Cross Section
15' wide Class I shared-use path (asphalt)
4' shoulder, both sides (crushed rock)
50' Right-of-Way
4' 15' 4'
415 ft
Pave over existing, failing surface (AC) to provide suitable walking/riding surface
Signs and pavement markings used at various locations to identify use as a Class 1 shared-use facility for pedestrians and bicyclists
Wide accessible ramp installed to provide access to bicyclists transitioning from the Class II facility to the Class I path
N
Christoffersen Pkwy.
Turlock Medical Center: Sutter Gould...

Attachment F: Existing Conditions
Christoffersen Pkwy.

Attachment F: Existing Conditions Christoffersen Pkwy.

Attachment F: Existing Conditions Christoffersen Pkwy.

Attachment F: Existing Conditions
Crowell Rd.



Attachment F: Existing Conditions Crowell Rd.

Attachment F: Existing Conditions
N. Tegner Rd.

Attachment F: Existing Conditions
N. Tegner Rd.

Detailed Engineer's Estimate and Total Project Cost

Important: Read the Instructions in the other sheet (tab) before entering data. Do not enter in shaded fields (with formulas).

Project Information:

Agency:	City of Turlock				
Application ID:	10-Turlock-1	**Prepared by:**	Nathan Bray	**Date:**	**5/24/2015**
Project Description:	City of Turlock - Christoffersen Pkwy. Bicycle Improvements with Connectors				
Project Location:	On Christoffersen Pkwy., between N. Golden State Blvd. and east city limits; on N. Tegner Rd., between the southern termination point and Christoffersen Pkwy.; and on Crow				

Engineer's Estimate and Cost Breakdown:

Engineer's Estimate (for Construction Items Only)						Cost Breakdown							
						Note: Cost can apply to more than one category. Therefore may be over 100%.							
						ATP Eligible Items		Landscaping		Non-Participating Items		To be Constructed by Corps/CCC	
Item No.	**Item**	**Quantity**	**Units**	**Unit Cost**	**Total Item Cost**	**%**	**$**	**%**	**$**	**%**	**$**	**%**	**$**
1	Mobilization	1	LS	$10,000.00	$10,000	100%	$10,000						
2	TTCP	1	LS	$20,000.00	$20,000	100%	$20,000						
3	Buffer Bike Lane Striping	34200	LF	$3.00	$102,600	100%	$102,600						
4	Conflict Zone Striping	57	EA	$1,000.00	$57,000	100%	$57,000						
5	Traffic Signal Bicycle Detector Loops	18	EA	$500.00	$9,000	100%	$9,000						
6	Median Island Modifications	1	LS	$21,000.00	$21,000	100%	$21,000						
7	Earthwork (NP)	1	LS	$5,000.00	$5,000					100%	$5,000		
8	AB (NP)	33	CY	$60.00	$1,980					100%	$1,980		
9	HMA (NP)	45	TN	$100.00	$4,500					100%	$4,500		
10	Earthwork	1	LS	$15,000.00	$15,000	100%	$15,000						
11	AB	123	CY	$60.00	$7,380	100%	$7,380						
12	HMA	167	TN	$100.00	$16,700	100%	$16,700						
13	Minor Concrete (Curb and Gutter)	360	LF	$40.00	$14,400	100%	$14,400						
14	Minor Concrete (Sidewalk)	1800	SF	$5.00	$9,000	100%	$9,000						
15	Minor Concrete (Driveway)	2	EA	$3,000.00	$6,000	100%	$6,000						
16	Minor Concrete (Access Ramp)	4	EA	$3,500.00	$14,000	100%	$14,000						
17	Bollards	1	LS	$2,500.00	$2,500	100%	$2,500						
18	Signs	1	LS	$1,200.00	$1,200	100%	$1,200						
				Subtotal of Construction Items:	**$317,260**		**$305,780**				**$11,480**		
				Construction Item Contingencies (% of Construction Items): **Enter in the cell to the right**	**10.00%**	**$31,726**							
				Total (Construction Items & Contingencies) cost:		**$348,986**							

Project Cost Estimate:

Type of Project Delivery Cost	Cost $		
Preliminary Engineering (PE)			
Environmental Studies and Permits(PA&ED):	$ 20,000		
Plans, Specifications and Estimates (PS&E):	$ 40,000		
Total PE:	**$ 60,000**	**17%**	25% Max
Right of Way (RW)			
Right of Way Engineering:	$ -		
Acquisitions and Utilities:	$ -		
Total RW:	**$ -**		
Construction (CON)			
Construction Engineering (CE):	$ 59,000	**14%**	15% Max
Total Construction Items & Contingencies:	$348,986		
Total CON:	**$ 407,986**		
Total Project Cost Estimate:	**$ 467,986**		

Exhibit 22-R ATP Non-Infrastructure Project Work Plan

Fill in the following items:

Date: (1)	25-May-15
Project Number: (2)	
Project Location(s): (3a)	City of Turlock - Christoffersen Pkwy., btw. Golden State Blvd. and eastern city limits
" " (3b)	City of Turlock - N. Tegner Rd., btw. Sandstone St. and W. Christoffersen Pkwy.
" " (3c)	City of Turlock - Crowell Rd., btw. W. Christoffersen Pkwy. and Ansel Adams Ave.
Project Description: (4)	Implement a comprehensive bicycle and pedestrian education campaign, encouragement activities, traffic safety enforcement and evaluation programs near the schools within the project area. The purpose of these efforts is to increase safety and general use of non-motorized facilities.

Proceed to enter information in each Task Tab, as applies (Task A, Task B, Task C, Task C, etc.)

For Department use only

You will not be able to fill in the following items. Items will auto-populate once you've entered all "Task" tabs that applies:

Task Summary:

Click the links below to navigate to "Task Details" tabs:

Task	Task Name	Start Date	End Date	Cost
Task "A"	Education	Mar-2018	May-2019	$ 48,460.00
Task "B"	Encouragement	Aug-2018	May-2019	$ 6,005.00
Task "C"	Enforcement	Aug-2018	May-2019	$ 20,480.00
Task "D"	Evaluation	Aug-2018	May-2019	$ 6,760.00
Task "E"				$ -
Task "F"				$ -
Task "G"				$ -
Task "H"				$ -
Task "I"				$ -
Task "J"				$ -
			GRAND TOTAL	**$ 81,705.00**

TASK "A" DETAIL

Task Name (5a):	**Education**		
Task Summary (5b):	Implement education program components		
Task Schedule (5c):	**Start Date :** Mar-2018	**End Date:**	May-2019

	Activities (6a)**:**	**Deliverables** (6b)**:**
1.	Prepare RFP and oversee selection and management of consultant to provide educational services	Notice to Consultants; Request for Proposals; proposal of selected consultant; timesheet report
2.	Conduct an after-school bike rodeo at each of the five schools identified, providing age-appropriate bicycle training	Attendance and participation report
3.	Provide a helmet for 2 students, per grade, per school, who most successfully achieve bike rodeo tasks and participation.	Score/evaluation of student progress; receipts for the purchase of helmets
4.	Conduct a series of in-school Student Bicycle and Pedestrian Traffic Safety Education classes at each of the five schools identified	Attendance and participation report
5.	Provide a bicycle for 1 student, per grade, per school, who most successfully meets bicycle training expectations through participation.	Score/evaluation of student progress; receipts for the purchase of bicycles
6.	Conduct a traffic safety campaign within the community using print media, radio spots, billboards and TV spots to eductate the general public about safe walking, biking and driving behaviors.	Invoices and receipts for paid services
7.		
8.		
9.		
10.		

Staff Costs:

	Staff Title (7a):	**Staff Hours** (7b)	**Rate Per Hour** (7c)	**Total $**
Party 1 -	Project Manager (Consultant)	50	$140.00	$ 7,000.00
Party 2 -	Asst. Project Manager (Consultant)	80	$100.00	$ 8,000.00
Party 3 -	Asst. Project Manager (Consultant)	80	$90.00	$ 7,200.00
Party 4 -	Admin. Assistant (Consultant)	10	$60.00	$ 600.00
Party 5 -	Capital Project Coordinator (City staff)	20	$85.00	$ 1,700.00
Party 6 -				$ -
			Subtotal Party Costs (6d):	$ 24,500.00
			Indirect Costs (6e):	$ 1,950.00
			Total Staff Costs (6f)**:**	$ 26,450.00

Task Notes (8):

Consultant shall be selected to develop, implement and report on all aspects associated with this task. They shall work with City staff and school officials to ensure that educational efforts are conducted in the most effective way possible. City staff shall oversee the contract with the consultant to verify compliance with task requirements. This task is comprehensive in nature and will involved targeted educational components for students, as well as a general education component to benefit all users of the new facilities. This educuation component is critical to start changing the culture of the community away from vehicle dominence as we move towards equal recognition of all forms of travel. The indirect costs identified are for City staff only and based upon a currently approved ICRP with CalTrans. The actual rate may be different at the time that funds are expended; the City shall use the lesser of this amount or the approved ICRP rate for that time period.

Other Costs:

You will not be able to fill in the following items. The totals for each "Other Costs" category listed below will automatically calculate from information entered in the itemized other costs section:

To fill out an itemized cost for each "Other Cost", click below:

Itemized "Other Costs" Section

Travel (9a):	$ -
Equipment (9b):	$ -
Supplies/Materials (9c):	$ 1,000.00
Incentives (9d):	$ 3,360.00
Other Direct Costs (9e):	$ 17,650.00
" " (9f):	$ -
Total Other Costs (9g):	$ 22,010.00
TASK GRAND TOTAL (10g):	**$ 48,460.00**

Task "A" Other Costs:

Itemized Travel Cost (9a)

Please provide an itemized "travel" cost estimate for all travel costs applicable to each task

Travel (9a)

	Type of Travel	Expense/Quantity	Total $
1.			$ -
2.			$ -
3.			$ -
4.			$ -
5.			$ -
6.			$ -
7.			$ -
8.			$ -
9.			$ -
10.			$ -
11.			$ -
12.			$ -
13.			$ -
14.			$ -
15.			$ -
16.			$ -
17.			$ -
18.			$ -
19.			$ -
20.			$ -
	Total	0	$ -
		Total Travel Cost:	$ -

Itemized Equipment Cost (9b)

Please provide an itemized "equipment" cost estimate for all equipment cost applicable to each task

Equipment (9b)

	Type of Equipment	Quantity	Units	Unit Cost $	Total $
1.					$ -
2.					$ -
3.					$ -
4.					$ -
5.					$ -
6.					$ -
7.					$ -
8.					$ -
9.					$ -
10.					$ -
11.					$ -
12.					$ -
13.					$ -
14.					$ -
15.					$ -
16.					$ -
17.					$ -
18.					$ -
19.					$ -
20.					$ -
	Total:	0		$0	$ -
				Total Equipment Cost:	$ -

Itemized Supplies/Materials Cost (9c)

Please provide an itemized "supplies/materials" cost estimate for all equipment cost applicable to each task

Supplies/Materials (9c)

	Type of Supplies/Materials	Quantity	Units	Unit Cost $	Total $
1.	Print/re-production package (brochures, flyers, posters)	1	ea	$1,000	$ 1,000.00
2.					$ -
3.					$ -
4.					$ -
5.					$ -
6.					$ -
7.					$ -
8.					$ -
9.					$ -
10.					$ -
11.					$ -
12.					$ -
13.					$ -
14.					$ -
15.					$ -
16.					$ -
17.					$ -
18.					$ -
19.					$ -
20.					$ -
	Total:	1		$1,000	$ 1,000.00
				Total Supplies/Materials Cost:	$ 1,000.00

Itemized Incentives Cost (9d)

Please provide an itemized "incentives" cost estimate for all incentives cost applicable to each task

Incentives (9d)

	Type of Incentives	Quantity	Units	Unit Cost $	Total $
1.	Bicycle helmet	48	ea	$20	$ 960.00
2.	Youth bicycle	24	ea	$100	$ 2,400.00
3.					$ -
4.					$ -
5.					$ -
6.					$ -
7.					$ -
8.					$ -
9.					$ -
10.					$ -
11.					$ -
12.					$ -
13.					$ -
14.					$ -
15.					$ -
16.					$ -
17.					$ -
18.					$ -
19.					$ -
20.					$ -
	Total:	72		$120	$ 3,360.00
				Total Incentives Cost:	$ 3,360.00

Task "A" Other Costs:

Itemized Other Direct Costs (9e)

Please provide an itemized "other" cost estimate for all other costs applicable to each task

Other Direct Costs (9e)

	Type of Other Direct Costs	Quantity	Units	Unit Cost $	Total $
1.	Event Insurance (Bicycle Rodeos)	5	ea	$110	$ 550.00
2.	Bicycle Rodeo materials package (cones, barriers, pens/paper, etc.)	1	ea	$300	$ 300.00
3.	Radio ad spot, one-month regular rotation	6	ea	$1,000	$ 6,000.00
4.	Billboard ad, 12-month position per location	3	ea	$2,000	$ 6,000.00
5.	Newspaper ad, twice a month	12	ea	$400	$ 4,800.00
6.					$ -
7.					$ -
8.					$ -
9.					$ -
10.					$ -
11.					$ -
12.					$ -
13.					$ -
14.					$ -
15.					$ -
16.					$ -
17.					$ -
18.					$ -
19.					$ -
20.					$ -
	Total:	27		$3,810	$ 17,650.00
				Total Other Direct Cost:	**$ 17,650.00**

Itemized Other Direct Costs (9f)

Please provide an itemized "other direct" cost estimate for all other costs applicable to each task

Other Direct Costs (9f)

	Type of Other Direct Costs	Quantity	Units	Unit Cost $	Total $
1.					$ -
2.					$ -
3.					$ -
4.					$ -
5.					$ -
6.					$ -
7.					$ -
8.					$ -
9.					$ -
10.					$ -
11.					$ -
12.					$ -
13.					$ -
14.					$ -
15.					$ -
16.					$ -
17.					$ -
18.					$ -
19.					$ -
20.					$ -
	Total:	0		$0	$ -
				Total Other Direct Cost:	**$ -**

TASK "B" DETAIL

Task Name (5a):	**Encouragement**		
Task Summary (5b):	Conduct encouragement activities at schools and within the community to encourage more bicycle use		
Task Schedule (5c):	**Start Date :** Aug-2018	**End Date:**	May-2019

Activities and Deliverables:

	Activities (6a)**:**	**Deliverables** (6b)**:**
1.	Conduct a launch party for the new bikeways upon project completion	Scheduled of events; report from project manager
2.	Develop and distribute SR2S walking/biking maps to all students in the five schools affected by the associated infrastructure improvements	Copy of biking/walking map; receipts for printing/reproduction
3.		
4.		
5.		
6.		
7.		
8.		
9.		
10.		

Staff Costs:

	Staff Title (7a):	**Staff Hours** (7b)	**Rate Per Hour** (7c)	**Total $**
Party 1 -	Project Manager (Consultant)	10	$140.00	$ 1,400.00
Party 2 -	Asst. Project Manager (Consultant)	11	$100.00	$ 1,100.00
Party 3 -	Asst. Project Manager (Consultant)	12	$90.00	$ 1,080.00
Party 4 -	Admin. Assistant (Consultant)	1	$60.00	$ 60.00
Party 5 -	Capital Project Coordinator (City staff)	2	$85.00	$ 170.00
Party 6 -				$ -
			Subtotal Party Costs (6d):	$ 3,810.00
			Indirect Costs (6e):	$ 195.00
			Total Staff Costs (6f)**:**	$ 4,005.00

Task Notes (8):

Consultant shall be selected to develop, implement and report on all aspects associated with this task. They shall work with City staff and school officials to ensure that encouragement efforts are conducted in the most effective way possible. City staff shall oversee the contract with the consultant to verify compliance with task requirements.

Other Costs:

You will not be able to fill in the following items. The totals for each "Other Costs" category listed below will automatically calculate from information entered in the itemized other costs section:

To fill out an itemized cost for each "Other Cost", click below:

Itemized "Other Costs" Section

Travel (9a):	$ -
Equipment (9b):	$ -
Supplies/Materials (9c):	$ 2,000.00
Incentives (9d):	$ -
Other Direct Costs (9e):	$ -
" " (9f):	$ -
Total Other Costs (9g):	$ 2,000.00
TASK GRAND TOTAL (10g):	**$ 6,005.00**

Task "B" Other Costs:

Itemized Travel Cost (9a)

Please provide an itemized "travel" cost estimate for all travel costs applicable to each task

Travel (9a)

	Type of Travel	Expense/Quantity	Total $
1.			$ -
2.			$ -
3.			$ -
4.			$ -
5.			$ -
6.			$ -
7.			$ -
8.			$ -
9.			$ -
10.			$ -
11.			$ -
12.			$ -
13.			$ -
14.			$ -
15.			$ -
16.			$ -
17.			$ -
18.			$ -
19.			$ -
20.			$ -
	Total	0	$ -
		Total Travel Cost:	$ -

Itemized Equipment Cost (9b)

Please provide an itemized "equipment" cost estimate for all equipment cost applicable to each task

Equipment (9b)

	Type of Equipment	Quantity	Units	Unit Cost $	Total $
1.					$ -
2.					$ -
3.					$ -
4.					$ -
5.					$ -
6.					$ -
7.					$ -
8.					$ -
9.					$ -
10.					$ -
11.					$ -
12.					$ -
13.					$ -
14.					$ -
15.					$ -
16.					$ -
17.					$ -
18.					$ -
19.					$ -
20.					$ -
	Total:	0		$0	$ -
				Total Equipment Cost:	$ -

Itemized Supplies/Materials Cost (9c)

Please provide an itemized "supplies/materials" cost estimate for all equipment cost applicable to each task

Supplies/Materials (9c)

	Type of Supplies/Materials	Quantity	Units	Unit Cost $	Total $
1.	Print/copy of SR2S biking/walking map	1000	ea	$2	$ 2,000.00
2.					$ -
3.					$ -
4.					$ -
5.					$ -
6.					$ -
7.					$ -
8.					$ -
9.					$ -
10.					$ -
11.					$ -
12.					$ -
13.					$ -
14.					$ -
15.					$ -
16.					$ -
17.					$ -
18.					$ -
19.					$ -
20.					$ -
	Total:	1000		$2	$ 2,000.00
				Total Supplies/Materials Cost:	$ 2,000.00

Itemized Incentives Cost (9d)

Please provide an itemized "incentives" cost estimate for all incentives cost applicable to each task

Incentives (9d)

	Type of Incentives	Quantity	Units	Unit Cost $	Total $
1.					$ -
2.					$ -
3.					$ -
4.					$ -
5.					$ -
6.					$ -
7.					$ -
8.					$ -
9.					$ -
10.					$ -
11.					$ -
12.					$ -
13.					$ -
14.					$ -
15.					$ -
16.					$ -
17.					$ -
18.					$ -
19.					$ -
20.					$ -
	Total:	0		$0	$ -
				Total Incentives Cost:	$ -

TASK "C" DETAIL

Task Name (5a):	**Enforcement**		
Task Summary (5b):	Provided targeted traffic safety enforcement by police officers in vicinity of project area		
Task Schedule (5c):	**Start Date :** Aug-2018	**End Date:**	May-2019

Activities and Deliverables:

	Activities (6a)**:**	**Deliverables** (6b)**:**
1.	Targeted traffic enforcement by police officers throughout project area; days/hours of enforcement shall be set in consultation with the police department and local school officials to ensure effectiveness	Report from Traffic Sergeant, including number of citations/warnings issued; minutes of meetings held to coordinate enforcement activities
2.		
3.		
4.		
5.		
6.		
7.		
8.		
9.		
10.		

Staff Costs:

	Staff Title (7a):	**Staff Hours** (7b)	**Rate Per Hour** (7c)	**Total $**
Party 1 -	Traffic Sergeant	40	$80.00	$ 3,200.00
Party 2 -	Police Officer II	120	$74.00	$ 8,880.00
Party 3 -	Police Officer I	120	$70.00	$ 8,400.00
Party 4 -				$ -
Party 5 -				$ -
Party 6 -				$ -
			Subtotal Party Costs (6d):	$ 20,480.00
			Indirect Costs (6e):	
			Total Staff Costs (6f)**:**	$ 20,480.00

Task Notes (8):

This task shall be conducted entirely by City staff. No indirect costs are assumed because this department does not have an approved ICRP with CalTrans. Police officers will meet with school officials and traffic engineering officials to develop an enforcement strategy within the project area. Specific emphasis will be made towards right-of-way violations of (and against) non-motorized users, as well as an enforcement emphasis around schools during peak school periods. These officers will represent additional patrols, not re-assigned from a different location (to maintain minimum staffing in the City).

Other Costs:

You will not be able to fill in the following items. The totals for each "Other Costs" category listed below will automatically calculate from information entered in the itemized other costs section:

To fill out an itemized cost for each "Other Cost", click below:

Itemized "Other Costs" Section

Travel (9a):	$ -
Equipment (9b):	$ -
Supplies/Materials (9c):	$ -
Incentives (9d):	$ -
Other Direct Costs (9e):	$ -
" " (9f):	$ -
Total Other Costs (9g):	$ -
TASK GRAND TOTAL (10g):	**$ 20,480.00**

TASK "D" DETAIL

Task Name (5a):	**Evaluation**		
Task Summary (5b):	Evaluate the use of non-motorized facilities in the project area through tallies, surveys and a count program		
Task Schedule (5c):	**Start Date :** Aug-2018	**End Date:**	May-2019

Activities and Deliverables:

	Activities (6a):	**Deliverables** (6b):
1.	Distribute, collect and analyze Student Hand Tallies and Parent Survey Forms	Copy of the basic form; report of findings
2.	Conduct counts of non-motorized users at sample sites throughout project area in accordance with NBPDP guidelines (multiple locations and times).	Report of pedestrian and bicycle usage
3.		
4.		
5.		
6.		
7.		
8.		
9.		
10.		

