

## APPENDIX A

TO City of Ceres  
FROM Michael Nilsson, PlaceWorks  
DATE November 30, 2020  
SUBJECT **Ceres Active Transportation Plan Roadway Audit Summary**

This section summarizes roadway audits assessing existing walking and biking conditions conducted for the Ceres Active Transportation Plan. Five roadway audit locations totaling approximately 14 miles of roadway within the City of Ceres were selected based on data and research conducted by PlaceWorks on existing transportation conditions and feedback received from the Ceres Active Transportation Advisory Committee (ATAC) on October 8, 2020. Audits were then conducted by PlaceWorks and City of Ceres Public Works staff on October 21, 2020 and October 22, 2020. Weather conditions on both days of the audits included sunny skies and temperatures in the low 60s in the morning, rising to the mid 70s during the lunch hour and peaking to a late-afternoon daytime high in the high 80s. Calm conditions with occasional light winds occurred on October 21, 2020, while north winds around 15 miles per hour prevailed on October 22, 2020. A map displaying audit locations is shown on the following page (Figure 1, Location of Roadway Audits).

### **ROADWAY AUDIT METHODOLOGY AND CHECKLIST DESCRIPTION**

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Roadway audits for the Ceres Active Transportation Plan include detailed in-person field observations on walking and bicycling conditions for each of the five locations surveyed. Each audit was conducted through utilizing a checklist developed by the Safe Routes to School Program National Partnership. Utilized to conduct audits throughout the country, the checklist measures the quality and safety of sidewalks, bicycle infrastructure, street crossings, intersections and driver behavior, as well as the overall comfort, safety and appeal of roadways for pedestrians and bicyclists. It uses a five-step ranking system to analyze walking and biking conditions quantitatively (Excellent-5, Good-4, Fair-3, Poor-2, Worst-1) and supports qualitative feedback on roadway conditions through open-ended responses. Updates to the checklist were incorporated based on comments received by Ceres City Staff to most accurately depict walking and biking conditions in the City (Figure 2, Roadway Audit Checklist). Detailed summaries of roadway audits conducted are organized by individual location below and in the following pages.