Staff Costs:

	Staff Title (7a):	**Staff Hours** (7b)	**Rate Per Hour** (7c)	**Total $**
Party 1 -	Project Manager (Consultant)	10	$140.00	$ 1,400.00
Party 2 -	Asst. Project Manager (Consultant)	15	$100.00	$ 1,500.00
Party 3 -	Field Technician(s)	30	$60.00	$ 1,800.00
Party 4 -	Admin. Assistant (Consultant)	10	$60.00	$ 600.00
Party 5 -	Capital Project Coordinator (City staff)	8	$85.00	$ 680.00
Party 6 -				$ -
			Subtotal Party Costs (6d):	$ 5,980.00
			Indirect Costs (6e):	$ 780.00
			Total Staff Costs (6f):	$ 6,760.00

Task Notes (8):

Consultant shall be selected to develop, implement and report on all aspects associated with this task. They shall work with City staff and school officials to ensure that evaluation efforts are conducted in the most effective way possible. City staff shall oversee the contract with the consultant to verify compliance with task requirements. Tally and survey forms shall be provided to every student enrolled in a school affected by this project. Non-motorized counts shall take place at sample sites on multiple occassions, in accordance with recommendations in the National Bicycle and Pedestrian Documentation Project (NBPDP).

Other Costs:

You will not be able to fill in the following items. The totals for each "Other Costs" category listed below will automatically calculate from information entered in the itemized other costs section:

To fill out an itemized cost for each "Other Cost", click below:

Itemized "Other Costs" Section

Travel (9a):	$ -
Equipment (9b):	$ -
Supplies/Materials (9c):	$ -
Incentives (9d):	$ -
Other Direct Costs (9e):	$ -
" " (9f):	$ -
Total Other Costs (9g):	$ -
TASK GRAND TOTAL (10g):	**$ 6,760.00**

Congestion Mitigation & Air Quality Back-up List

Bicycle/Pedestrian Project

Grouped Project Listing for Bicycle/Pedestrian FFY 2014/15											
Agency	**Project Title**	**Description**	**Year**		**CMAQ Federal**		**State/Other Federal**		**Local**		**Project Cost**
Ceres	Bike/Ped Path	Mitchell Rd/TID Main Phase III (Whitmore to Roeding)	14/15	$	248,504	$	-	$	32,796	$	281,300
Modesto	Bike/Pedestrian Path For Commuters	Virginia Corridor Trail - Phase VII	14/15	$	442,650	$	-	$	57,350	$	500,000
Riverbank	Pedestrian & ADA Access Improvements/Path for Commuters	Roselle Avenue between Ross Avenue and Turpin Avenue (west side)	14/15	$	147,710	$	-		(Toll Credits)	$	147,710
			TOTAL	**$**	**838,864**	**$**	**-**	**$**	**90,146**	**$**	**929,010**

Grouped Project Listing for Bicycle/Pedestrian FFY 2015/16											
Agency	**Project Title**	**Description**	**Year**		**CMAQ Federal**		**State/Other Federal**		**Local**		**Project Cost**
Ceres	Bike/Pedestrian Path For Commuters	Mitchell Rd/ TID Main Phase IV (Roeding Rd to Service Rd.)	15/16	$	280,375	$	-	$	36,325	$	316,700
			TOTAL	**$**	**280,375**	**$**	**-**	**$**	**36,325**	**$**	**316,700**

Grouped Project Listing for Bicycle/Pedestrian FFY 2016/17											
Agency	**Project Title**	**Description**	**Year**		**CMAQ Federal**		**State/Other Federal**		**Local**		**Project Cost**
Hughson	Install sidewalks and Class III bike path on Whitmore Avenue	Whitmore Avenue between Tully Road and Charles Street	16/17	$	100,000	$	200,000	$	60,000	$	360,000
Riverbank	Pedestrain Access & ADA Improvements-Patterson Road	Along Patterson Road from First Street to Claus Road along the south side	16/17	$	131,906	$	-	$	50,000	$	181,906
Riverbank	Pedestrain Access & ADA Improvements-Roselle Avenue	Along Roselle Avenue from Patterson Road to Pocket Avenue along the east side	16/17	$	280,000	$	-	$	50,000	$	330,000
Newman	Bike/Ped Improvements	Bike/Ped Improvements on Merced Street from Inyo Avenue to Driskell Avenue	16/17	$	30,207	$	-		(Toll Credits)	$	30,207
Newman	Bike/Ped Improvements	Merced St from N st to Sherman Pkwy, pedestrain facility and classII Bike Lane	16/17	$	27,969	$	-		(Toll Credits)	$	27,969
Turlock	Christoffersen Class II Facilities	Installastion of Class II bicycle facilities along Christoffersen Pkwy., between Golden State Blvd. and 1200' east of N. Berkeley Ave.	16/17	$	16,000	$	-		(Toll Credits)	$	16,000
			TOTAL	**$**	**586,082**	**$**	**200,000**	**$**	**160,000**	**$**	**946,082**

Grouped Project Listing for Bicycle/Pedestrian FFY 2017/18											
Agency	**Project Title**	**Description**	**Year**		**CMAQ Federal**		**State/Other Federal**		**Local**		**Project Cost**
Waterford	Pedestrain Improvements	West Yosemite Pedestrain Improvements:Install curb, gutter and sidewalk along the south side of West Yosemite from Reinway to Western	17/18	$	132,000	$	200,000	$	43,000	$	375,000
Newman	Bike/Ped Improvements	Bike/Ped Improvements on Merced Street from Inyo Avenue to Driskell Avenue	17/18	$	151,031	$	-		(Toll Credits)	$	151,031
Newman	Non-Motorized Improvements	Merced St from N st to Sherman Pkwy, pedestrain facility and classII Bike Lane	17/18	$	139,845	$	-		(Toll Credits)	$	139,845
Turlock	Christoffersen Class II Facilities	Installastion of Class II bicycle facilities along Christoffersen Pkwy., between Golden State Blvd. and 1200' east of N. Berkeley Ave.	17/18	$	176,000	$	-		(Toll Credits)	$	176,000
			TOTAL	**$**	**598,876**	**$**	**200,000**	**$**	**43,000**	**$**	**841,876**

	Project Details						Purpose/Need			
	Location	Project Limits	Description	Total Cost	Construction Year	Funding Source	System Preserv.	Capacity Enhance.	Safety	Alt. Mode
	City of Riverbank									
R22	Claus Road	Patterson Rd to Claribel Ave	Bicycle Lanes	$166,300	2016	CMAQ				x
R23	Oakdale Road	Patterson Rd to Claribel Ave	Bicycle Lanes	$166,000	2016	CMAQ				x
R24	Various Locations	Various Locations	Pedestrian/Bicycle Infrastructure Improvements	$4,768,600	2014 - 2038	CMAQ/LTF				x
R25	Various Locations	Various Locations	ADA/Sidewalk Improvements	$1,811,900	2014 - 2028	Gas Tax				x
R26	Various Locations	Various Locations	School Traffic Safety Project	$1,461,100	2016 - 2030	SR2S				x
R27	Hetch Hetchy Trail System	Hetch Hetchy Trail	Install trail system improvements	$1,730,100	2020 - 2033	Park Development Fees				x
R28	Stanislaus River Trail System	Stanislaus River Trail	Install trail system improvements	$1,023,500	2018	Park Development Fees				x
R29	Jacob Myer Park Pedestrian Bridge	Jacob Myer Park Bridge	Install trail system bridge	$9,828,200	2022	CMAQ, Dev. Fees/Traffic Impact Fees				x
R30	Various Locations	Various Locations	Rails to Trails	$817,800	2022 - 2029	Park Development Fees				x
			Total City of Riverbank (Bike/Ped)	**$21,773,500**						
	City of Turlock									
T40	Various Locations	Various Locations	Construct Class I Bike Paths	$3,625,700	2015-2035	BTA, SysDev, CMAQ, RSTP				x
T41	Various Locations	Various Locations	Construct Class II and Class III Bike Lanes	$4,267,700	2020-2025	BTA, SysDev, CMAQ, RSTP				x
			Total City of Turlock (Bike/Ped)	**$7,893,400**						
	City of Waterford									
W03	Various Locations	Various Locations	Curb, Gutter, Sidewalk and Bike/Pedestrian Improvements	$20,977,400	2014-2040	CMAQ, TE, SR2S				x
			Total City of Waterford (Bicycle & Pedestrian)	**$20,977,400**						
	Stanislaus County									
SC87	Hatch Road	Gilbert Road to Santa Fe	Hatch Road Widening - Widened Shoulders - Class 2 bikepath	$2,985,200	2015	PFF - City County				x
SC88	Santa Fe Road	Hatch to SR-132	Shoulder Widening - Class 2 Bikepath	$633,400	2017	RSTP				x
SC89	Pirrone Road	Hammett Road to SR-219/Sisk inc. MCS	Shoulder Widening - Class 2 Bikepath	$913,400	2018	RSTP/Non-motorized LTF				x
SC90	McHenry Road	Ladd Road to County Line	Shoulder Widening - Class 2 Bikepath	$978,600	2018	PFF				x
SC91	Geer Road	Hatch Road to Taylor Road	Shoulder Widening - Class 2 Bikepath	$1,008,000	2019	RSTP/Non-motorized LTF				x
SC92	Coffee Road	Claratina to Claribel	Shoulder Widening - Class 2 Bikepath	$346,100	2020	RSTP/Non-motorized LTF				x
SC93	East Ave and Gratton Rd	Daubenberger to Monte Vista	Shoulder Widening - Class 2 Bikepath	$1,468,600	2022	RSTP/Non-motorized LTF				x
SC94	Albers Road	SR 132 to Oakdale City Limits	Shoulder Widening - Class 2 Bikepath	$1,475,900	2016	RSTP/Non-motorized LTF				x
SC95	Various Locations	Various Locations	Construct Bicycle and Pedestrian Improvements (Class I Bikeways / Sidewalk, etc.)	$3,600,000	2020	CMAQ, SRTS				x
			Total Stanislaus County (Bicycle & Pedestrian)	**$13,409,200**						
			Total Tier I Bicycle & Pedestrian Costs	***$224,618,300***						

3.7 Bicycle and Pedestrian Counts

Between May 13 and May 28, 2014, a group of volunteers conducted bicycle and pedestrian counts at 15 intersections in Turlock. The counts were conducted at various times of day and days of the week, but all counts lasted at least two hours and were recorded in 15-minute intervals. From these intervals, the peak hour was selected with the highest total number of active transportation users counted. Bicyclists and pedestrians were recorded separately; additional information about bicyclists was collected at 14 of the count sites. This included gender and age, based on volunteer observations, as well as cyclists observed riding the wrong way. The weather was fair during all count sessions, ranging in temperature from cool mornings to hot and sunny afternoons. At all 15 intersections, peak hour counts totaled 762 pedestrians and 217 bicyclists. Counts for each intersection are listed in Table 3-4 and mapped in Figure 3-16 and Figure 3-17.

Table 3-4: Bicycle and Pedestrian Peak Hour Count Totals

Count Location	Pedestrians	Bicyclists
Canal Drive and First Street/Front Street/Chestnut Street	14	10
Christoffersen Parkway and Crowell Road	38	11
Christoffersen Parkway and Walnut Road	81	41
East Avenue and Minaret Avenue/Minerva Street	24	13
Main Street and Bonita Avenue/Lyons Avenue/Minaret Avenue	33	28
Main Street and Broadway	54	12
Main Street and Soderquist Road	161	7
Minnesota Avenue and Dels Lane	22	3
Monte Vista Avenue and Crowell Road	69	8
Monte Vista Avenue and Geer Road	46	11
Park Street and Grant Avenue	21	21
South Avenue and Lander Avenue	17	21
Tuolumne Road and Geer Road	34	12
Tuolumne Road and Golden State Boulevard	3	4
Wayside Drive and Olive Avenue	145	15
Total	**762**	**217**

The two locations with significantly larger pedestrian volumes—Wayside Drive and Olive Avenue, and Main Street and Soderquist Road—were counts that coincided with either morning arrival or afternoon dismissal at a nearby school. That the bicyclist counts are not also increased at these locations tells us that walking to school in Turlock is likely more common than biking.

The largest number of youth bicyclists was observed at Christoffersen Parkway and Walnut Drive, adjacent to Walnut Elementary School and Turlock Junior High. The same location also had the highest number of female bicyclists observed, shown in Table 3-5, which may suggest a large number of women collecting children from school by bicycle.

Table 3-5 : Bicyclist Demographics

Gender	**Male**	160	74.8%
	Female	54	25.2%
Age	**Adult**	170	79.4%
	Youth	44	20.6%
Wrong-Way Riding		50	23.4%

Gender of bicyclists can be a good indicator of the comfort level provided by a community's bicycle network. Experienced bicyclists will generally ride on almost any roadway, having the confidence to 'take the lane' when necessary to avoid hazards or make turning movements. Bikeways that offer greater separation from motorized traffic are generally more likely to attract a wider cross section of the public[3] and therefore generate a 'safety in numbers' effect.[4] Communities and countries with more protected bikeways have a more equal distribution of men and women riding bicycles.[5]

Of the cyclists counted, 74.8 percent were male, while only 25.2 percent were female. This indicates Turlock's current bicycle network may be appropriate for confident, fearless riders, but is not supportive of cyclists who prefer more comfortable bikeways with greater separation from vehicles.

Nearly one-quarter of the bicyclists observed were riding on the wrong side of the roadway, against the flow of traffic. This may lead to an increase in bicycle-involved collisions, since motorists are unlikely to anticipate bicyclists approaching from the wrong side.

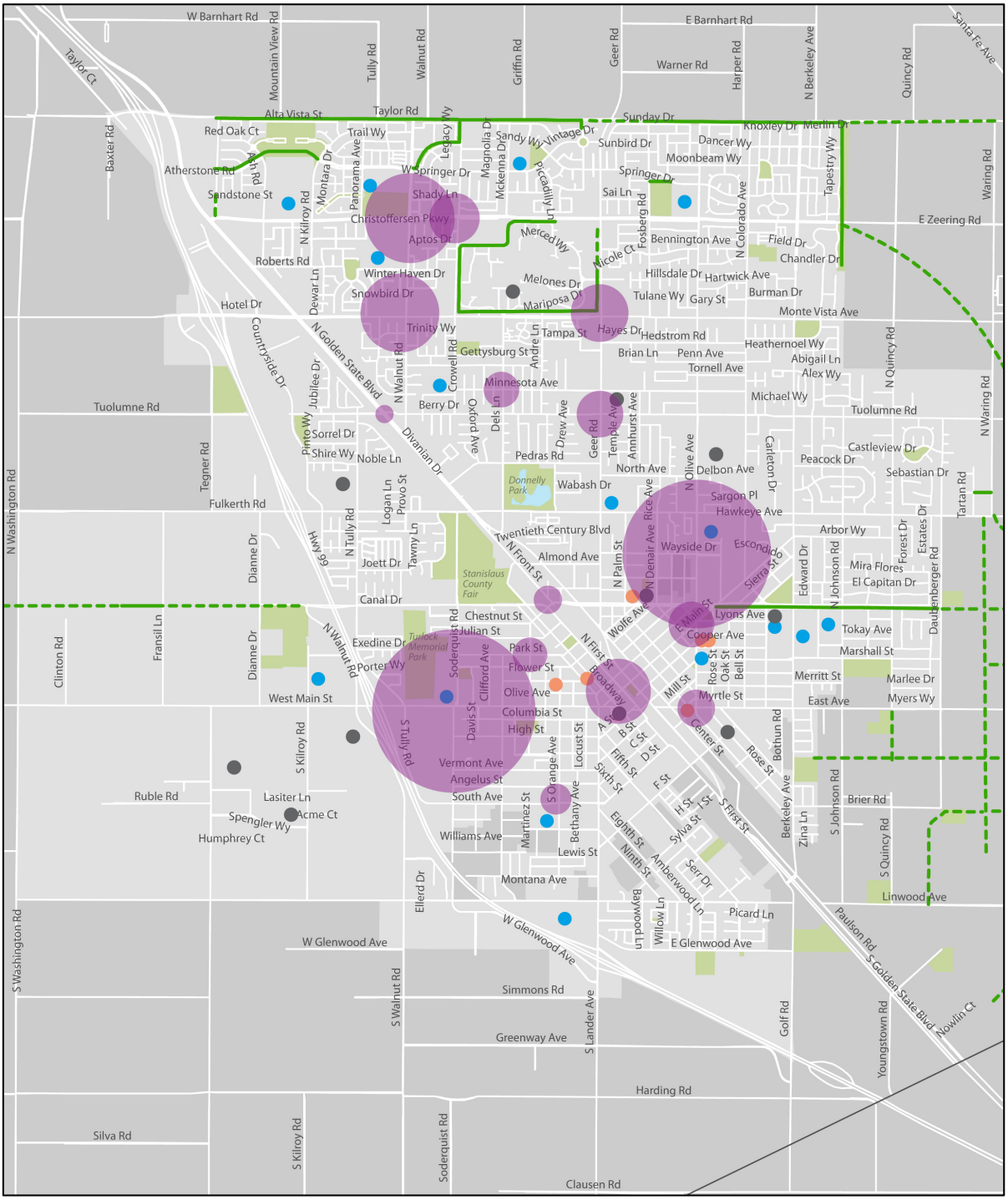
[3] *Geller, R. (2009) Four Types of Cyclists. Portland: Office of Transportation.*

[4] *Jacobsen, P. L. (2003) Safety in numbers: More walkers and bicyclists, safer walking and bicycling. Injury Prevention, 9 (3), 205-209.*

[5] *Garrard, J., Rose, G., and Lo, S. K. (2008) Promoting transportation cycling for women: The role of bicycle infrastructure. Prev Med, 46 (1), 55-59; and*

Dill, J. and Gliebe, J. (2008) Understanding and Measuring Bicycling Behavior: A Focus on Travel Time and Route Choice. Portland: Center for Urban Studies.

Figure 3-16: Pedestrian Counts



City of Turlock

1-hr Pedestrian Counts May 13-28

Data obtained from: The City of Turlock & Stanislaus County

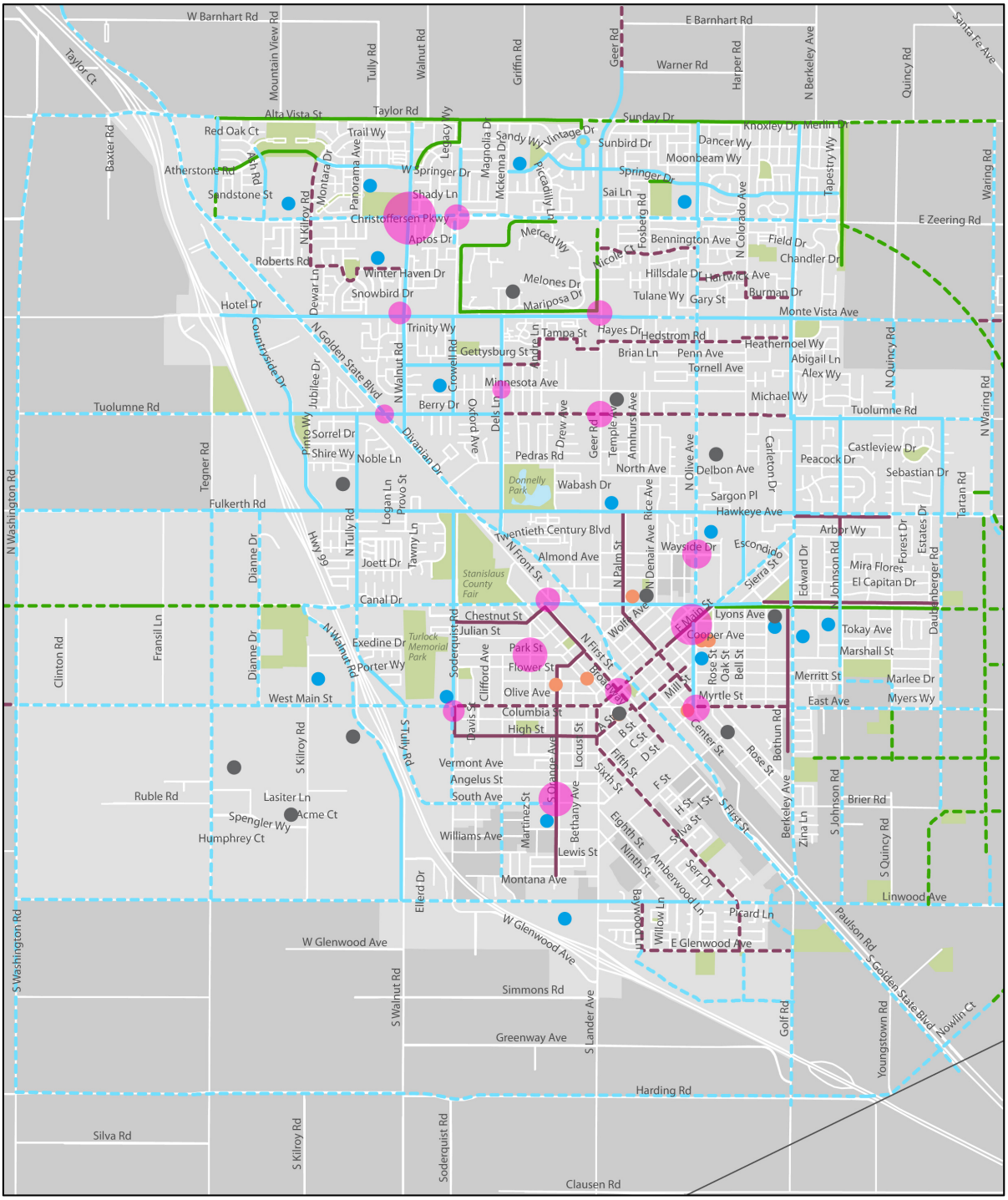
Map created: June 2014

Bicycle & Pedestrian Facilities

- Existing Class I Shared-use Path
- Proposed Class I Shared-use Path
- School
- Activity generators
- Major employers
- Pedestrian Count: larger circle indicates higher volume
- Parks
- City Boundary

0 0.25 0.5 Miles

Figure 3-17: Bicyclist Counts



City of Turlock

1-hr Bicyclist Counts May 13-28

Data obtained from: The City of Turlock & Stanislaus County

Map created: June 2014

Bicycle Facilities

- Existing Class I
- Existing Class II
- Existing Class III
- Proposed Class I
- Proposed Class II
- Proposed Class III

- School
- Activity generators
- Major employers
- Bicyclist Count: larger circle indicates higher volume
- Parks
- City Boundary

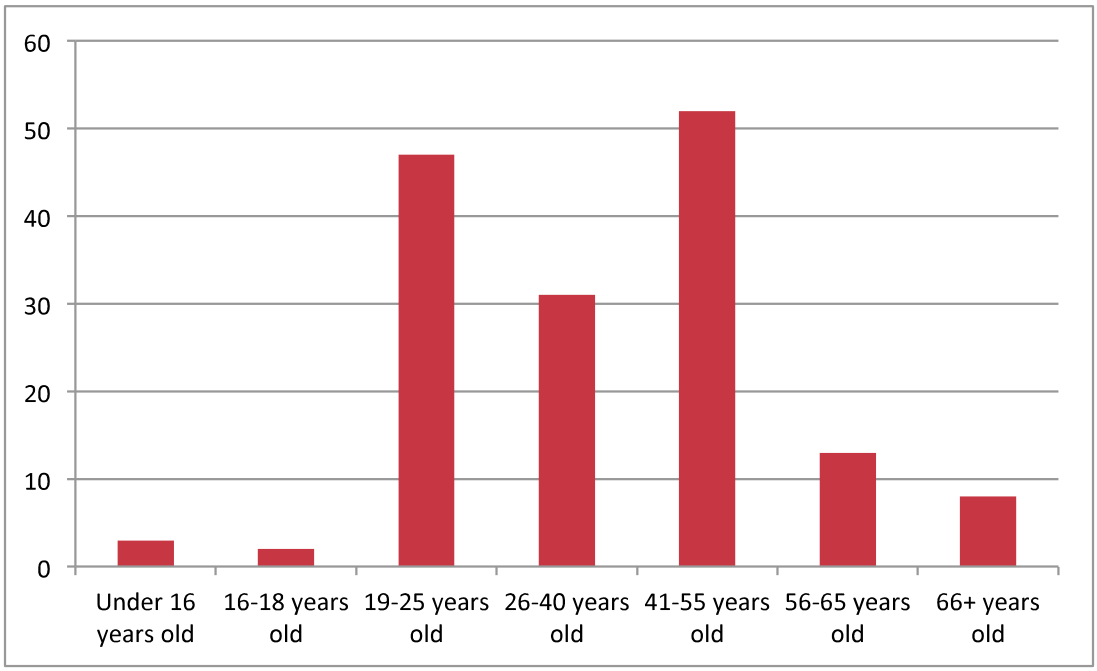
0 0.25 0.5 Miles

3.8 Online Community Survey

An online public survey tool was developed to gather input from Turlock residents, students, and business owners on the current state of active transportation in the community, and where they feel improvements to walking and biking facilities would have the greatest impact.

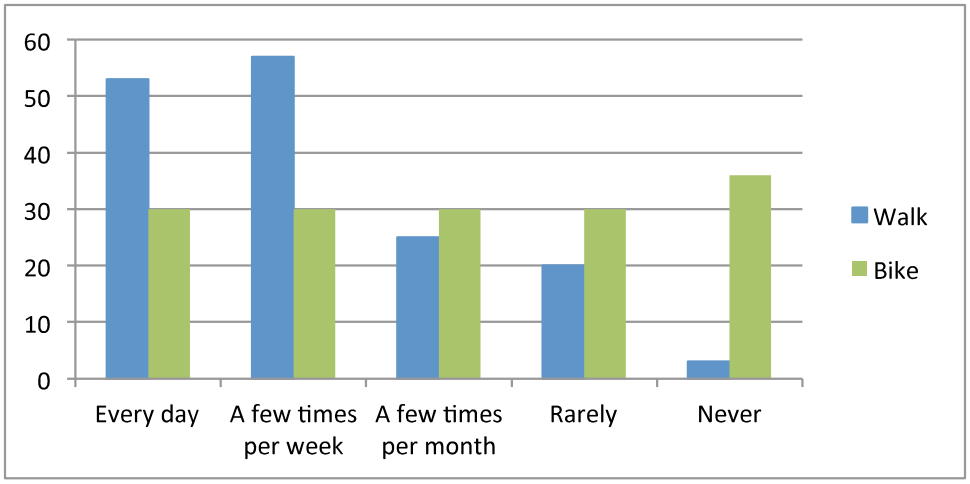
As of June 24, 2014, 168 people have responded to the survey. 143 of the respondents live in Turlock, 71 work in the community, and 61 attend school there. Four respondents own businesses in the community, and 92 of the respondents indicated that they shop in Turlock. As seen in Figure 3-18, respondents cover a broad range of age categories. 59 percent of the surveyed group is female, and 40 percent are male. Less than one percent of respondents declined to indicate their gender.

Figure 3-18: Age of Survey Respondents



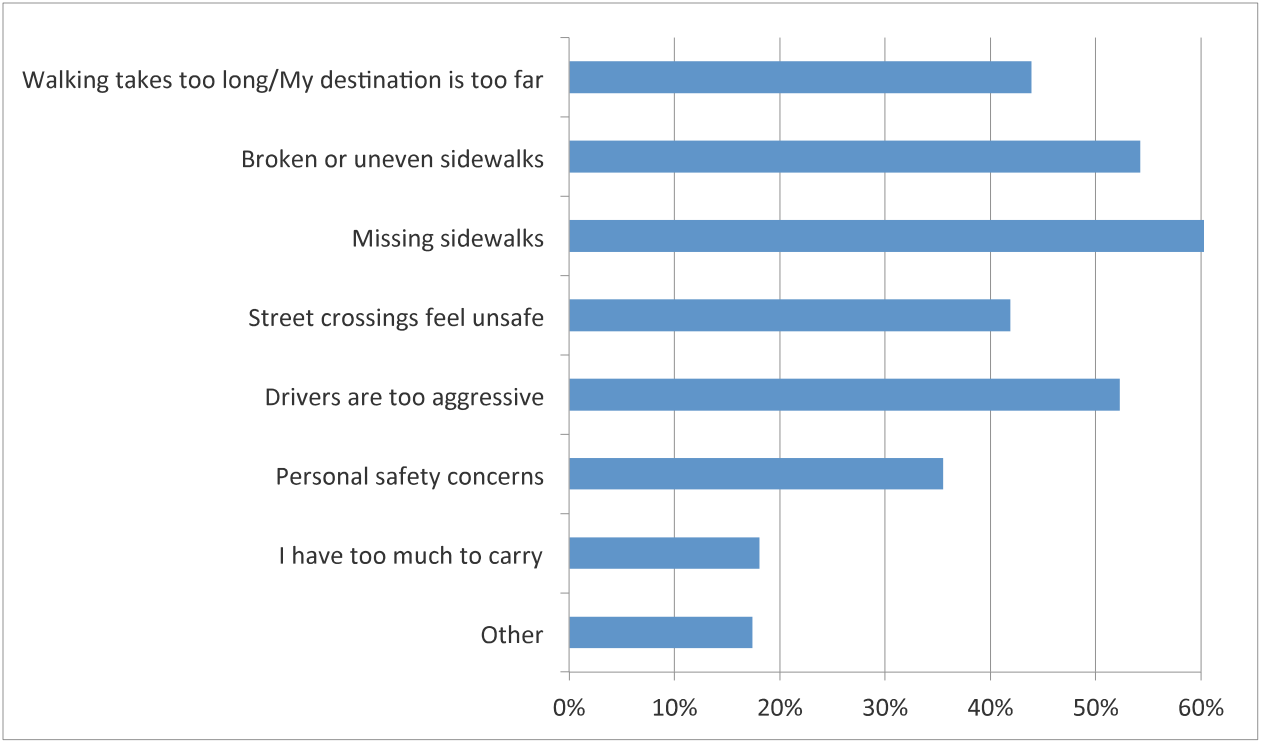
All of the respondents indicated that they walk in Turlock, with 53 walking on a daily basis and 57 walking a few times per week; fewer respondents indicated that they bike in Turlock, with just 30 biking daily and 30 biking a few times per week. See Figure 3-19 for all responses.

Figure 3-19: Active Transportation among Survey Respondents



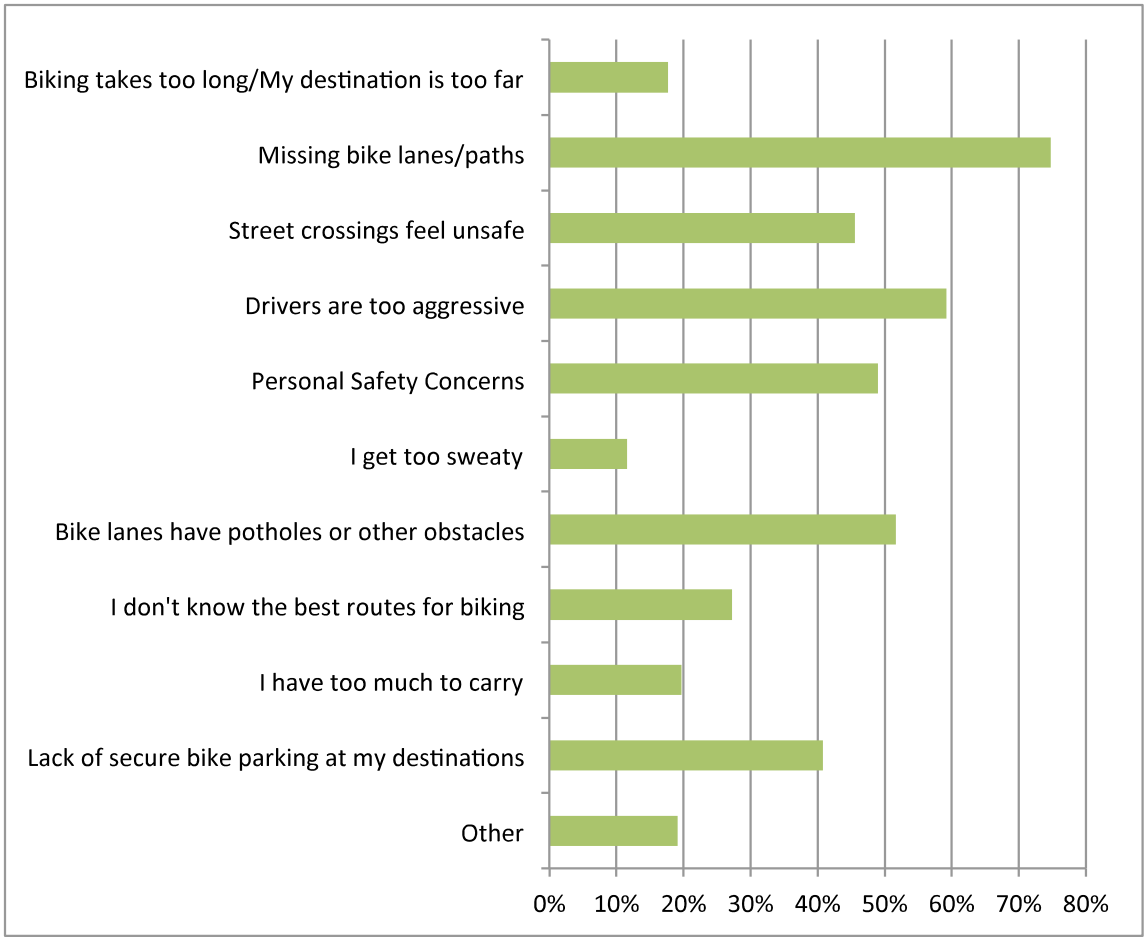
Factors that discourage walking in Turlock are listed in Figure 3-20; respondents were asked to select the five things that most affected their decision not to walk. The top three reasons people said they didn't walk more often were: drivers are too aggressive (52 percent), missing sidewalks (61 percent), and broken or uneven sidewalks (54 percent). This suggests that improving the quality of sidewalks in Turlock and filling in gaps in the pedestrian network could contribute to increased walking. Among the answers supplied by those who selected 'other' were concerns about heat and lack of shade, safety for small children, and fear of aggressive dogs not on leashes.

Figure 3-20: Factors that Discourage Walking in Turlock



When asked what discourages them from biking more in Turlock, respondents ranked a lack of bike lanes or paths as the factor that most influenced their decision not to bike—75 percent of respondents selected this answer (see Figure 3-21). Other factors that were selected by a large percentage of respondents were aggressive drivers (59 percent), potholes or other obstacles in bike lanes (52 percent), and personal safety concerns (49 percent).

Figure 3-21: Factors that Discourage Bicycling in Turlock



Respondents were also asked to identify and describe locations in Turlock they feel are particularly challenging, where they wish they could walk or bicycle. For both walking and bicycling, the three challenging locations mentioned most frequently by respondents were Monte Vista Avenue, Golden State Boulevard, and Geer Road.

When describing what makes these and other locations challenging for walking, respondents overwhelmingly mentioned three characteristics. Missing or broken sidewalks were identified in 83 responses, a lack of safe crossings was mentioned 38 times, and respondents said they felt uncomfortable with speeding traffic or aggressive drivers 32 times.

Conditions that respondents felt contributed to challenges for bicycling included a lack of adequate bike facilities, mentioned 98 times. Similar to pedestrian concerns, 29 responses also mentioned traffic moving too quickly or drivers being aggressive as a deterrent to bicycling. Roads that were too narrow or in poor condition were mentioned in 49 responses.

Several locations in Turlock were identified where respondents find it enjoyable to walk or bike, as well. The two most frequently mentioned locations for both walking and bicycling were the CSU Stanislaus campus, and the shared-use path along Canal Drive. Things respondents enjoyed about these and other locations included the presence of adequate sidewalks and bike lanes (mentioned 16 and 14 times respectively), lower traffic volumes (mentioned a total of 13 times), and shade trees or other greenery (mentioned a total of 7 times).

S0801 | COMMUTING CHARACTERISTICS BY SEX

2009-2013 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

Subject	Turlock city, California				
	Total		Male		Female
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate
Workers 16 years and over	27,549	+/-945	15,284	+/-680	12,265
MEANS OF TRANSPORTATION TO WORK					
Car, truck, or van	92.4%	+/-1.3	92.4%	+/-2.0	92.3%
Drove alone	81.1%	+/-1.8	81.7%	+/-2.3	80.4%
Carpooled	11.2%	+/-1.5	10.7%	+/-1.7	11.9%
In 2-person carpool	8.9%	+/-1.4	8.3%	+/-1.6	9.7%
In 3-person carpool	0.8%	+/-0.4	0.7%	+/-0.5	0.9%
In 4-or-more person carpool	1.5%	+/-0.5	1.7%	+/-0.8	1.3%
Workers per car, truck, or van	1.07	+/-0.01	1.07	+/-0.01	1.08
Public transportation (excluding taxicab)	0.4%	+/-0.3	0.5%	+/-0.5	0.3%
Walked	1.8%	+/-0.6	1.3%	+/-0.7	2.5%
Bicycle	0.7%	+/-0.4	0.8%	+/-0.6	0.6%
Taxicab, motorcycle, or other means	0.5%	+/-0.3	0.6%	+/-0.4	0.4%
Worked at home	4.1%	+/-1.0	4.3%	+/-1.5	3.9%
PLACE OF WORK					
Worked in state of residence	99.9%	+/-0.1	99.8%	+/-0.2	100.0%
Worked in county of residence	78.2%	+/-2.1	74.0%	+/-3.1	83.5%
Worked outside county of residence	21.6%	+/-2.2	25.8%	+/-3.1	16.5%
Worked outside state of residence	0.1%	+/-0.1	0.2%	+/-0.2	0.0%
Living in a place	100.0%	+/-0.1	100.0%	+/-0.2	100.0%
Worked in place of residence	44.0%	+/-2.3	38.5%	+/-2.9	50.8%
Worked outside place of residence	56.0%	+/-2.3	61.5%	+/-2.9	49.2%
Not living in a place	0.0%	+/-0.1	0.0%	+/-0.2	0.0%
Living in 12 selected states	0.0%	+/-0.1	0.0%	+/-0.2	0.0%
Worked in minor civil division of residence	0.0%	+/-0.1	0.0%	+/-0.2	0.0%
Worked outside minor civil division of residence	0.0%	+/-0.1	0.0%	+/-0.2	0.0%
Not living in 12 selected states	100.0%	+/-0.1	100.0%	+/-0.2	100.0%
Workers 16 years and over who did not work at home	26,415	+/-988	14,625	+/-662	11,790
TIME LEAVING HOME TO GO TO WORK					
12:00 a.m. to 4:59 a.m.	8.5%	+/-1.5	11.6%	+/-2.4	[illegible]
5:00 a.m. to 5:29 a.m.	3.9%	+/-1.0	6.2%	+/-1.6	[illegible]

Subject	Turlock city, California				
	Total		Male		Female
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate
5:30 a.m. to 5:59 a.m.	4.4%	+/-1.0	4.5%	+/-1.2	4.3%
6:00 a.m. to 6:29 a.m.	6.7%	+/-1.2	7.9%	+/-1.7	5.4%
6:30 a.m. to 6:59 a.m.	9.4%	+/-1.8	12.1%	+/-2.6	6.1%
7:00 a.m. to 7:29 a.m.	13.3%	+/-1.9	12.9%	+/-2.6	13.9%
7:30 a.m. to 7:59 a.m.	13.5%	+/-1.4	9.4%	+/-1.7	18.5%
8:00 a.m. to 8:29 a.m.	9.7%	+/-1.4	6.8%	+/-1.4	13.3%
8:30 a.m. to 8:59 a.m.	4.3%	+/-1.0	4.1%	+/-1.3	4.5%
9:00 a.m. to 11:59 p.m.	26.1%	+/-2.2	24.5%	+/-2.8	28.1%
TRAVEL TIME TO WORK					
Less than 10 minutes	22.2%	+/-2.5	19.6%	+/-2.8	25.5%
10 to 14 minutes	18.2%	+/-1.9	17.2%	+/-2.6	19.4%
15 to 19 minutes	14.1%	+/-1.8	15.6%	+/-2.9	12.2%
20 to 24 minutes	12.4%	+/-1.8	13.6%	+/-2.4	10.9%
25 to 29 minutes	6.8%	+/-1.3	7.4%	+/-1.8	6.1%
30 to 34 minutes	10.4%	+/-1.4	8.6%	+/-1.6	12.6%
35 to 44 minutes	4.1%	+/-0.8	3.5%	+/-1.1	4.7%
45 to 59 minutes	5.4%	+/-1.3	6.4%	+/-2.1	4.1%
60 or more minutes	6.5%	+/-1.2	8.0%	+/-1.7	4.6%
Mean travel time to work (minutes)	22.5	+/-1.1	24.0	+/-1.7	20.6
VEHICLES AVAILABLE					
Workers 16 years and over in households	27,480	+/-947	15,226	+/-684	12,254
No vehicle available	2.7%	+/-0.9	3.2%	+/-1.5	2.1%
1 vehicle available	18.0%	+/-2.1	17.5%	+/-2.8	18.5%
2 vehicles available	43.4%	+/-3.4	43.6%	+/-3.6	43.1%
3 or more vehicles available	36.0%	+/-2.9	35.7%	+/-3.4	36.3%
PERCENT IMPUTED					
Means of transportation to work	5.2%	(X)	(X)	(X)	(X)
Private vehicle occupancy	6.6%	(X)	(X)	(X)	(X)
Place of work	6.6%	(X)	(X)	(X)	(X)
Time leaving home to go to work	18.5%	(X)	(X)	(X)	(X)
Travel time to work	8.7%	(X)	(X)	(X)	(X)
Vehicles available	1.4%	(X)	(X)	(X)	(X)

Subject	Turlock city, California
	Female
	Margin of Error
Workers 16 years and over	+/-691
MEANS OF TRANSPORTATION TO WORK	
Car, truck, or van	+/-1.6
Drove alone	+/-2.5
Carpooled	+/-2.1
In 2-person carpool	+/-2.1
In 3-person carpool	+/-0.5
In 4-or-more person carpool	+/-0.6
Workers per car, truck, or van	+/-0.01
Public transportation (excluding taxicab)	+/-0.3
Walked	+/-1.0
Bicycle	+/-0.5
Taxicab, motorcycle, or other means	+/-0.4
Worked at home	+/-1.3
PLACE OF WORK	
Worked in state of residence	+/-0.3
Worked in county of residence	+/-2.9
Worked outside county of residence	+/-2.9
Worked outside state of residence	+/-0.3
Living in a place	+/-0.3
Worked in place of residence	+/-3.7
Worked outside place of residence	+/-3.7
Not living in a place	+/-0.3
Living in 12 selected states	+/-0.3
Worked in minor civil division of residence	+/-0.3
Worked outside minor civil division of residence	+/-0.3
Not living in 12 selected states	+/-0.3
Workers 16 years and over who did not work at home	+/-722
TIME LEAVING HOME TO GO TO WORK	
12:00 a.m. to 4:59 a.m.	+/-1.5
5:00 a.m. to 5:29 a.m.	+/-0.8
5:30 a.m. to 5:59 a.m.	+/-1.4
6:00 a.m. to 6:29 a.m.	+/-1.5
6:30 a.m. to 6:59 a.m.	+/-1.6
7:00 a.m. to 7:29 a.m.	+/-2.3
7:30 a.m. to 7:59 a.m.	+/-2.3
8:00 a.m. to 8:29 a.m.	+/-2.7
8:30 a.m. to 8:59 a.m.	+/-1.5
9:00 a.m. to 11:59 p.m.	+/-3.0
TRAVEL TIME TO WORK	
Less than 10 minutes	+/-3.9
10 to 14 minutes	+/-2.6
15 to 19 minutes	+/-2.0
20 to 24 minutes	+/-2.3
25 to 29 minutes	+/-1.7
30 to 34 minutes	+/-2.5
35 to 44 minutes	+/-1.2
45 to 59 minutes	+/-1.1
60 or more minutes	+/-1.5
Mean travel time to work (minutes)	+/-1.6
VEHICLES AVAILABLE	

Subject	Turlock city, California
	Female
	Margin of Error
Workers 16 years and over in households	+/-690
No vehicle available	+/-1.0
1 vehicle available	+/-2.6
2 vehicles available	+/-4.3
3 or more vehicles available	+/-3.3
PERCENT IMPUTED	
Means of transportation to work	(X)
Private vehicle occupancy	(X)
Place of work	(X)
Time leaving home to go to work	(X)
Travel time to work	(X)
Vehicles available	(X)

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

The 12 selected states are Connecticut, Maine, Massachusetts, Michigan, Minnesota, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, and Wisconsin.

Workers include members of the Armed Forces and civilians who were at work last week.

While the 2009-2013 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

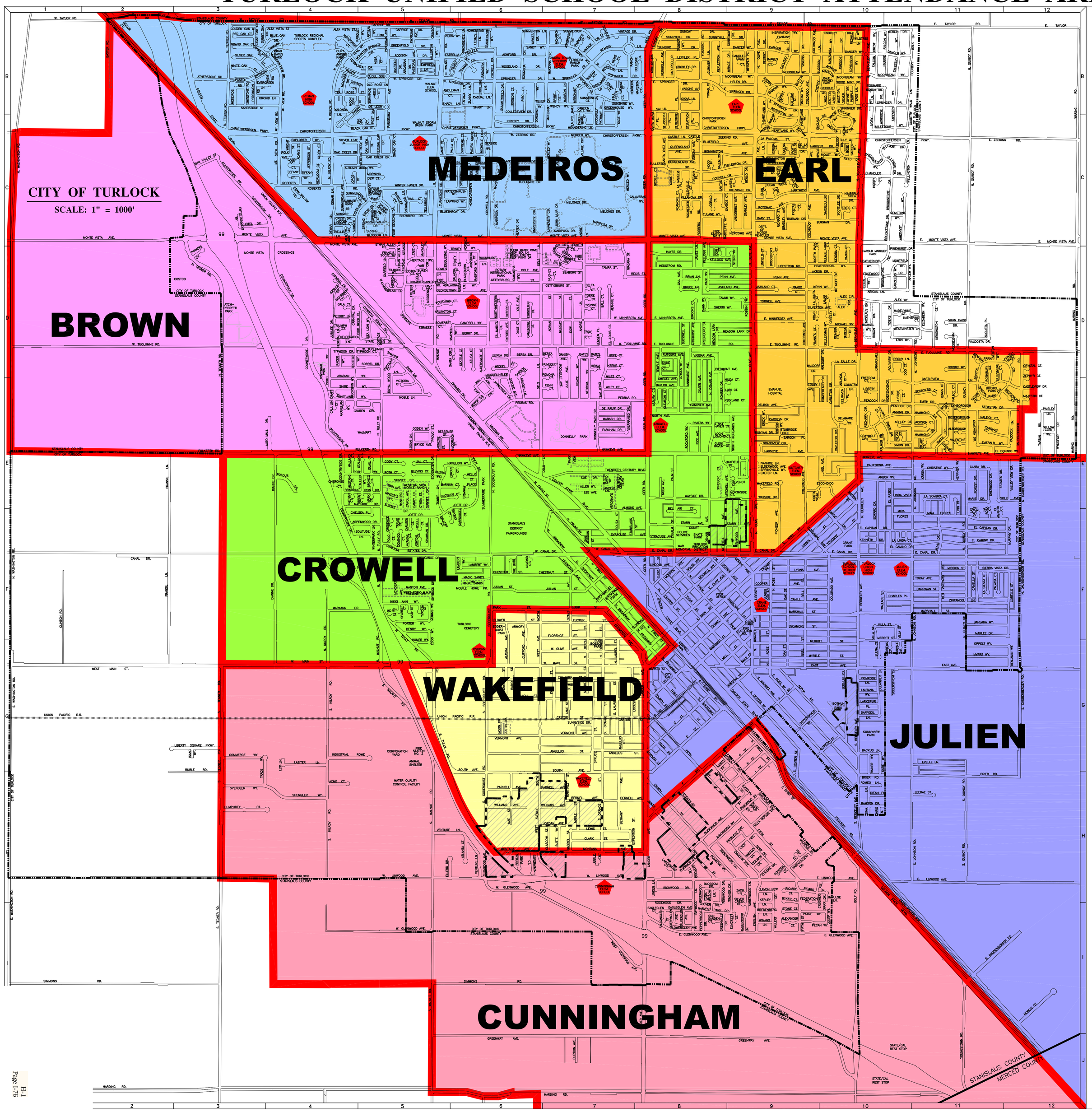
Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2009-2013 5-Year American Community Survey

Explanation of Symbols:

1. An '**' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '***' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.

TURLOCK UNIFIED SCHOOL DISTRICT ATTENDANCE AREAS



STREET INDEX

A
A STREET....G-8
ABBEY COURT....B-7
ABIGAIL LANE....E-10
ACME COURT....H-4
ADAMS STREET....C-4
ADDISON DRIVE....B-5
ADRIAN STREET....D-7
AHERN COURT....B-9
AHLEM WAY....D-11
AKRON DRIVE....D-9,10
ALABAMA ST....F,G-8
ALBA CT....B-5
ALBOROUGH COURT....E-11
ALDERGATE COURT....E-6
ALEX CIRCLE....D-10 (P)
ALEX WAY....D-10,11
ALEXANDER COURT....I-9
ALFREDA STREET....G-10
ALLEN WAY....E-7 (P)
ALMOND AVENUE....F-9
ALMOND COURT....F-9 (P)
ALOMA COURT....H-9
ALTA VISTA STREET....B1,5-5
AMBERWOOD LANE....H-8,9J-9
AMETHYST WAY....C-10
ANDINO COURT....C-9
ANGELMAN COURT....B-5,6
ANDRE LANE....C-7(P--CSUS)
ANDRE LANE....D-7
ANDREWS COURT....G-10
ANGELICA COURT....F-8
ANGELUS STREET....G-4
ANNHURST AVENUE....D,E-8
ANNINO DRIVE....E-10,11
ANSEL ADAMS BLVD....C-6(P--CSUS)
APPLE BLOSSOM LANE....C-9
APPLE LANE....H-7
APTOS DRIVE....C-5,6
ARABIAN WAY....E-4,5
ARAKELIAN WAY....E-4
ARBOR WAY....E-10,11
ARCADIA COURT....E-8
ARGONNE DRIVE....E-10
ARLINGTON COURT....5-6
ARTHUR MACE DRIVE....B-10
ARTISAN WAY....B-5
ASBURY STREET....F-8
ASH ROAD....B-4
ASHBROOK LANE....B-7
ASHFORD DRIVE....B-6,7
ASHLAND AVENUE....E-8,9
ASHLAND COURT....D-9
ASHLEY COURT....E-10
ASHTON COURT....F-5
ASPENWOOD DRIVE....F-4,5
ASTI COURT....F-5
ATHERSTONE ROAD....B-3
ATLANTA COURT....H-4
AUGSBURG COURT....D-6
AUGUSTA PLACE....D-11
AUSTIN DAVID WAY....E-7 (P)
AUTO MALL DRIVE....E-11
AUTUMN MOON WAY....C-4,5
AVALON COURT....D-9
AVERY COURT....C-9
AZUSA COURT....D-6

B
B STREET....G-8
BACKUS LANE....G-10
BALL COURT....D-7
BARBARA WAY....F-11,12
BARDINI WAY....D-9
BARNUM COURT....E-5,6
BATES COURT....D-7
BATES DRIVE....D-7
BAYHILL DRIVE....E-8
BAYNARD LANE....E-8
BEARDSLEY STREET,NORTH....F,G-7
BEECH STREET,SOUTH....G-7
BEL AIR COURT....F-9
BELMAR PLACE....E-10
BELL STREET....F,G-9
BELLEVUE COURT....B-8
BENJAMIN WAY....G-12
BENNINGTON AVENUE....E-8,9
BERCA COURT....D-7
BERCA DRIVE....D-7
BERKELEY AVE,NORTH....B-C\10
BERKELEY AVE,SOUTH....G,H-10
BERNELL AVENUE....F-8
BERRY DRIVE....D-6
BESSEMER STREET....E-5 (P)
BETHANY AVENUE....H-7
BETHPAGE STREET....C-10
BILTMORE DRIVE....C-10
BIRD ROOST WAY....B-9
BITTERN WAY....E-5,6
BLACK OAK COURT....E-4,5
BLACKBURN COURT....D-6
BLEVINS COURT....E-5
BLEVINS WAY....E-5
BLOSSOM DRIVE....H-8
BLUE OAK DRIVE....B-3,4
BLUETIELD AVENUE....C-8,9
BLUETHROAT DRIVE....C-5,6
BOHNA AVENUE....F-9
BONITA AVENUE....F-9
BOSTON COURT....D-5
BOTHUN PARK....G-10 (P)
BOTHUN ROAD....G-10
BOURANG WAY....E-5
BOXWOOD WAY....H-8,9
BRADLEY AVENUE....C-9
BRANDING IRON DRIVE....E-4,5
BREEDING LANE....E-9
BRENDA WAY....E-9
BRENTWOOD DRIVE....E-8
BRENO LANE....D-8
BRIAN LANE....D-8
BRIDGECREST COURT....D-9
BRIER ROAD....H1,10-12
BRISTOL PARK CIRC....D,E-11,12
BROADWAY,NORTH....F-7,8J5-8
BROADWAY,SOUTH....G-8
BRONCO COURT....E-5
BROOKS COURT....D-8
BROOKSTONE DRIVE....C,D-10
BRUCE LANE....E-8
BRYCE AVENUE....E-7
BUCKNELL STREET....D-8
BUCKSKIN WAY....E-4
BURGENLAND AVENUE....B-9
BURNHAM DRIVE....C-9,10
BUTTE WAY....H-7
BUTTON COURT....B-9

C
C STREET....G-8
CAHILL AVENUE....F-9,10
CALIN COURT....D-10
CALAVERAS WAY....C-7(P--CSUS)
CALI LUX COURT....E-7
CALIFORNIA AVENUE....E-10
CALISTO LANE....B-9
CAMBRIDGE COURT....D-6
CAMELLIA COURT....E-6
CAMPBELL WAY....D-8
CANAL DRIVE,EAST....F,I7-12
CANAL DRIVE,WEST....F,I4-7
CANDLESTICK COURT....B-9
CANDY LANE....E,F-5 (P)
CAPRICE DRIVE....E-8
CAPURSO DRIVE....B-8
CARLEEN COURT....E-8
CARLETON DRIVE....D,E-10
CARMONDY WAY....D,E-10
CARNEGIE STREET....E-5 (P)
CARNIVAL DRIVE....E-4 (P)
CAROL AVENUE....E,F-5 (P)
CARPENTER AVENUE....E-8
CARRIAGE COURT....E-11,12
CARRIGAN STREET....F-11
CARROGEL COURT....F-6
CASE WAY....D-8
CASEY RAY COURT....C-4
CASTLE COURT....C-8
CASTLE LANE....C-8
CASTLEVIEW DRIVE....C1,10-12
CASTLEWOOD DRIVE....E-9
CASUAL LANE....B-5
CEDAR RIDGE DRIVE....C-9
CELEBRATION LANE....D-4 (P)
CENTER STREET,NORTH....F-8
CENTER STREET,SOUTH....G-8,9
CHAKKAR ESTATES DRIVE....F-5
CHAMBERLAIN DRIVE,EAST....D-5
CHAMBERLAIN DRIVE,WEST....D-5
CHANDLER DRIVE....C-10
CHARLES PLACE....F-10
CHATSWORTH DRIVE....D-12
CHERISH COURT....B-4,5
CHERISE COURT....B-4,5
CHEROKEE COURT....E-4
CHERRY BLOSSOM LANE....B-10
CHESTNUT STREET....F-6,7
CHRIS LANE....H-10
CHRISTIE WAY....E-11
CHRISTOFFERSEN PKWY, E....C\9-10
CHRISTOFFERSEN PKWY, W....C\3-8
CIRCUS COURT....E-6
CLARA WAY....E-7
CLARK STREET....H-1
CLEAR WATER COVE....D-7 (P)
CLEMSON COURT....E-4
CLIFFORD AVENUE....F,G-6
CLINTON ROAD....F,G-1
CLOTILDE COURT....E-5,6
CLOVER DRIVE....E-8
CODY COURT....E-5
COLE AVENUE....E-9
COLE COURT....E-9
COLLEGEVIEW DRIVE....C-6
COLORADO AVENUE....B-4\9,F,G-10
COLUMBIA STREET....G\6-8
COMMERCE WAY....G-3
COOPER AVENUE....F-9,10
CORELLO STREET....F-12
COR COURT....D-8
CORNELL DRIVE....C-8,9
CORTA VISTA....E-9,10
COTTAGE GROVE....D-5(P)
COTTONWOOD STREET....G-9
COUNTRY LANE....E-10
COUNTRY WALK LANE....B,C-10
COUNTRYSIDE DRIVE....C-4\3,4
CRAIG COURT....D-9
CRANE AVENUE....G-8,F-8,9
CREDEMORE COURT....E-10
CRIMSON WAY....B-5
CROSSBILL WAY....C-6
CROWELL ROAD....B-9,6
CRUISE COURT....E-9
CRUSADE AVENUE....H-9
CRYSTAL COURT....E-12
CUMBERLAND DRIVE....E-10
CURT COURT....D-7
CYNDA STREET....E,F-5 (P)
CYPRESS POINT DR....D-5(P)

D
D STREET....G,H-8
DAFFODIL LANE....G-10
DALARNA COURT....D-6
DALARNA WAY....D-5,6
DANCER WAY....B1,9-10
DANNY AVENUE....E,F-10
DAUBENBERGER RD,N....D-C\12
DAUBENBERGER RD,S....G-C-H\1-12
DAVIS STREET....G-3
DAWN WAY....D-5
DE LA MOTTE DRIVE....C-9
DE PAUW DRIVE....E-7
DEANNA COURT....D-10
DEEP SEA LANE....D-7 (P)
DELAMARE COURT....E-10
DELBON AVENUE....E-9
DELIA COURT....D-5
DELTA LANE....G,H-5
DEMA COURT....B-7
DENAIR AVENUE,NORTH....D\F-8,F-9
DENAIR AVENUE,SOUTH....F-9
DESTINY DRIVE....B-9
DEWAR LANE....C-4
DIANNE DRIVE....E\G-4
DIFANI PLACE....H-10
DINANAH DRIVE....E-5,6
DINSMORE WAY....E-8
DONEGAL COURT....I-9 (P)
DONNELLY PARK DRIVE....E-7
DONOVAN WAY....B,C-6
DOG COURT....D-10
DORAL WAY....D-10
DOW STREET....D-7
DRAFT COURT....E-4
DREW AVENUE....D,E-7
DREXEL AVENUE....E-8
DUKE COURT....D-8
DUQUESNE WAY....C-5

E
EAGLEGLEN AVENUE....I-8
EAGLEGLEN COURT....I-8
EARLHAM DRIVE....E-7
EAST AVENUE....C1,9-12
EBE'S COURT....C-10
EDDO WAY....F,G-5
EDGEWATER DRIVE....E-5
EDWARD DRIVE....E-10
EDWARDS COURT....E,F-10
EIGHTH STREET....H-8
EL CAMINO DRIVE....F\10-12
EL CAPITAN DRIVE....F\10-12
EL DORADO WAY....E-11
EL JACINTO COURT....F-11
EL PASEO E,F-10
ELDERWOOD AVENUE....E-9
ELENA COURT....D-10
ELIZABETH COURT....D-7 (P)
ELLIOTT ROAD....D-11
ELLIS COURT....E-9
ELLISMERE COURT....D,E-11
ELMCREST COURT....I-9
ELMWOOD COURT....H-8
ELON COURT....C-9
EMERALD WAY....E-11,12
EMILY STREET....G,H-8,9
EMPRESS LANE....B-5
ENCLAVE DRIVE....B,C-9,10
ENGLISH AVENUE....H-9
ENTERPRISE WAY....C-3
ENOX WAY....E-9
ERIN WAY....D-10,11
ESCENA COURT....C-9
ESCONDIDO....E-9,10
ESPERANZA COURT....H-6
ESTATES DRIVE....E-11
ESTRELLA WAY....B-5,6
ETHAN ALLEN COURT....D-5
ETHAN ALLEN LANE....D-5
EVELYN DRIVE....E-11
EVERGREEN E-11
EVERLY LANE....B-3,4
EXEDINE DRIVE....F-5 (P)
EXETER LANE....E-9
EXPEDITION STREET....H-7
EXPLORER WAY....C-4

F
F STREET, EAST....G-9
F STREET, WEST....G-8,9;H-8
FAIRVALE COURT....D-10
FALCON CREST WAY....B-10
FALCONGLEN COURT....I-8
FALL CREEK COURT....B-7
FANTASY COURT....B-9
FARR STREET....G-7
FEDERATION COURT....I-9
FEDERATION I-9
FENN COURT....E-7
FERNWOOD DRIVE....H,J-8
FERREIRA RANCH DRIVE....B-7
FESTIVAL LANE....D-4 (P)
FIELD DRIVE....C-10
FIFTH STREET....G,H-8;H,J-9
FILMORE WAY....D-5
FIRESIDE WAY....E-10
FIRST STREET,NORTH....F-7,8J\G-8
FIRST STREET,SOUTH....G-8,9H-9,10
FOX COURT....E-9
FLORENCE STREET....F-7,8J\G-7
FLOWER STREET....F-6,7
FLOWERGLEN AVENUE....I-8
FOREST DRIVE....E,F-11
FOSBERG ROAD....B,C-8
FOUR SEASONS DRIVE....C-5
FOURTH STREET....G-8
FRAGO COURT....D-9
FRAGO D-9
FRANCIS SCOTT WAY....D-5
FRANK'S COURT....D-9
FRANSIL LANE....E,F,G-2
FREEDOM COURT....E-10
FREITAS COURT....C-9
FREITAS PARK....H-6
FRENCH COURT....D-5
FRONT STREET....E,F-7,F7-8
FULLER ROAD....E\1-4
FULLERTON DRIVE....C-8,9

G
G STREET....G,H-8,9
GABRIEL STREET....H-7
GAIL AVENUE....E-8
GAIA COURT....D-4 (P)
GALLERY COURT....F-5
GARDEN COURT....E-6
GARDEN WAY....B,C-7
GARFIELD D-5
GARY STREET....G-9
GARZELLIS WAY....D-10
GEER ROAD....B\F-8
GEMSTONE WAY....C-10
GEORGETOWN AVENUE....D\5-7
GEORGIA WAY....D,E-7
GERALD COURT....C-8
GETTYSBURG STREET....D-6,7
GIANNA WAY....E-8
GINGER'S WAY....E-5 (P)
GLASGOW STREET....H-7
GLEN HAVEN COURT....E-8,9
GLENVILLE COURT....C-8
GLENWOOD AVENUE....E-8
GLENWOOD AVENUE,EAST....I\8-10
GLENWOOD AVE,WEST....H-6J-4\5,7
GLIMMER LANE....B-8
GLORY STREET....H-8
GOLDEN STATE BLVD....N....B\3-7
GOLDEN STATE BLVD, NORTH....C\7
GOLDEN STATE BLVD, SOUTH....C-8;G\H,J9-11;J-10
GOLF ROAD....H,I-10
GOMES LANE....D-9
GRAND OAK COURT....B-3
GRANDVIEW CIRCLE....E-9
GRANT AVENUE....F,G-7
GRAYWOLF CIRCLE....E-10
GREELEY COURT....E-10
GREENBRIER STREET....D-8
GREENFIELD DRIVE....E-8
GREENHOUSE WAY....B-7
GREENWAY AVENUE....C\5-10
GREENWOOD LANE....H,I-8
GRIFFIN ROAD....E-10
GRILLOS DRIVE....B-8
GUATAYBA DRIVE....E-11

H
H STREET....G,H-8,9
HAMILTON STREET....F-9
HAMMOND DRIVE....E-11
HAMPTON WAY....E-8
HANOVER AVENUE....E-8
HARDWICK WAY....E-8
HARTLEY LANE....H-9
HARTVICKSON DRIVE....H-9
HARTWICK AVENUE....C-9,10
HARVEST DRIVE....C-9,10
HARVEST PARK DRIVE....I-8,9
HAWKEYE AVENUE,EAST....E\9-12
HAWKEYE AVENUE,WEST....E\5-8
HAYES DRIVE....B-8
HAZELWOOD E-9
HEARTLAND WAY....B,C-9
HEATHERNOEL WAY....G-9,10
HEDGEROW COURT....E-8,9
HELPLOOM COURT....E-4
HELEN DRIVE....B-8,9
HENRY WAY....F-5
HEPPNER WAY....E-11
HERITAGE WAY....D-5
HIDDEN SPRINGS COURT....C-4
HIGH STREET....D,E-8
HILDA COURT....F-8,9
HILLCREST AVENUE....E-8,9
HIRAM COURT....E-10
HOBBY COURT....C-10
HOGAN DRIVE....D-10 (P)
HOMER WAY....G-5
HOMESTEAD WAY....B-6
HONEYCREEPER DRIVE....C-6
HOOD COURT....C-8
HOPE COURT....D-9
HORIZON COURT....B,C-6
HOTEL DRIVE....C-3,4
HUMBOLDT COURT....E-8
HUMBOLT COURT....D-7
HUMPHREY COURT....H-3,4
HYGELI COURT....C-7

I
I STREET....G,H-8,9
IMAGES COURT....B-9
IMPULSE LANE....I-9
INDEPENDENCE DRIVE....E-10
INDUSTRIAL ROWE....G-4,5
INSPIRATION WAY....B-9
IRONWOOD DRIVE....H-8
ISAAC WAY....D-3
IVANHOE E-9
IVORY LANE....B,C-10

J
JACKSON COURT....E-11
JACQUELINELEE DRIVE....E-6
JAMES LANE....D-8
JANELLE LANE....E-7
JANIE COURT....E-8
JASMINE COURT....B-7
JASON DRIVE....E-8
JEFFERSON COURT....C-9
JEFFERSON STREET....C-4
JENSEN PLACE....D-7
JESSICA STREET....G,H-8,9
JOETT DRIVE....E-6;F-5,6
JOHN MUIR DRIVE....C-7(P--CSUS)
JOHNSON ROAD,NORTH....D-C\11
JOHNSON ROAD,SOUTH....G,H-11
JORDAN AVENUE....H-7
JORGE COURT....D-5
JOYNICHOLE DRIVE....E-8
JUDY ANN COURT....E (P)
JULEP WAY....I-10
JULIAN STREET....F-6,7
JULIE AVENUE....B,C-7
JUSTICE COURT....E-10
JUSTIN DRIVE....G-8

K
KALLAND COURT....B-9
KALSEN WAY....E-11
KATELYN STREET....G,H-8,9
KATHERINE COURT....D-11
KATIE WAY....D-10
KAY CIRCLE....E-9
KEENE COURT....D-7
KELLOGG AVENUE....D-8
KENDRA COURT....D-10
KENNETH DRIVE....F-10
KENSINGTON COURT....D-11
KENWOOD AVENUE....E,F-9
KERMIT WAY....E-8
KEVIN WAY....D-9,10
KILROY ROAD,NORTH....B\C-4,5
KILROY ROAD,SOUTH....F\J1-4
KIMBERLY SHEA DRIVE....C-10
KINGS COURT....E-11
KIRKES DRIVE....B-6
KIRKLAND COURT....E-8,9
KIRKSEY DRIVE....C-6
KNOWLDY DRIVE....B-10

L
LA JUNTA COURT....D-9
LA LINDA COURT....F-10
LA MANCHA PLACE....C-8
LA PALOMA STREET....C-9
LA ROSA COURT....F-11
LA SALLE DRIVE....D-10
LA SIESTA COURT....F-11
LA SOMBRA COURT....E,F-11
LAMAR E-9
LAMAR COURT....E-10
LAMBERT WAY....F-6
LANDER AVENUE....C\1-8
LANE STREET....G-7
LANTANA WAY....D-10
LAPWING WAY....C-5,6
LARCHWOOD COURT....H-8
LARKSPUR PLACE....G-10
LAS PALMAS COURT....F-11
LASITER LANE....E-7
LAUREL STREET,NORTH....G-7
LAUREL STREET,SOUTH....G-7
LAUREL WALK....B,C-7
LAUREN CIRCLE....E-5
LAVON NEW LANE....H-9
LAZARINE COURT....F-5
LEDWITH COURT....D-7
LEE AVENUE....E-7 (P)
LEERAE COURT....H-11
LEGACY COURT....E-8
LEITLER PLACE....B-8
LEM LANE....G,H-4
LEWIS STREET....H-7
LEXINGTON AVENUE....F-7;G-7,8
LIAL COURT....E-5
LIBERTY COURT....E-10
LIBERTY SQUARE PKWY....C-2,3
LILY LANE....C-10
LINCSTOR ROAD....B-3
LINCOLN AVENUE....F-8
LINDA VISTA....E-10
LINDEN LANE....H-8
LINFIELD COURT....D-9
LINN COURT....E,F-11
LINWOOD AVENUE,EAST....H\B-12
LINWOOD AVENUE,WEST....H\1-8
LITTLE STREET....H-10
LOCH LOMOND COURT....E-8,9
LOCUST STREET....G-7
LOGAN LANE....E-5
LORI COURT....E,F-8,9
LOYOLA WAY....D,E-8
LUKAS STREET....D-9
LYNBOROUGH COURT....E-11
LYONS AVENUE....E-9,10

M
MACE WAY....C-10
MADELYNNE COURT....D-10
MADISON AVENUE....B-7
MAE STREET....H-6
MAGIC SANDS WAY....E-6 (P)
MAGNOLIA DRIVE....B-6
MAIN ST,EAST....G,H-8;I\E-10
MAIN STREET,WEST....D\1-8
MALLARD COURT....B,C-4
MALLARD LANE....E-10
MANTON AVENUE....F-5 (P)
MANZANITA WAY....B-10
MAPLE STREET....H-7
MARIE DRIVE....E-11
MARIPOSA DRIVE....C-6,7(P--CSUS)
MARK COURT....E-4
MARKET STREET....G-8
MARLEE DRIVE....E-12
MARSHALL STREET....F\J9-12;G-8,9
MARSTON COURT....B-6
MARTINEZ STREET....H-7
MARYANN DRIVE....F-4,5
MAYFAIRE DRIVE....E-11
MC CORMICK STREET....E-6 (P)
MCENNA DRIVE....B,C-7
McKINLEY PLACE....D-5
MEADOW LARK DRIVE....E-5 (P)
MEADOW LANE....D-8
MEADOW PARK DRIVE....D-8,9
MEADOWMONT LANE....E-8
MEANDERING LANE....B,C-7
MEDEIROS ROAD....B-3
MELLO COURT....E-6
MELONES DRIVE....C-7(P--CSUS)
MEMORY LANE....B\7-8
MENLO DRIVE....H-3,4
MERCED WAY....C-7(P--CSUS)
MERCHANT LANE....B-7
MERLIN DRIVE....B-10
MERRITT AVENUE....E-4 (P)
MERRITT STREET....C-9,10
MESSENGER COURT....D-5
MICHAEL WAY....D-10
MICHELLE LYNN COURT....C-6
MIDSUMMER LANE....B-7
MILANO COURT....D-9
MILANO WAY....D-7
MILES COURT....E-7
MILLER RANCH E-10
MILHOUS STREET....H-9
MILLER E-10
MILLERTON WEST....B-5
MINARET AVE,NORTH....E,F-9
MINARET AVE,SOUTH....G-9,10H-10
MINERVA STREET....C-9
MINNESOTA AVE,EAST....B-9
MINNESOTA AVE,WEST....D\E-8
MIRA FLORES....E-10
MIRAGE DRIVE....B-9
MISSION STREET....E-11
MITCHELL AVENUE....B,9\F-8
MONARCH COURT....B-7
MONADNOCK COURT....B-4
MONROE AVENUE....F-8
MONTANA AVENUE....H\6-8
MONTARA DRIVE....B-4
MONTE VISTA AVE,EAST....C-D\B-12
MONTE VISTA AVE,WEST....C-D\1,I-8
MONTREUX WAY....D-10
MOON ROSE COURT....E-10,5
MOONEGLOW DRIVE....B\E-5
MOONEHAM COURT....D-11
MORNING DEW COURT....C-5
MORTIF COURT....B-5
MOUNTAIN SPRINGS DRIVE....B-5
MOUNTAIN VIEW ROAD....B,C-4
MULBERRY DRIVE....C-10
MULLANS WAY....F-3
MURPHY DRIVE....F-12
MURRAY STREET....F-7
MUSTANG COURT....E-11
MYERS WAY....E,F-11,12
MYRTLE STREET....I-9,J-10

N
NADIA COURT....C-8 (P)
NATHAN COURT....E-4
NEWCOMB AVENUE....C-9
NICHOLAS DRIVE....E-9
NICOLE D-10
NICOLAUS DRIVE....D-10
NIGHTOLE COURT....E-8 (P)
NIEL AVENUE....E-10
NIKKI ANN WAY....F-5
NINTH STREET....H-8
NOBLE LANE....E-11
NOOA AVENUE....E-8
NORDIC WAY....F-11
NORTH AVENUE....F-8,9
NORTH PARK DRIVE....E-9
NORTH PARK COURT....D-9
NORTHSIDE COURT....E-9
NORTHWESTERN COURT....D-6
NORWICH LANE....D-6
NOVO DRIVE....F-11

O
OAK STREET....F,G-9
OAK CREST DRIVE....C-4,5
OAKFIELD DRIVE....E-5
OAK VIEW COURT....C-5
OGDEN WAY....E-5
OLD ROSE LANE....B-5
OLD VINEYARD ROAD....F-11
OLEANDER LANE....G-10
OLIVE AVENUE,EAST....F-8;F-8,9
OLIVE AVENUE,NORTH....B\F-9
OLIVE AVENUE,SOUTH....G-1\3
OPPELT WAY....C-11,12
ORANGE STREET,NORTH....F,G-7
ORANGE STREET,SOUTH....G-7
ORCHARD STREET....F-7
ORCHID LANE....B-3,4
OXFORD AVENUE....D,E-6
OXFORD COURT....D-6

P
PACER WAY....D-4
PACIFIC GROVE COURT....C-6
PADDOCK LANE....E-12
PAISLEY LANE....E-12
PALACE COURT....E-11
PALACIA COURT....F-11
PALM STREET,NORTH....E,F-8
PALM STREET,SOUTH....F-8,9;G-9
PALMER DRIVE....E-6
PANORAMA AVENUE....B,C-5
PARK STREET....F-6,7
PARK VIEW F-7
PARKSIDE COURT....B-7
PARNELL AVENUE....E-7
PARQUET WAY....B-5
PASADENA WAY....B-6
PASEO BELLEZA....B-6
PASEO DE LEON....B-4,5;C-4
PASEO DEL SOL....B-4,5
PASEO ENTRADA....B-3,4
PASEO PRADERA....B-3,4
PATCHWORK COURT....B,C-7
PATHWAY LANE....B-7
PAULA COURT....C-8
PAULSON ROAD....H-9,10J-11
PAVILLION WAY....E-5
PAYNE WAY....I-9,10
PEACE WAY....D,E-7
PEACOCK DRIVE....E-10
PECAN WAY....F-10
PEDRAS ROAD....D,I\6-8
PEDRO COURT....E-8
PEDRY LANE....D-10
PEPPERRIDGE DRIVE....I-8
PERNET COURT....E-7
PERSIAN LANE....H-9
PERSIMMON ROAD....B-3
PICARD COURT....H-9
PICARD LANE....H\J9-10
PICADILLY LANE....B,C-7
PIEDMONT AVENUE....C-8,9
PIN OAK COURT....E-7
PINE CONE WAY....C-9
PINEHURST DRIVE....H-9
PINEWOOD STREET....H-9
PINTO WAY....D,E-10
PIONEER AVENUE....E,F-9
PIPO COURT....B,C-6
PLUMWOOD COURT....H-9
POLK AVENUE....F-4
POLO COURT....E-4
POLYNESIAN E-4
POLYVIEW DRIVE....D\J5-8
POMONA COURT....C-7
PORSCHE STRASSE....D-5
PORTER WAY....F-5
PORTO FINO STREET....C-9
POST OAK STREET....B\C-5
POTOMAC AVENUE....C-9
POWERS COURT....E-9
PRAIRIE FALCON WAY....B-10
PRIMROSE LANE....B-10
PRINCETON COURT....D-6
PROVIDENCE LANE....B-6
PROVO STREET....E-5
PURPLE SAGE LANE....B-10
PUTNAM COURT....C-9

Q
QUAIL COURT....E-5
QUEENSLAND AVENUE....C-8
QUINCY ROAD,NORTH....B\J2-11
QUINCY ROAD,SOUTH....G,H-11

R
RACE STREET....G-8
RADCLIFFE WAY....C-8
RADFORD STREET....E-9
RADIO STREET....D-6
RAINER WAY....D-10
RALEIGH COURT....E-11
RAMIN DRIVE....E-5
RANSOM DRIVE....H-10
RAY COURT....F-9
REDBUD LANE....B-10
REDWOOD COURT....B-3
REDWOOD E,F-9
REDHILL WAY....B-10
REIFFELL COURT....D-5
REEF POINT DRIVE....D-7 (P)
REGIS STREET....D-7,8
REHNOLZ AVENUE....B-8
REOHAM COURT....D-11
RICE AVENUE....B-7
RICHARD STREET....C-9
RIDGE E-10
RIDGEWOOD COURT....C-8
ROBBIN WAY....D-9
ROBERTS ROAD....C-4,5
ROCHELLE AVENUE....D,E-7
ROCHESTER COURT....C-8
ROCKFORD WAY....E-8
ROCKHURST LANE....D-6
ROCKWOOD AVENUE....H-8,9
ROMAN WAY....E-8
ROMEO LANE....H-10
RONDEE LANE....D-7 (P)
ROSE STREET,NORTH....F,G-9
ROSE STREET,SOUTH....G-9,10
ROSE GARDEN WAY....C-10
ROSEBOROUGH COURT....E-11
ROSENTHAL DRIVE....C-9
ROSEWOOD DRIVE....H-8
ROTH COURT....E-5
ROTH WAY....C-5
ROUNDHOUSE COURT....D,E-11
ROYAL WOOD LANE....E-5
RUBLE ROAD....H-3
RUNYAN DRIVE....E-9
RUTGERS AVENUE....D-8
RYAN ROAD....E,F-5 (P)
RYKER COURT....I-9

S
SABINO STREET....C-10
SAGE WAY....B-7
SAI LANE....C-8
SALEM WAY....C-8
SALLY PLACE....E-11
SAMANTHA WAY....D-9
SAN JOAQUIN STREET....F-7
SANDSTONE STREET....B-3,4
SANDY WAY....B-6
SANTA ANITA D-6
SANTA MARIA PLACE....C-8
SANTA YNEZ AVENUE....C-8
SANTOS COURT....C-8
SANTOS STREET....C-8
SARGON PL....E-9
SAROLOU DRIVE....C-10
SCHWERS COURT....E-11
SCOTTLEE DRIVE....C-10
SEA LION WAY....D-5 (P)
SEABORG STREET....D-7
SEA WILLOW DRIVE....C-4
SEASIDE WAY....C-6
SEASONS PARK DRIVE....C-4,5
SEATTLE COURT....D-6
SEBASTIAN DRIVE....E-11,12
SERANADE DRIVE....B-5
SERR DRIVE....H-9
SEVENTH STREET....G,H-8
SHADOW PARK DRIVE....C-5
SHADOWVIEW COURT....D-7 (P)
SHADY LANE....E-8
SHADY OAK COURT....C-5
SHASTA AVENUE....E-10
SHAWN DAN DRIVE....E-5
SHERRI WAY....D-8,9
SHERWOOD DRIVE....E-11
SHETLAND WAY....E-4,5
SHIRE WAY....E-4,5
SIERRA STREET....F-9,10
SIERRALEN AVENUE....I-8
SIERRA VISTA DRIVE....F-11,12
SILVER CREEK COURT....I-9
SILVERLEAF AVENUE....I-8
SILVER LAKE DRIVE....E-8
SILVER LUPIN B-10
SILVER OAK COURT....B-3,4
SILVERTON AVENUE....D-9,10
SILVIA STREET....G,H-8,9
SIMMONS ROAD....I-J-3\2-6,7
SIMON DRIVE....E-10
SIXTH STREET....G-8
SKYBLOCK DRIVE....F-5 (P)
SKYLINE DRIVE....E-8
SMITH DRIVE....E-11
SNOWBIRD DRIVE....C-5
SNOWMASS LANE....C-5
SODERQUIST ROAD,NORTH....E\J-6
SODERQUIST ROAD,SOUTH....G,H-6
SODERSTROM LANE....G-10
SOLITUDE LANE....F-5
SOMERSET COURT....D-5 (P)
SOMERSET STREET....D-6
SOUTH AVENUE....H,J-8
SOUTH AVENUE....H\G-8
SOUZA STREET....E-5
SPARKLE COURT....F-5
SPENGLER WAY....H-3,4
SPIRIT COURT....B-7
SPRING COURT....E-6
SPRING BLOSSOM LANE....C-4,5 (P)
SPRING CREEK DRIVE....C-5 (P)
SPRING GARDEN DRIVE....C-5 (P)
SPRING VALLEY DRIVE....C-5 (P)
SPRINGER DRIVE,EAST....B\9-10
SPRINGER DRIVE,WEST....B\5-8
SPRINGFORD COURT....C-5 (P)
SPRINGVILLE WAY....E-9
SPRUCE STREET....G-7
ST. GEORGE PLACE....C-8
ST. GEORGE WAY....B,C-5
ST. JOSEPH PLACE....C-8
ST. PATRICK E-7
ST. PATRICK PLACE....C-8
STALLION COURT....E-5
STALLION WAY....E-5
STANISLAUS STREET....F-7
STANLEY AVENUE....C-9
STARR AVENUE....F-8,9
STATE STREET....D-5 (P)
STEPHEN PLACE....E-11
STERLING OAK COURT....C-5
STERLING RANCH DRIVE....C-5
STERN WAY....D-9
STEVENOT COURT....E-9
STONE COURT....E-9
STONRIDGE DRIVE....E-9 (P)
STOUFFER COURT....E-8,9
STROLLING LANE....B-6
STUART PLACE....E-11
SUE DRIVE....E-7 (P)
SUMMER CREEK B-3
SUMMER CREEK DRIVE....C-4,5
SUMMER CREST DRIVE....C-4,5
SUMMERDALE AVENUE....C-5
SUMMERFIELD DRIVE....B,C-6
SUMMER GARDEN LANE....C-4,5
SUMMERSONG COURT....C-4
SUMMERTON LANE....B-6
SUN GARDEN COURT....I-8
SUN VALLEY DRIVE....C-3
SUNBIRD DRIVE....B-9
SUNDANCE COURT....E-9
SUNKIST WAY....B-8
SUNNY LANE....B-6
SUNNY OAK DRIVE....B-3
SUNNYBROOK CIRCLE....D-7 (P)
SUNNYHILL B-9
SUNNYSIDE DRIVE....G-7
SUNNYVIEW DRIVE....B-9
SUNSET DRIVE....D-9 (P)
SUNSET DRIVE (WESTERN VIEW MHP) (P)
SUNSHINE CURVE....E-5
SUNSHINE WAY....B-9
SUPREME COURT....C-6
SWAN PARK DRIVE....D-11
SYCAMORE STREET....F-9,10
SYLVIA STREET....H-9
SYLVIA COURT....E-10
SYRACUSE AVENUE,EAST....F-9
SYRACUSE AVENUE,WEST....F-7,8

T
TAFT COURT....D-5
TAHOE LANE....B-6
TAHOE DRIVE....E-10
TAMM WAY....D-8,9
TANBARK LANE....B-7
TANBARK LANE....B-7,4
TARAVAL COURT....E-10
TARTAN ROAD....E-12
TASSIE COURT....E-11
TAVEY LANE....E,F-5
TAYLOR ROAD....B\L1-12
TAYLOR COURT....E-5
TEA ROSE STREET....B-4,5
TEAKWOOD STREET....H-9
TEGNER ROAD,NORTH....D,E-3
TEGNER ROAD,SOUTH....F,G-3
TEMPLE E-7
TEMPLE AVENUE....D,E-8
TERESA COURT....D-10
TERRALINDA DRIVE....B-4,5
THE BLUFF....F-6
THEATER DRIVE....C-6(P--CSUS)
THIRD STREET....G-8
THOR STREET,NORTH....F-8
THOR STREET,SOUTH....F-8;G-8,9
TIFFANY COURT....C-4
TIGER COURT....E-5
TIGERS DRIVE....D-10
TIVERTON WAY....D-11
TOKAY AVENUE....F-11
TORNELL AVENUE....D-9
TOUCHSTONE E-8
TRADE WAY....G,H-4
TRADITIONS ROAD....B-6
TRAIL WAY....B-5
TRAMWAY PLACE....E-6
TRAVIS COURT....F-5
TREASURE COURT....B-7
TRELLIS LANE....E-4
TRINITY COURT....D-6
TRINITY E-8
TRIUMPH COURT....D-4
TROTTER WAY....D-4
TROY COURT....F-7
TULANE WAY....C-8
TULLY ROAD,NORTH....D\G-5
TULLY ROAD,SOUTH....G-5
TUNA COURT....E-5
TUOLUMNE DRIVE....C-6(P--CSUS)
TUOLUMNE ROAD,EAST....H-8
TUOLUMNE ROAD,WEST....D\J-8
TUSCANY COURT....E-5
TUSCANY PLACE....C-5
TWENTIETH CENTURY BLVD....E-7,8
TWIN AVENUE....E-5 (P)
TYPHOON COURT....D-5
TYPHOON DRIVE....D-4
TYROLIA COURT....F-5

U
UNIVERSITY CIRCLE....C-6,7(P--CSUS)

V
VAIL COURT....C-5
VALDESTA DRIVE....D-11
VALENTINE COURT....E-11
VALLEY VIEW DRIVE....E-12
VALPARAISO DRIVE....E-7
VAN BUREN CIRCLE....D-5
VANDERBILT AVENUE....C-9
VASCHE AVENUE....B-8
VASCONCELLOS WAY....C-10
VASSAR AVENUE....D-8
VEGA COURT....E-4
VENTURE LANE....H-6
VERDENA'S COURT ....E,F-7 (P)
VERMONT AVENUE....G\6-8
VERMONT PLACE....G-8 (P)
VERONA AVENUE....C-8
VICTORIA COURT....E-5
VICTORY LANE....D-4 (P)
VIERA WAY....B-5,6
VILLA STREET....F-10
VILLAGE WOODS H-9
VILLAGE PARK DRIVE....C

Earl Elementary School

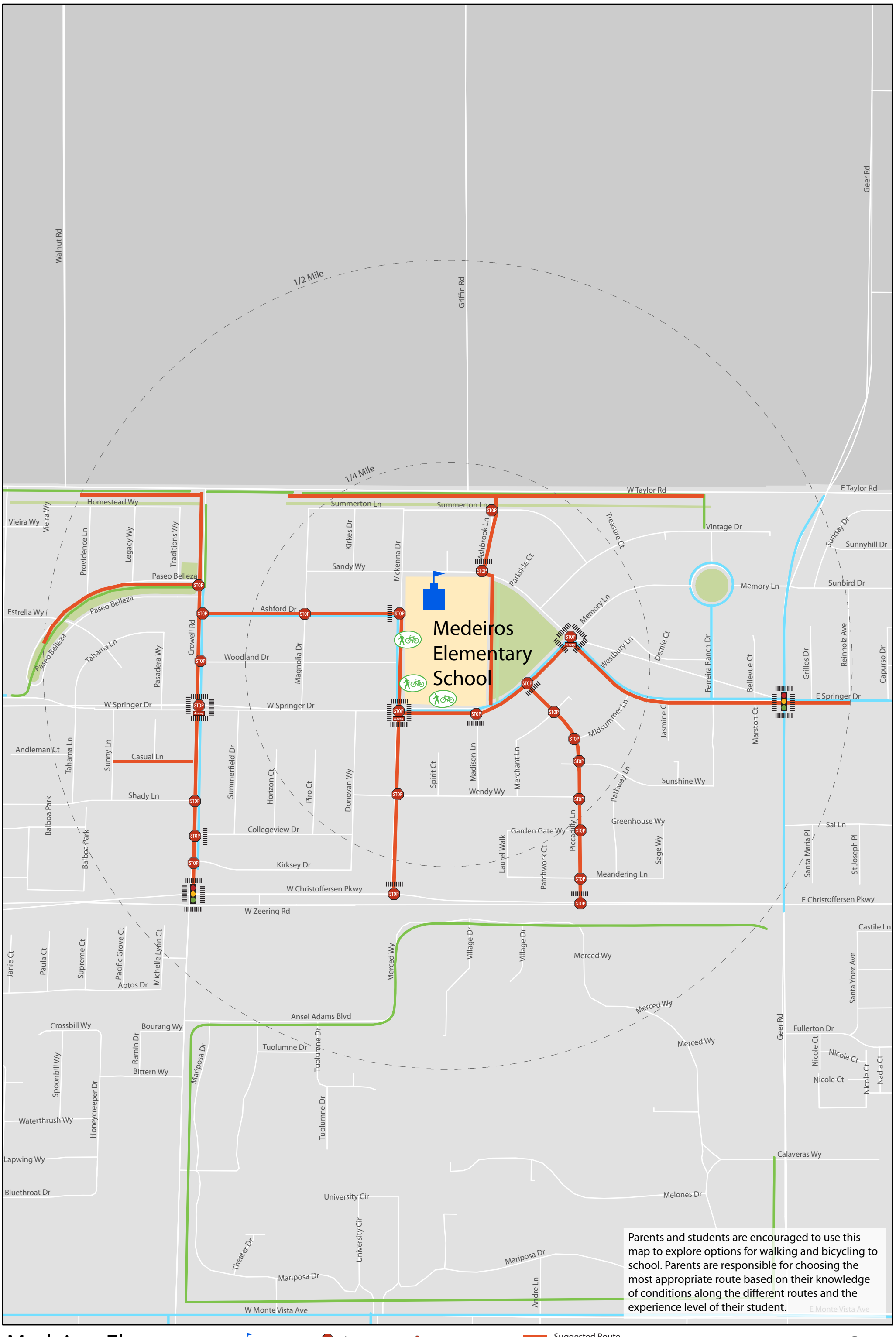
Parents and students are encouraged to use this map to explore options for walking and bicycling to school. Parents are responsible for choosing the most appropriate route based on their knowledge of conditions along the different routes and the experience level of their student.

Earl Elementary

Data obtained from: The City of Turlock, Stanislaus County, and Omni-Means
Map created: October 2014

School
Parks
Marked Crosswalk
4-way Stop
2-way Stop
Signalized Intersection
Crossing Guard Location
Bicycle and Pedestrian Access
Suggested Route (Walking and Biking)
Suggested Route (Walking Only)
Existing Class I
Existing Class II

0 0.075 0.15 Miles



Parents and students are encouraged to use this map to explore options for walking and bicycling to school. Parents are responsible for choosing the most appropriate route based on their knowledge of conditions along the different routes and the experience level of their student.

Medeiros Elementary

School
Parks
Marked Crosswalk
4-way Stop
2-way Stop
Signalized Intersection
Crossing Guard Location
Bicycle and Pedestrian Access
Suggested Route (Walking and Biking)
Existing Class I
Existing Class II

0 0.075 0.15 Miles

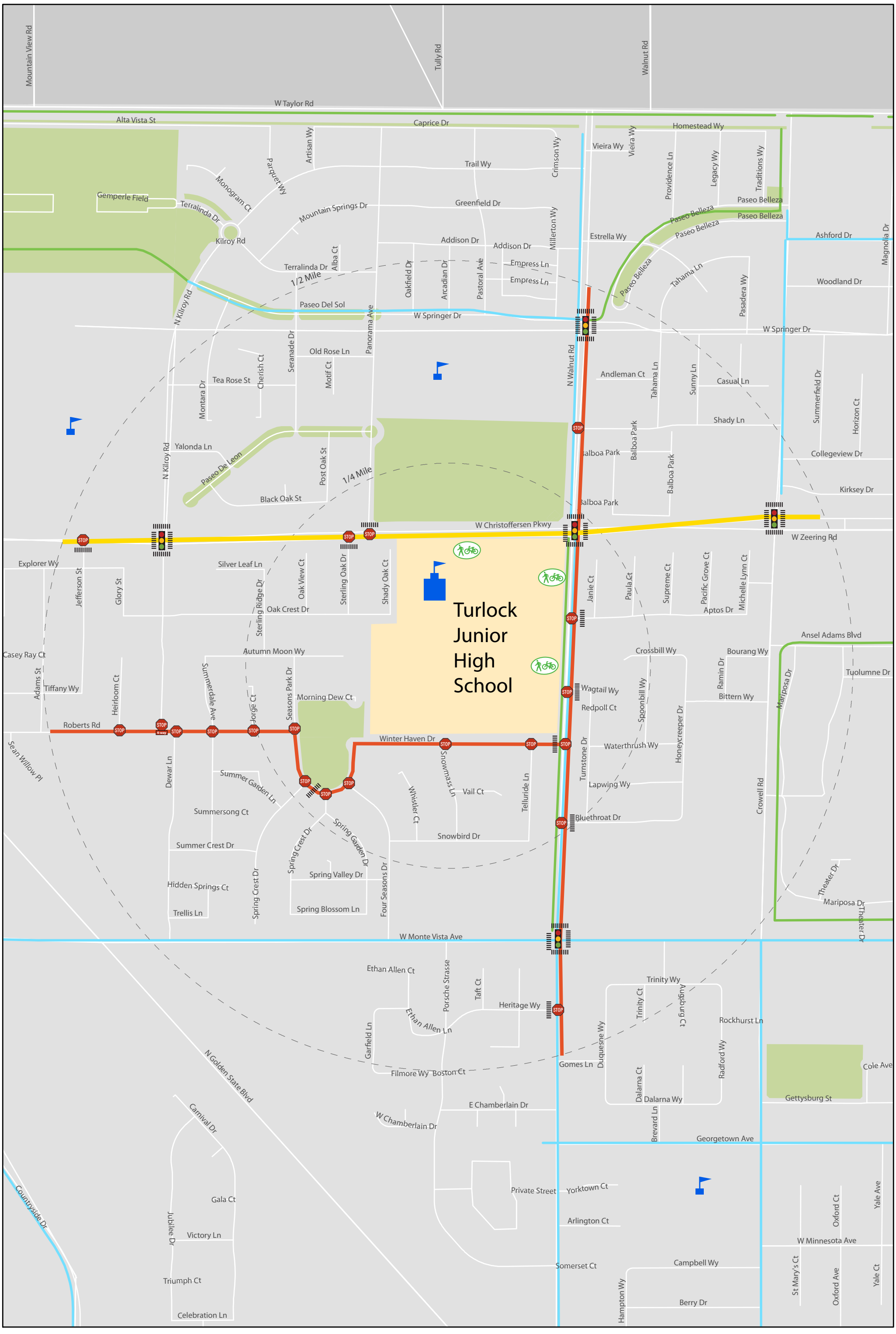
Data obtained from: The City of Turlock, Stanislaus County, and Omni-Means
Map created: October 2014

Pitman High School

School
Parks
Marked Crosswalk
4-way Stop
2-way Stop
Signalized Intersection
Roundabout
Bicycle and Pedestrian Access
Suggested Route (Walking and Biking)
Suggested Route (Walking Only)
Existing Class I
Existing Class II

Data obtained from: The City of Turlock, Stanislaus County, and Omni-Means
Map created: October 2014

0 0.075 0.15 Miles

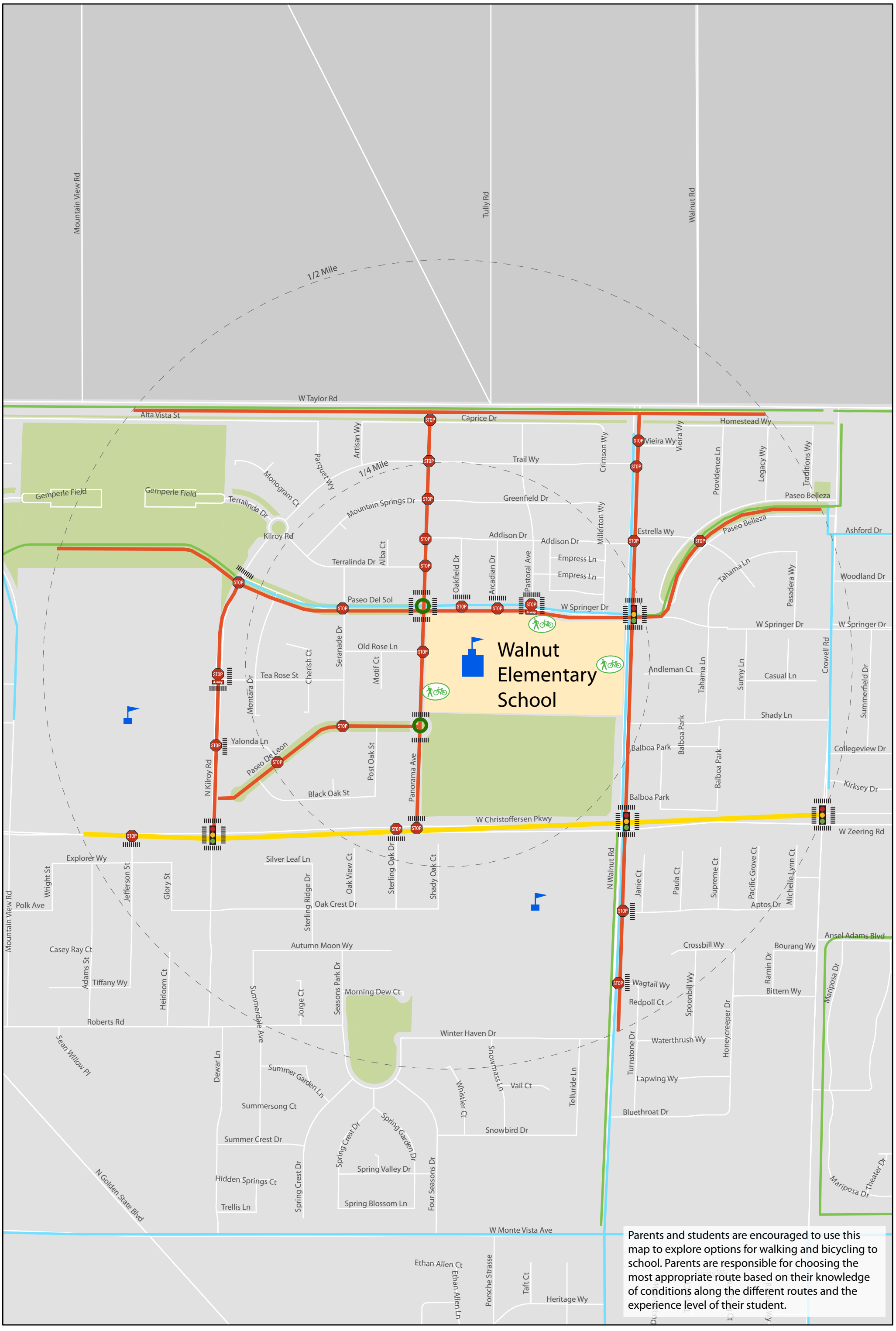


Turlock Junior High

Data obtained from: The City of Turlock, Stanislaus County, and Omni-Means
Map created: October2014

School
Parks
Marked Crosswalk
4-way Stop
2-way Stop
Signalized Intersection
Bicycle and Pedestrian Access
Suggested Route (Walking and Biking)
Suggested Route (Walking Only)
Existing Class I
Existing Class II

0 0.075 0.15 Miles



Walnut Elementary

School
Parks
Marked Crosswalk
4-way Stop
2-way Stop
Signalized Intersection
Roundabout
Bicycle and Pedestrian Access
Suggested Route (Walking and Biking)
Suggested Route (Walking Only)
Existing Class I
Existing Class II

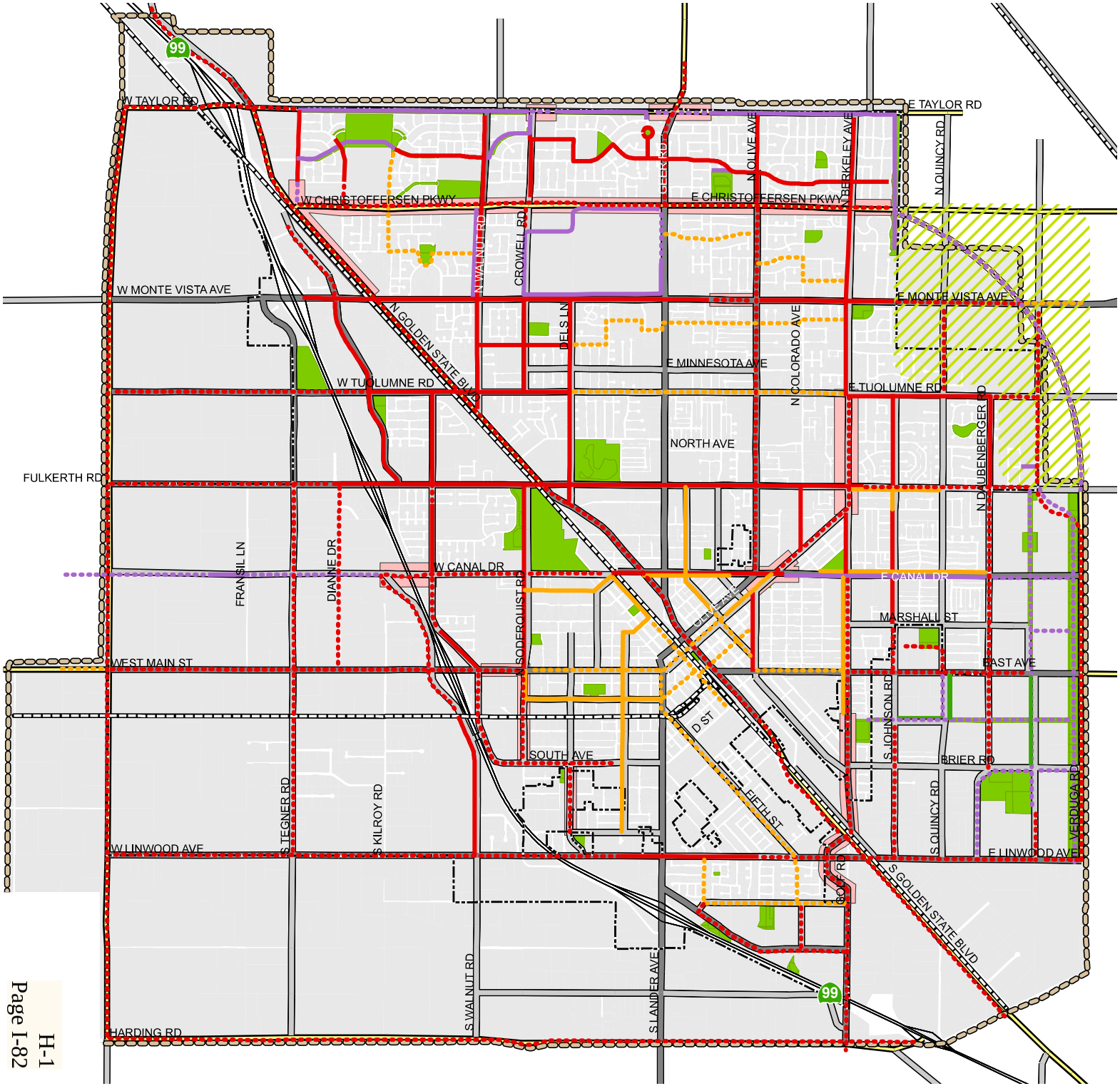
0 0.075 0.15 Miles

Data obtained from: The City of Turlock, Stanislaus County, and Omni-Means
Map created: October 2014

Figure 5-3

General Plan

Existing and Proposed Bikeways



Existing Class I
Existing Class II
Existing Class III
Proposed Class I
Proposed Class II
Proposed Class III
Priority Improvement Areas
Roadway Circulation Study Area*
Parks/Detention Basins

Circulation (2030)

Freeway
Expressway
Potential Expressway Connection
Arterial
Collector
Railroads

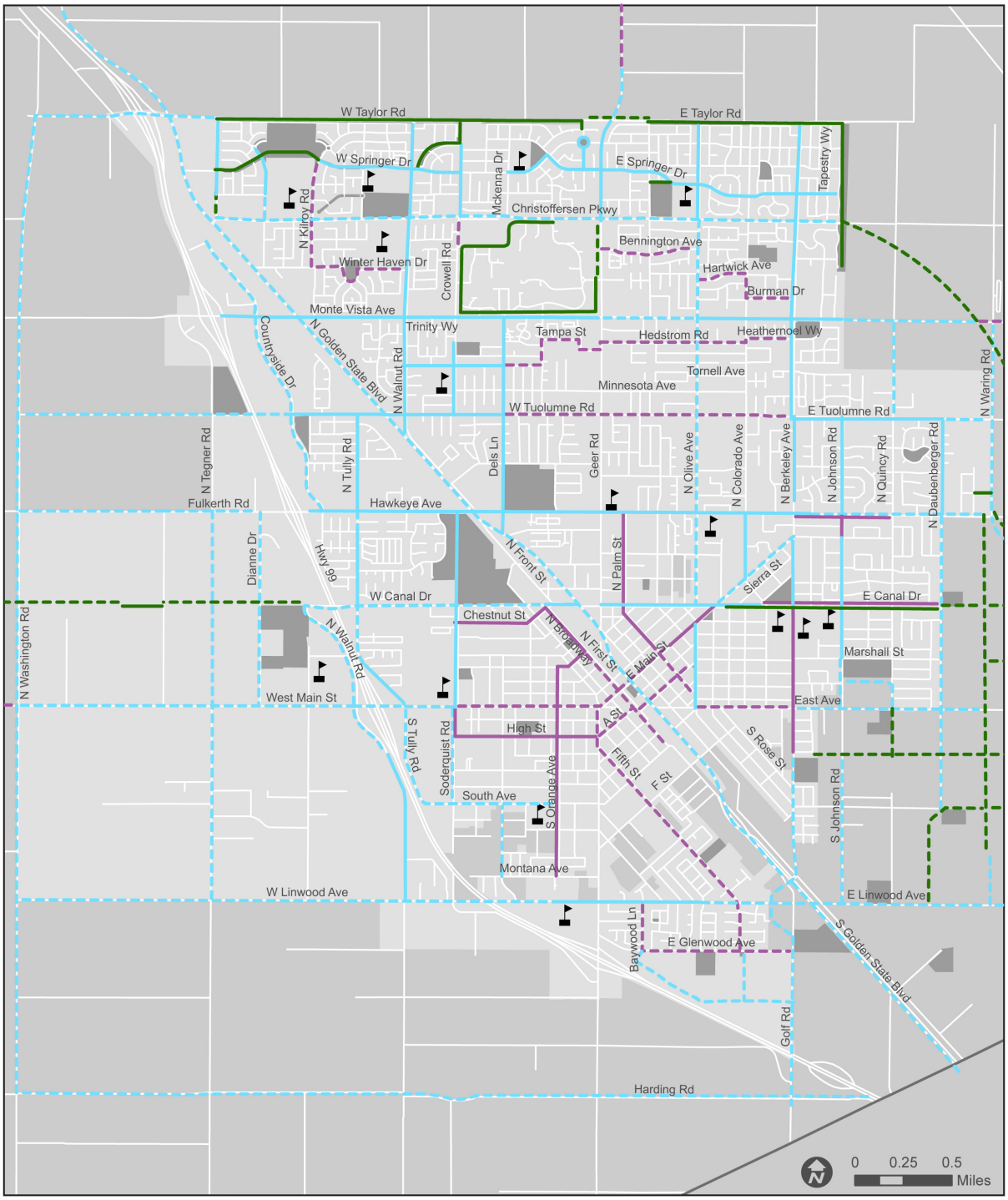
Boundaries

Study Area Boundary
City Limits & County Islands

* Future Bicycle Facility to match expressway alignment.

0 0.25 0.5 1
Miles

Figure 6-1: Active Transportation Plan Bikeway Recommendations



EXECUTIVE SUMMARY

The 2014 Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS) represents a new approach to regional transportation planning; one that goes beyond singularly addressing transportation needs. The 2014 RTP/SCS strengthens the link between land use and transportation planning, recognizing the significant connection between these two areas and its impact on the region's quality of life.

The 2014 RTP/SCS or "Plan" presents a strategy to accommodate the significant expected growth in the region while promoting economic vitality, providing more housing and transportation choices, promoting healthy living, and improving communities through an efficient and well-maintained transportation network.

This plan addresses new requirements, including Senate Bill 375 (SB 375) which calls for reductions in greenhouse gas emissions from the transportation sector; as well as new federal mandates under MAP-21 (Moving Ahead for Progress in the 21st Century), the new transportation authorization bill, which emphasizes a performance-based planning approach. The Plan, which matches transportation investment priorities with desired land use, represents the Stanislaus Council of Government's (StanCOG) vision for a more sustainable, healthy, and equitable region with multimodal transportation options available for all users.

COLLISION DIAGRAM

Primary Street:

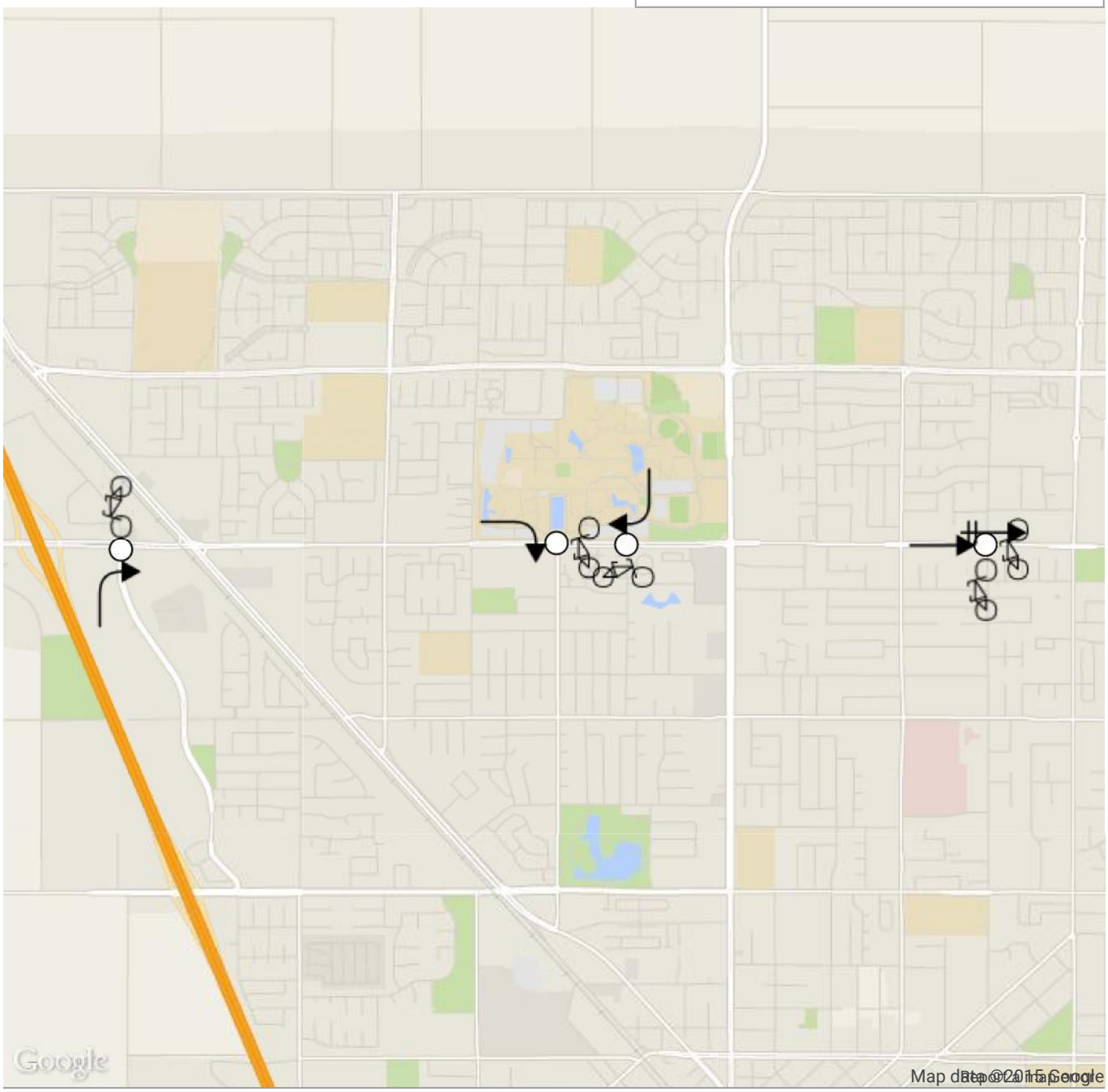
Secondary Street:

Time Period:

Agency Name:

Mapping Summary	
Fatal Collision	0
Injury Collision	5
Mapped	5
Not Drawn	2
Total	7

Straight	Overturned
Left Turn	Ran Off Road
Right Turn	Stopped
U-Turn	Parked
Pedestrian	Bicycle
Object	Injury Crash
Fatal Crash	



DEVELOPMENT SERVICES
ENGINEERING DIVISION
156 S. BROADWAY, SUITE 150
TURLOCK, CA 95380

PHONE: (209) 668-5599 x4439
FAX: (209) 668-5563
TDD: (800) 735-2929
wyork@turlock.ca.us

April 16, 2015

To Whom it May Concern:

On March 26, 2015, the California Transportation Commission (CTC) approved the guidelines for Cycle 2 of the Active Transportation Program (Program), while at the same time activating a state-wide call for projects. This provides an opportunity for cities such as Turlock to compete for funding for projects that improve bicycling and walking within our community. The Program was established through state legislation (SB 99 and AB 101) and is still fairly new. It also represents a consolidation of other funding sources, including Safe Routes to School (SR2S) and Bicycle Transportation Account (BTA) monies, among others.

The CTC has announced that a total of $360 million has been made available under the Program for award (statewide) for state fiscal years 2016/17, 2017/18, and 2018/19 (Cycle 2). Applications must be adhere to specific guidelines and must be submitted no later than June 1, 2015, for a chance to compete for 50% of the available funds. Unfunded applications will compete in a subsequent selection process at the regional level, where Turlock will be allowed to submit additional applications if needed. The regional application selection will be conducted by the Stanislaus Council of Governments (StanCOG) with participation from local agencies.

City staff is currently preparing a list of potential projects for consideration. Part of that process will involve careful review of the City's draft Active Transportation Plan (Plan), which outlines priority projects selected by stakeholders within the community. In addition, the City is seeking additional input from all community members who may have an idea or suggestion regarding a potential project that will promote walking and biking within our community. These may be infrastructure projects, such as new bike paths; non-infrastructure projects, such as education and outreach programs or activities; or a combination of the two.

Feedback can be provided in one of three ways:

1. **In-person at a community meeting.** A brief description of the Program will be provided and staff will be present to answer any questions. The meetings will be held at City Hall on: Thursday, 4/30/15 at 6:00 p.m. (following a Plan presentation); Saturday, 5/2/15 at 10:00 a.m.; and Wednesday, 5/6/15 at 6:30 p.m.; or
2. **Social media.** Information regarding the Plan and Program are available through the City's Development Services Department Facebook page at (www.facebook.com/turlockdsd) or Twitter page at (www.twitter.com/turlockdsd), where citizens can reply to ATP posts with comments or suggestions for potential projects; or
3. **Mail/email.** Suggestions may be sent to the attention of Wayne York, Capital Improvement Coordinator, by mail or email using the information in the header of this letter (above).

On May 7, 2015, after all feedback has been received, the City will finalize and prioritize the list of potential projects and begin working on applications. Applications are expected to be completed the following week, at which point key stakeholders will be notified for the opportunity to submit a letter of support. Applications shall be formally submitted no later than May 29, 2015. Please feel free to share this information with anyone who may be interested in providing feedback.

For more information regarding the Program guidelines, please visit the California Department of Transportation's ATP website at http://www.dot.ca.gov/hq/LocalPrograms/atp/cycle-2.html.

For more information on the City's draft ATP Plan, currently available for public review, please visit the Plan website at: http://www.bikewalkturlock.com. The City acknowledges the support of our ATP consultants, Alta Planning + Design and Omni-Means, for their efforts over the past 1-1/2 years in making this Plan a reality.

Thank you for your time and consideration as we strive to make improvements for the benefit of all citizens.

Sincerely,

Wayne York
Capital Improvement Coordinator

Cc: John Lieswyn, Alta Planning + Design
Dr. Sonny Da Marto, Turlock Unified School District
Mike Trainor, Turlock Unified School District
Roger Smith, Turlock Unified School District
Dr. Joseph Sheley, California State University, Stanislaus
Melody Maffei, California State University, Stanislaus
Susan Dion, Stanislaus County Bicycle Club
Debra Elliot, Turlock PTA
Kristina Hacker, Turlock Journal
ATP Community Advisory Team (CAT)
Applicable City staff

City of Turlock - Development Services Department

Posted by Wayne York [?] · April 16 ·

The Active Transportation Program #ATP is accepting applications for bike/pedestrian projects with $360M available statewide for funding. The City would like your input on potential bike/pedestrian improvement projects as we begin to put together applications. You can share your comments here, or attend a workshop. See dates and times below.

City of Turlock - Development Services Department For more information about the ATP grant program, you can visit: http://www.dot.ca.gov/hq/LocalPrograms/atp/cycle-2.html

Like · Reply · Commented on by Wayne York [?] · April 16 at 12:27pm

City of Turlock - Development Services Department Workshops will be held at City Hall on 4/30 at 6:00 p.m. (following an ATP plan presentation), 5/2 at 10:00 a.m., and 5/6 at 6:30 p.m. where more information about the ATP program will be presented and an opportunity for input will be provided.

Like · Reply · 1 · Commented on by Wayne York [?] · April 16 at 12:26pm

DEVELOPMENT SERVICES
ENGINEERING DIVISION
156 S. BROADWAY, SUITE 150
TURLOCK, CA 95380

PHONE: (209) 668-5520
FAX: (209) 668-5563
TDD: (800) 735-2929
engineering@turlock.ca.us

April 2, 2015

PUBLIC NOTICE

for immediate posting

The State of California has recently released a "Call for Projects" under Cycle 2 of the Active Transportation Program (ATP). This is a grant funding opportunity where agencies like Turlock can submit applications and compete for federal and state funding for projects that benefit biking and walking within the community. Projects can be "infrastructure" related, such as new sidewalks and bike paths, "non-infrastructure" related, such as encouragement and education programs, or a combination of both.

The City is seeking input from the general public to help identify and prioritize biking and walking needs within the community. Feedback can be provided in one of three ways:

(1) **Community meeting.** City staff will be available to provide an overview of the funding program, solicit input for proposed projects and answer any questions the public may have. The meetings will be held at City Hall on Thursday, April 30, 2015 at 6:00 p.m. and Saturday, May 2, 2015 at 10:00 a.m. and Wednesday, May 6, 2015 at 6:30 p.m.
(2) **Social media.** Information regarding this program, as well as the City's draft Active Transportation Plan, can be found on the City of Turlock Development Services Department's Facebook page (www.facebook.com/turlockdsd) or Twitter page (www.twitter.com/turlockdsd) where citizens can reply to ATP posts with comments or suggestions for potential projects.
(3) **Mail.** Project ideas can be sent by mail to the attention of Wayne York, Capital Improvement Coordinator, at the mailing address at the top of this page.
(4) **Email.** Project ideas can be sent by email to wyork@turlock.ca.us.

Ideas for projects must be received no later than Wednesday, May 6, 2015. City staff will then review all of the input provided, along with priority projects identified within the City's Active Transportation Plan, and prioritize potential projects for this funding cycle.

Thank you for your time and consideration as we strive to make improvements for the benefit of all of Turlock's citizens.

*Ask*CHIS

Search Query Summary:

GEOGRAPHIC AREA:
Stanislaus

MAIN TOPIC:
Number of days physically active at least one hour (past week)

COMPARE BY:
None selected

POPULATION:
None selected

Source: 2011 - 2012 California Health Interview Survey
95% confidence intervals are displayed in table
* Red asterisk means statistically unstable

Number of days physically active at least one hour (past week)	
0 day	7.7%* (0.4 - 15.0) 4,000
1 day	1.6%* (0.0 - 4.1) 1,000
2 days	8.6%* (0.0 - 18.8) 4,000
3 days	7.4%* (0.1 - 14.7) 4,000
4 days	29.6%* (5.3 - 54.0) 15,000
5 days	9.9%* (0.0 - 21.0) 5,000
6 days	1.3%* (0.0 - 3.5) 1,000
7 days	33.9% (14.9 - 52.8) 17,000
Total	100.0% 50,000

View additional resources related to Physical Activity/Exercise

If your table includes 2001 data, it may exclude survey responses for which answers are unknown. For all other years, unknown answers are imputed.

*Ask*CHIS

Search Query Summary:

GEOGRAPHIC AREA:
Stanislaus

MAIN TOPIC:
Overweight for age (does not factor height)

COMPARE BY:
None selected

POPULATION:
0 - 18

Source: 2011 - 2012 California Health Interview Survey
95% confidence intervals are displayed in table
* Red asterisk means statistically unstable

Overweight for age (does not factor height)	
Overweight for age	18.3%* (4.5 - 32.1) 17,000
Not overweight for age	81.7%* (67.9 - 95.5) 74,000
Total	100.0% 91,000

View additional resources related to Height & Weight

If your table includes 2001 data, it may exclude survey responses for which answers are unknown. For all other years, unknown answers are imputed.

Stanislaus (SL)

	Stanislaus County	Error Margin	Top U.S. Performers*	California	Rank (of 57)
Health Outcomes					**38**
Length of Life					**37**
Premature death	6,876	6,630-7,123	5,200	5,295	
Quality of Life					**40**
Poor or fair health	22%	19-25%	10%	18%	
Poor physical health days	4.4	3.8-5.0	2.5	3.7	
Poor mental health days	3.9	3.4-4.4	2.3	3.6	
Low birthweight	6.3%	6.1-6.5%	5.9%	6.8%	
Health Factors					**50**
Health Behaviors					**48**
Adult smoking	17%	14-20%	14%	13%	
Adult obesity	32%	29-36%	25%	23%	
Food environment index	6.8		8.4	7.5	
Physical inactivity	20%	17-23%	20%	17%	
Access to exercise opportunities	92%		92%	93%	
Excessive drinking	17%	14-21%	10%	17%	
Alcohol-impaired driving deaths	27%		14%	31%	
Sexually transmitted infections	385		138	441	
Teen births	42	41-44	20	34	
Clinical Care					**40**
Uninsured	20%	18-21%	11%	20%	
Primary care physicians	1,474:1		1,045:1	1,294:1	
Dentists	1,723:1		1,377:1	1,291:1	
Mental health providers	636:1		386:1	376:1	
Preventable hospital stays	59	56-62	41	45	
Diabetic monitoring	83%	80-86%	90%	81%	
Mammography screening	61.6%	58.6-64.6%	70.7%	59.3%	
Social & Economic Factors					**50**
High school graduation	82%			83%	
Some college	48.7%	47.1-50.2%	71.0%	61.7%	
Unemployment	13.0%		4.0%	8.9%	
Children in poverty	31%	27-34%	13%	24%	
Income inequality	4.7	4.5-4.9	3.7	5.1	
Children in single-parent households	34%	32-36%	20%	32%	
Social associations	5.6		22.0	5.8	
Violent crime	515		59	425	
Injury deaths	56	53-59	50	46	
Physical Environment					**56**
Air pollution - particulate matter	9.2		9.5	9.3	
Drinking water violations	28%		0%	3%	
Severe housing problems	28%	27-29%	9%	29%	
Driving alone to work	79%	78-80%	71%	73%	
Long commute - driving alone	30%	29-31%	15%	37%	

* 90th percentile, i.e., only 10% are better.
Note: Blank values reflect unreliable or missing data

2015

Study Shows Bicycle-Friendly City Infrastructure in U.S. Significantly Increases Cycling to Work by Residents, Which Can Improve Health of Locals

| Print |

9:00 a.m. EST, Monday, Nov. 3, 2014

CONTACT:

Mollie Turner, The Obesity Society: mturner@obesity.org

Study Shows Bicycle-Friendly City Infrastructure in U.S. Significantly Increases Cycling to Work by Residents, Which Can Improve Health of Locals

Minneapolis Greenway Tied to Increase in Active Commuting for Residents Living in Neighboring Communities

BOSTON, MA: New research ties bike-friendly infrastructure changes in United States cities to increases in "active commuting" by bike-riding residents, which can improve and sustain weight[i] and reduce cardiac risk[ii]. The research comes as many of the largest U.S. cities, including New York, Chicago and Minneapolis, add hundreds of miles of bike lanes and launch bike-sharing programs, which Bicycling magazine editor calls "an indicator of an urban area's vibrancy and livability." The findings will be presented during a poster session on Tuesday, Nov. 4 at The Obesity Society Annual Meeting at ObesityWeek 2014 in Boston, Mass.

"Recently released Census Bureau data show that the number of people commuting by bike has increased by 60% over the past decade - but until now, the increase has not been closely tied to a supportive city infrastructure," said senior study author Penny Gordon-Larsen, PhD, TOS Vice President and Professor of Nutrition at the University of North Carolina. "Our goal was to evaluate how the development of the Minneapolis Greenway affected the commute of residents over a ten-year period. We found that bicycle commuting increased most significantly in communities along the Greenway. These data are supportive, but not proof, that a commitment to urban cycling infrastructure can increase active commuting by bicycle."

Research led by the University of North Carolina team used previously collected data from Minneapolis, where increases in commuting by bicycle have significantly exceeded the national average over the past decade. During the same period, the city made major bicycle infrastructure changes, including the Greenway - a trans-city, off-road trail system linking major residential and employment centers. Results show greater increases in commuting by bicycle among residents living near the Greenway. For example, the percentage of workers commuting by bike increased by 89%, from 1.8% (95% CI: 1.2, 2.4) in 2000 to 3.4% (2.9, 4.0) among those living three miles of the Greenway, while those living six miles from the greenway increased by 33%, from 1.2% (0.1, 2.4) to 1.8% (0.7, 2.9).

"While it's well known that bicycling and walking are effective physical activities to promote healthy weight and reduce cardiac risk, this type of active transportation remains more common in European cities than in North America," said Dr. Gordon-Larsen. "Some of this difference between Europe and North America can be attributed back to safety concerns associated with cycling in most North American cities, which provides even greater emphasis for infrastructure changes for North American decision-makers to provide safe active commuting routes."

TOS agrees that a population approach is one of the key pieces to combatting the obesity epidemic.

"This study reinforces the idea that the way our environment is constructed has the potential to positively impact community health," said John M. Jakicic, PhD, FTOS, of the University of Pittsburgh speaking on behalf of TOS. "

proposals are designed for new developments or the renovation of existing infrastructure, we call on architects, engineers, and city planners - among others involved in the process - to consider designs that make physical activity safe and accessible for the community. We've seen encouraging momentum during the past decade, and hope to see even more infrastructure changes that broadly encompass all communities to encourage active and healthy lifestyles across the U.S. and all of North America."

The full abstract is included below.

Abstract

Increased Municipal Investment in Bicycle Commuting and Increased Tract-Level Commuting in Minneapolis over a 10 Year-Period

Katie Meyer Carrboro North Carolina, Le Zhang Chapel Hill NC, Daniel Rodriguez Chapel Hill NC, Marc Peterson Chapel Hill NC, Penny Gordon-Larsen Chapel Hill NC

Background: Walking or biking to work is inversely associated with weight gain. Municipalities have invested in major infrastructure changes (e.g., greenways) to promote commuting by bicycle. The extent to which infrastructure changes influence commuting behavior is not known.

Methods: We used data from Minneapolis, where past-decade increases in commuting by bicycle have significantly exceeded the national average. Over the same period, Minneapolis has made major bicycle infrastructure changes, including a trans-city, off-road trail system (greenway) linking major residential and employment centers. Using decennial Census (1990, 2000) and American Community Survey (pooled 2007-2011) data, we quantified tract-level changes in commuting by bicycle with respect to greenway development. We controlled for tract-level covariates, such as sociodemographic indicators and street connectivity.

Results: In multivariable-adjusted random-effects tobit regression, among tracts 3 miles from the greenway the percentage of workers commuting by bike increased from 1.8% (95% CI: 1.2, 2.4) in 2000 to 3.4% (2.9, 4.0) in 2007-2011, while in tracts 6 miles from the greenway bike commuting (%) changed from 1.2 (0.1, 2.4) to 1.8 (0.7, 2.9).

Conclusions: Our findings suggest that municipal infrastructure influences bicycle commuting, which has been inversely associated with weight gain and cardiometabolic risk. (Grant support: R01HL114091)

# # #

About The Obesity Society

The Obesity Society (TOS) is the leading professional society dedicated to better understanding, preventing and treating obesity. Through research, education and advocacy, TOS is committed to improving the lives of those affected by the disease. For more information visit: www.Obesity.org. Find TOS disclosures here.

About ObesityWeek

ObesityWeek is the premier, international event focused on the basic science, clinical application, prevention and treatment of obesity. TOS and the American Society for Metabolic and Bariatric Surgery (ASMBS) host the world's pre-eminent conference on obesity, ObesityWeek 2014, Nov. 2-7, at the Boston Convention and Exhibition Center in Boston, Mass. For the second year, both organizations hold their respective annual scientific meetings under one roof to unveil exciting new research, discuss emerging treatment and prevention options, and network and present.

[i] L Ming Wen, C Rissel - Preventive medicine, 2008 – Elsevier, http://www.sciencedirect.com/science/article/pii/S0091743507003714

[ii] M Hamer, Y Chida - Preventive medicine, 2008 – Elsevier, http://www.sciencedirect.com/science/article/pii/S0091743507000989

Project Name:	Christoffersen Pkwy. Ped and Bike Improvements w/connectors
Project Location:	Various Locations

INFRASTRUCTURE

Bike Projects (Daily Person Trips for All Users) (Box1A)

	Without Project	With Project
Existing	230	
Forecast (1 Yr after completion)	230	356
	Commuters	Recreational Users
Existing Trips	26	76
New Daily Trips (estimate)	39	112
(1 YR aftercompletion) (actual)	39	112

Project Information- Non SR2S Infrastructure

Bike Class Type	Bike Class II
Average Annual Daily Traffic (AADT)	15,500

Pedestrian Projects (Daily Person Trips for All Users) (Box 1B)

	Without Project	With Project
Existing	540	
Forecast (1 YR after project completion)	540	590
	Without Project	With Project
Existing step counts (600 steps=0.3mi=1 trip)		
Existing miles walked		

Safe Routes to School (SR2S) (Box 1C)

	Total
Number of student enrollment	6,070
Approximate no. of students living along school route proposed for improvement	1000
Percentage of students that currently walk or bike to school	2.00%
Projected percentage of students that will walk or bike to school after the project	4.00%

Project Costs (Box 1D)

Non-SR2S Infrastructure Project Cost	$12,000
SR2S Infrastructure Project Cost	$456,000

ATP Requested Funds (Box 1E)

Non-SR2S Infrastructure	$0
SR2S Infrastructure	$264,000

CRASH DATA (Box 1F)

	Last 5 Yrs	Annual Average
Fatal Crashes	0	0
Injury Crashes	0	0
PDO	0	0

SAFETY COUNTERMEASURES (improvements) (Box 1G)

		Y or N (Capitalized)
Signalized Intersection	Pedestrian countdown signal heads	Y
	Pedestrian crossing	Y
	Advance stop bar before crosswalk	
	Install overpass/underpass	
Unsignalized Intersection	Raised medians/refuge islands	
	Pedestrian crossing (new signs and markings only)	Y
	Pedestrian crossing (safety features/curb extensions)	
	Pedestrian signals	
Roadways	Bike lanes	Y
	Sidewalk/pathway (to avoid walking along roadway)	
	Pedestrian crossing (with enhanced safety features)	
	Pedestrian crossing	
	Other reduction factor countermeasures	

Project Name:	Christoffersen Pkwy. Ped and Bike Improvements w/connectors
Project Location:	Various Locations

NON-INFRASTRUCTURE

Outreach (SR2S)- (Box 2A)	
Participants (School Enrollment)	6,070
Current Active Trans Walker/Bicyclist Users	255
Percentage of Current Active Trans Walkers/Bicyclists	4%
Project Cost	$65,200
ATP Requested Funds	$65,200
Duration of Outreach (months)	12
Outreach to new users	5,815

Outreach (Non SR2S)- (Box 2B)	
Participants	70,000
Current Active Trans Walker/Bicyclist Users	
Percentage of Current Active Trans Walkers/Bicyclists	4%
Project Cost	$16,800
ATP Requested Funds	$16,800
Duration of Outreach (months)	12
Outreach to new users	70,000

Perception (must be marked with an "x")- (Box 2C)	
Outreach is Hands-on (self-efficacy)	x
Overcome Barriers (e.g., dist, time, etc.)	x
Eliminates Hazards/Threats (speed, crime, etc.)	x
Connected or Addresses Connectivity Challenges	x
Creating Value in Using Active Transportation	x

Promotional Effort *(must be marked with an "x")-* (Box 2D)	
Effort Targets 5 E's or 5 P's	x
Knowledgable Staff/Educator	x
Partnership/Volunteers	x
Creates Community Ownership/Relationship	x
Part of Bigger Effort (e.g., political support)	x

Age *(must be marked with an "x")-* (Box 2E)	
Younger than 10	x
10-12	
13-24	
25-55	
55+	

Duration *(must be marked with an "x")-* (Box 2F)	
One Day	
One Month	
One Year	x
Multiple Years	
Continuous Effort	

Projected New Active Trans Riders	
Longitudinal New Users	1,090

Projected New Active Trans Riders	
Longitudinal New Users	13,125

CRASH DATA - (Box 2G)	Last 5 Yrs	Annual
Fatal Crashes	0	0
Injury Crashes	0	0
PDO	0	0

Assumption:

Benefits only accrue for five years, unless the project is ongoing.

Non Infrastructure- All

Projected New ATP Users	1,090	
Annual Mobility Benefits	$0	**Did not quantify mobility benefits.**
Annual Health Benefits	$159,187	
Annual Recreational Benefits	$0	**Did not quantify recreational benefits.**
Annual Safety Benefits	$0	**Safety benefits are assumed to be a reduction in Other R**

Fuel saved	$193,336
Emissions Saved	$14,174
Fuel and Emissions Saved	$207,510

Underlying assumptions for calculations:

1) 1 mile driven is ~ 0.05 gal ~ 1 lb of CO_2 based on US average 20mpg.
Source: Active Transportation for America: The Case for Increased Federal Investment in Bicycling and Walking. Rails to Trails Conservancy, page 22.
http://www.railstotrails.org/resourcehandler.ashx?id=2948
2) Assume users divert 1040 miles (4 miles (bike 3 mi, walk .6 mi) * 5days *52 weeks)
3) Gasoline price per gallon is $3.41 (incl. tax)
4) Carbon price is $25 per ton (updated $2014 value)
5) 2,000 lbs = 1 ton

ESTIMATED SAFETY BENEFITS FROM POTENTIAL CRASH REDUCTION

Countermeasures			OTHER REDUCTION FACTOR
Crash Reduction Factors (CRFs)			10%
Service Life			5
	1st year		$0

	Fatal	Injury	PDO	Total
Frequency	0	0	0	0
Cost/crash	$3,750,837	$80,000	$6,924	

SAFE ROUTES TO SCHOOL

Infrastructure

Before Project

No. of students enrollment	6,070
Approximate no. of students living along school route proposed for improvement	1000
Percent that currently walks/bikes to school	2%
Number of students that walk/bike to school	20

After Project

No. of students enrollment	6,070
Approximate no. of students living along school route proposed for improvement	1000
Projected percentage of students that will walk or bike because of the project	4%
Number of students that will walk/bike to school after the project	40

ATP Shift	7,200
Fuels Saved	$1,227.60
Emissions Saved	$90.00

Annual Mobility Benefits	$46,926
Annual Health Benefits	$2,927
Annual Safety Benefits	$0
Fuel and Emissions Saved	$1,318
Recreational Benefits	$0

Assumptions:

1) 180 school days
2) 2 miles distance to school = 1 hour walk
3) Takes 1 hour back and forth to school grounds, used distance of 1 mile (
4) Approximate no. of students living along school route proposed for impr
before and after to get an actual increase number of ATP users or correspo
5) We used the value of time for adults for SR2S since we did not quantify
community in general. Value of time for adults $13.03 vs. $5.42 for kids.
6) Safety benefits are assumed to be the same as non-SRTS infrastructure

Did not quantify recreational benefits for SR2S Infrastructure projects.

20 Year Invest Summary Analysis	
Total Costs	$550,000.00
Net Present Cost	$528,846.15
Total Benefits	$13,425,668.53
Net Present Benefit	$9,324,165.56
Benefit-Cost Ratio	17.63

20 Year Itemized Savings	
Mobility	$4,488,557.83
Health	$1,212,466.59
Recreational	$6,535,269.63
Gas & Emissions	$1,189,374.48
Safety	$0.00

Funds Requested	$346,000.00
Net Present Cost of Funds Requested	$332,692.31
Benefit Cost Ratio	28.03

Wayne York

From: Hsieh, Wei@CCC <Wei.Hsieh@CCC.CA.GOV> on behalf of ATP@CCC <ATP@CCC.CA.GOV>
Sent: Friday, May 29, 2015 1:26 PM
To: Wayne York
Cc: Hsieh, Wei@CCC; ATP@CCC; inquiry@atpcommunitycorps.org; Garcia, Ray@CCC; Mijares, Marie@CCC
Subject: RE: 10-Turlock-1 ATP

Hi Wayne,

Thank you for contacting the CCC. Unfortunately, we are unable to participate in this project. Please include this email with your application as proof that you reached out to the CCC.

Thank you,

Wei Hsieh, Manager
Programs & Operations Division
California Conservation Corps
1719 24th Street
Sacramento, CA 95816
(916) 341-3154
Wei.Hsieh@ccc.ca.gov

Wayne York

From: Active Transportation Program <inquiry@atpcommunitycorps.org>
Sent: Monday, June 01, 2015 8:24 AM
To: Wayne York
Cc: atp@ccc.ca.gov
Subject: Re: 10-Turlock-1 ATP

Hello,

Thank you for reaching out to the local conservation corps. Unfortunately, we are not able to participate in this project. Please include this email with your application as proof that you reached out to the Local Corps.

Thank you

Turlock Unified School District
Learning Today... Leading Tomorrow

Mike Trainor
Assistant Superintendent
Business Services

May 27, 2015

Mayor Gary Soiseth
Office of the Mayor
City of Turlock
156 South Broadway, Suite 230
Turlock, California 95380 – 5454

SUBJECT: Active Transportation Program, Cycle 2 – Application to the California Department of Transportation

REGARDING: Christoffersen Parkway – Class II Bicycle Facilities

Dear Honorable Mayor Soiseth:

A Class II Bicycle Facilities on Christoffersen Parkway is proposed by the City of Turlock in an application to the California Department of Transportation for "Active Transportation Program, Cycle 2" grant funds. Christoffersen Parkway is a primary east-to-west travel corridor linking five (5) Turlock Unified School District schools. The schools served by this corridor include Pitman High School, Turlock Junior High School, Walnut Elementary Education Center, Medeiros Elementary School and Earl Elementary School. These schools serve over 6,000 students each year.

The proposed project provides for the development of a 6 foot wide Class II bicycle lane and support signage within the existing Christoffersen Parkway right-of-way. The project includes the installation of bicycle detection equipment at the existing signalized intersections.

The Christoffersen Parkway – Class II Bicycle Facilities project will provide children with safer routes to schools and add connectivity to the northern Class 1 facilities across the north end of the city. For these reasons, I strongly recommend that the California Department of Transportation approve the City of Turlock's grant application for the "Active Transportation Program, Cycle 2" funding supporting Christoffersen Parkway – Class II Bicycle Facilities .

Please do no hesitate to contact Roger Smith, District Facilities Planner, or me if there are questions.

Sincerely,

Mike Trainor
Assistant Superintendent
Business Services

Wayne York

From: Doug Meredith <dmeredith@peninsularecycling.com>
Sent: Friday, May 29, 2015 3:06 PM
To: Wayne York
Cc: Lynda Meredith
Subject: ATP Letter of Support

Hello,

I have been commuting daily to work for the past 3 years and found it to be beneficial on many levels. It provides daily exercise without spending time in a gym, saves money and contributes to the improvement of air quality in a small way. I was reluctant in the beginning due to personal safety concerns but as time went on, those concerns have somewhat subsided. I am positive more people would travel by bike if they felt safe and found it to be more convenient than taking their car. Presently Turlock roads are not that inviting to would be cyclist. These projects being submitted by citizens of Turlock are a great first step in changing the culture and improving the quality of life for all of us.

Please consider Christoffersen Pkwy. Bicycle Improvements. I support this thoughtful project.

Regards,

Doug Meredith

Vice President of Operations

Peninsula Plastics Recycling

530 S. Tegner Road

Turlock, CA 95380

Phone: (209) 669-6779, ext 110

Fax: (209) 669-6629

Wayne York

From: Jennifer Johnson <jljohnson@csustan.edu>
Sent: Tuesday, May 19, 2015 10:49 AM
To: Wayne York
Subject: Responses to ATP

Dear City of Turlock

Regarding : 1. Christoffersen Pkwy. Bicycle Improvements

The need for improved bicycle riding conditions on Christoffersen is significant. There are multiple schools along this route including the CSU campus, this creates a lot of congestion where bicyclist typically become at great risk for being hit by a car or being “doored” while riding. I have taught at CSU Stanislaus for nine years and I often battle cars when crossing Crowell, many cars speed down Christofferson and hang a right onto Crowell without looking to see if bikes are in the crosswalk. The drivers of these cars are simply looking to see if other cars are turning left off of Christoffersen onto Crowell so they are looking to make sure they don’t get hit and in the process they fly into the crosswalk. I have stopped myself from stepping of the curb into the crosswalk just in time for a fast car hanging a right. I have stayed on the curb and looked into the car to inform the driver “this is my light the little white walking man means that the crosswalk is for me”. Creating any changes along Christoffersen and Crowell that alert drivers to the fact that bicyclists are here and are riding to and from school, work and home would be a wonderful change. I as an adult am better at navigating the risky roads and crosswalks but then I look around and there are little kids riding the same route in an attempts to get down Christoffersen to Walnut Elementary School or to get to Turlock Jr. High or Pitman High and they are at a greater risk of being hit or killed merely due to their size and lesser skill ability at navigating such risk. Please make these sufficient changes to the Chirstoffersen and Crowell areas to improve conditions for bicycling.

Jennifer Johnson

209-482-2952

Bicyclist and Pedestrian, Turlock

Jennifer L. Johnson, MSW, LCSW

Lecturer - Master of Social Work Program

CSU Stanislaus

PEER Project Coordinator

209-482-2952

jljohnson@csustan.edu <mailto:jljohnson@csustan.edu>

Wayne York

From: Linda Simmons Harder <lsharder@gmail.com>
Sent: Thursday, May 14, 2015 6:11 PM
To: Wayne York
Subject: ATP Cycle 2 Project Application List

I walk along Christofferson from Olive to Tegner Road and return on a daily basis. I would welcome the opportunity to ride my bike when it is safe. Several times as I rode, I have been narrowly missed by speeding cars. Riding on the sidewalk is not a good option as many dogs and owners and students use this entire path to walk. Bicycles and pedestrians. should not be required to share a sidewalk.

I am writing to show support for a bike lane along Christofferson as it connects to 6 schools: Turlock Christian, Earl, Turlock Jr Hi, CSUS, Walnut and Pitman. I believe this should be a priority given the numbers of folks who use this road. I don't understand why these issues were not addressed when the road was first built. I hope it be will corrected soon.

Thank you.
Linda Simmons Harder

Wayne York

From: michelle <caseopiaa@yahoo.com>
Sent: Wednesday, May 20, 2015 11:20 AM
To: Wayne York
Subject: ATP letter of support

Dear Wayne York,

I am writing this letter in support of the ATP project #1; Christopherson Parkway buffered bike lane. My family and I live just north of Christopherson Parkway and we use bikes to commute primarily to work, for recreation, or to access recreation (go to parks, campus, friends' homes). Work includes commuting to CSU Stanislaus, so this route would be directly helpful in that commute. We used to ride our kids on bikes to the Child Development Center when they were younger and met many parents there who wanted to ride their kids to the center but did not feel safe enough on the roads near the campus. This project would provide a safer route for many people to commute to schools or work and could be connected to other north/south routes to help traverse the entire city.
Thank you for considering my comments.

Michelle Park
209-669-0551

May 18, 2015

Wayne York,

I am a 5th grade teacher, a 60-year old grandmother, and I ride my bicycle in Turlock. I support the City's applicant for an ATP grant under Cycle 2. The proposed grant concepts identify several areas in Turlock where improvements to make cycling safer are sorely needed. Many people ride their bikes to work, to school, to do errands, and to cut down on pollution. I strongly believe that people riding bikes in Turlock are in danger due to needed improvement in infrastructure and non-infrastructure projects.

Turlock needs well defined, well-marked bike lanes that continue. We have some bike lanes, but they stop and start irregularly. This is not safe. We need safe lanes with dedicated space for bicycles to travel from one side of the city to the other. The streets that need to be repaved are another hazard. The numerous potholes shake bikes which can cause veering and accidents.

Many drivers do not respect cyclists. I have feared for my life when a vehicle drives fast and close. Some of them seem to enjoy scaring the living daylights out of this grandma! We need signs and messages painted on the pavement, maybe even radio messages and safety classes, to inform drivers. Many drivers act as though cyclists are invisible to them. They seem to forget that there is a human being on that bicycle, and that a slight swerve could kill or seriously injure someone's loved one.

I particularly support the proposed bicycle improvements along Christoffersen Pkwy. These improvements will greatly benefit countless bicyclists. I fervently urge the ATP Selection Committee to award funds to the City of Turlock for this project!

Sincerely,

Monica R. Casey

Wayne York

From: Junko Broadwater <junko@aspirehm.com>
Sent: Sunday, May 31, 2015 1:51 PM
To: Wayne York
Subject: ATP Letter of Support- Project 1

Mr. Wayne,

Thank you for submitting grant applications for Active Transportation Program. Here's my letter of support for Project 1. Christoffersen Pkwy. Bicycle Improvements.

I do enjoy bicycling time to time just around my neighborhood but would love to bicycle more and further if I feel safe to do so. When the streets are lacking bike lanes, I hesitate to bicycle. When the shortest routes include high-speed wide streets like Christoffersen Pkwy or Geer Rd., I hesitate to bicycle. I have two small children (6yr old and soon 4yr old to be) and would love to encourage them to bicycle on daily basis. My 6yr old just finished Kindergarten and I'd love him to ride a bicycle to his school next school year. As for now, I'm not sure if all the drivers welcome and/or are aware of the existence of bicyclists, so until the roads are safe enough and the idea of bicycling is accepted in local community, unfortunately, I do not feel safe to let him ride his bicycle (although he loves to) to commute.

I support Project 1.Christoffersen Pkwy. Bicycle Improvements because there are five schools off Christoffersen Pkwy and it provides access to them. Improving this area could reduce the amount of automobile traffic in surrounding areas during pick-up and drop off hours. Also it would provides the consistent bicycle connectivity east to west and bridge the current connectivity gap along Crowell Rd. and N. Tegner Rd. to Class I facilities. Thank you for considering this area for one of the improvement projects in town.

Thank you for working hard for our community. Looking forward to seeing the projects come true.

Sincerely,

Junko Broadwater
junko@aspirehm.com <mailto:junko@aspirehm.com>

Application Part A: School Information Back-up Sheet

School Name: **Pitman High School**

School Address: 2525 W. Christoffersen Pkwy., Turlock, CA 95382

Distance from School: 0.0 ft. (located on primary route)

School Name: **Turlock Junior High School**

School Address: 3951 N. Walnt Rd., Turlock, CA 95382

Distance from School: 0.0 ft. (located on primary route)

School Name: **Walnut Elementary Education Center**

School Address: 4219 N. Walnut Rd., Turlock, CA 95382

Distance from School: 700 ft.

School Name: **Medeiros Elementary School**

School Address: 651 W. Springer Dr., Turlock, CA 95382

Distance from School: 1,200 ft.

School Name: **Earl Elementary School**

School Address: 4091 N. Olive Ave., Turlock, CA 95382

Distance from School: 0.0 ft. (located on primary route)

Official School Contact Person: Turlock Unified School District (TUSD) policy is that formal contact by outside entities for projects that relate to infrastructure improvements be made through the TUSD Administrative Office and not through the school sites individually. As such, the contact person for all schools shall be Mike Trainor, Assistant Superintendent of Business Services, at (209) 667-0633. His signature is listed on Attachment A: Signature Page.

Wayne York

From: Mcwilliam, Teresa Rs@DOT <teresa.McWilliam@dot.ca.gov>
Sent: Tuesday, May 05, 2015 2:36 PM
To: Wayne York
Subject: RE: ATP leveraging funds

Wayne- ATP will only fund the non-motorized portion of signal work and striping realignment. Unless, the project is a road diet, in which case the striping and signal mods should all be eligible.

Yes you can leverage you local CMAQ funds for work on the project.

Teresa McWilliam
Program Manager, Active Transportation Program (ATP) Districts 6, 7, 8, 9, 11 & 12 Phone #: 916-653-0328 Cell #: 916-798-4799 Fax #: 916-653-1905
e-mail: teresa.mcwilliam@dot.ca.gov
For more ATP information go to:
http://www.dot.ca.gov/hq/LocalPrograms/atp/index.htm

-----Original Message-----
From: Wayne York [mailto:WYork@turlock.ca.us]
Sent: Friday, May 01, 2015 8:19 PM
To: Mcwilliam, Teresa Rs@DOT
Subject: ATP leveraging funds

Teresa,

My agency was previously awarded about $180,000 in federal CMAQ dollars for the installation of a Class II facility along one (long) stretch of roadway spanning the city. We have about $20k programmed in FY 16/17 (PE) and the rest in FY 17/18 (CE/CON). We have indicated that we will use toll credits, so there is no local funds added. With that in mind...

I am interested in the possibility of submitting an ATP grant application for this same project, but with additions. These additions would include a buffer to the bike lane, signal modifications, micro surfacing of the road due to striping realignment, new lane striping and possibly a short, Class I connector to an existing bike path. So my question is, if I did this, could I list the federal CMAQ funds in the ATP application and leverage those to reduce the ATP contribution and have my application be more competitive? I would still expect the ATP portion to be above $250,000.

I did not see, or perhaps just missed, the answer to this question in the guidelines. It just referred to local funds. I just want to know if this is possible before I spend a lot of time on the application itself. Any clarification you can provide would be helpful. Thank you!

Wayne York
Capital Improvement Coordinator
(209) 668-5599 x4439