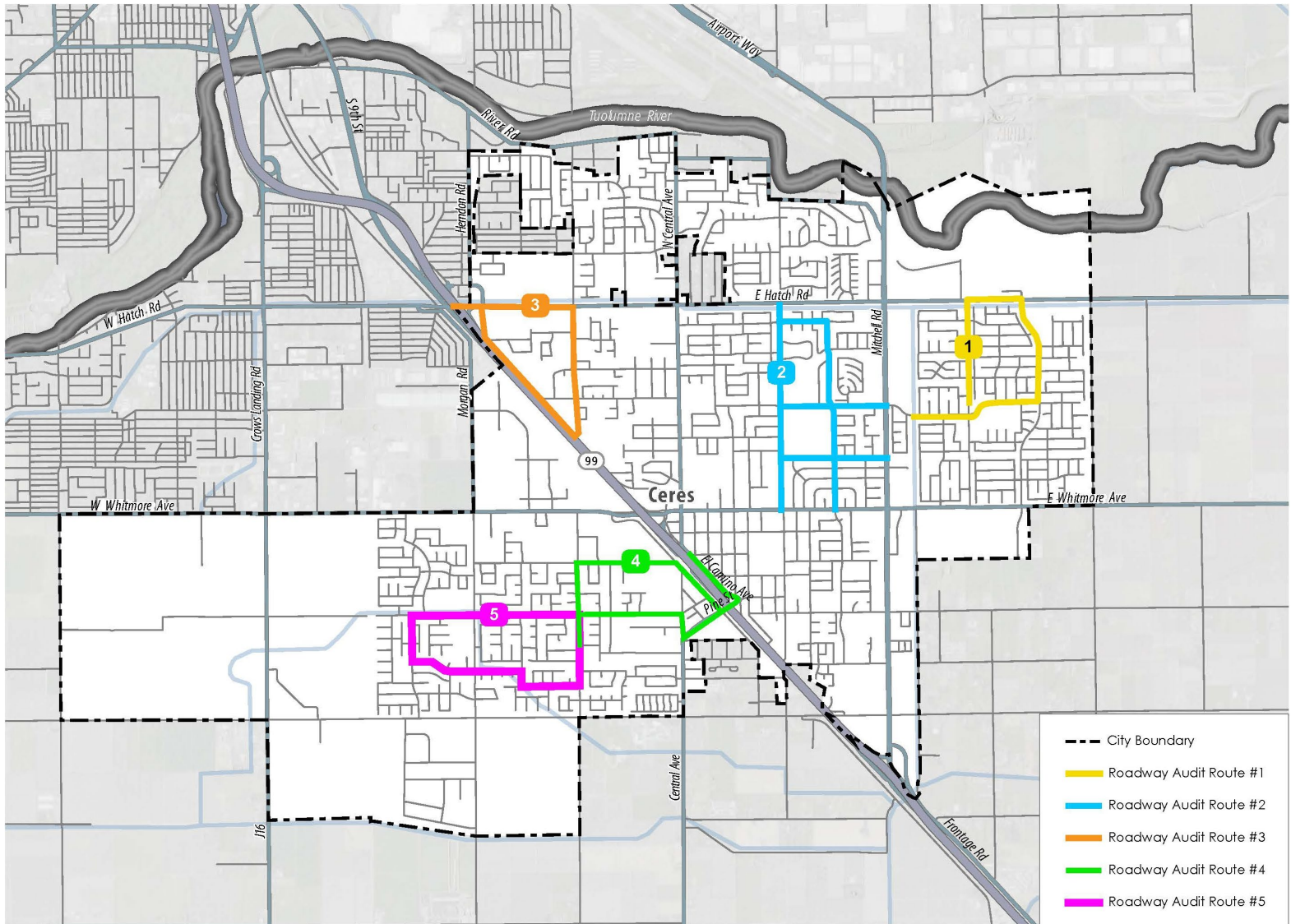
### **SUMMARY OF ROADWAY AUDITS CONDUCTED BY LOCATION**

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A summary of each walk audit conducted in Ceres is provided below, with the following information included:

- Location of roadway audit, with an aerial photo identifying the assessed roadway segments
- Summary of quality and safety of sidewalks, street crossings, intersections and driver behavior
- Overall comfort, safety and appeal of assessed roadway segments

Figure 1, Location of Roadway Audits



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



## AUDIT LOCATION #1 – NEIGHBORHOODS ADJACENT TO NEEL PARK

A roadway audit was conducted in neighborhoods adjacent to Neel Park along Helen Perry Road, Fowler Road, Boothe Road, Hatch Road and Eastgate Boulevard. The roadway audit recorded walking and biking conditions along 2.4 miles of roadway within the Eastgate master-planned community and adjacent neighborhoods in the eastside of Ceres. A variety of activity generators in the area included one Class I multi-use trail just to the east of Mitchell Road and another just to the south of Hatch Road, as well as Neel Park, Ceres Dog Park, Samuel Vaughn Elementary School and soon-to-be-opened Eastgate Park. Observations were collected from 7-9am by City of Ceres and PlaceWorks staff on October 21, 2020. Highlights of the audit are presented below.



*The eastern neighborhoods of Ceres are adjacent to a number of walking and biking destinations, including Neel Park (left photo) and the east-west Class I trail just east of Mitchell Road (right photo).*

- **Quality and Safety of Sidewalks – (4.25, Good-Excellent).** Roadways within the Eastgate master planned community are in excellent condition, with the majority containing 5' sidewalks with landscaped parkways buffering the sidewalks and street lighting. However, in the sections of the roadway audit outside of the Eastgate master planned community (e.g., west side of Boothe Road, Fowler Road west of Boothe Road), sidewalks narrow to 4'4" in width, are occasionally broken or cracked, and often times do not contain landscaped buffers. Occasionally, these areas also have sidewalks that have less than 4'4" clearance due to power poles and street lights located on the sidewalk as well as driveways and curb cuts that are not ADA-compliant. While there are no sidewalks on either side of Hatch Road east of Mitchell Road, there is a multi-use path that directly parallels the south side of Hatch Road that is heavily utilized by pedestrians and bicyclists in surrounding neighborhoods.
  - Considerations to improve sidewalks – Focus on implementing improvements to widen sidewalks as well as updating curb ramps and driveway aprons that will enable ADA compliance for all walkways in the roadway audit area. Consider installing sidewalks on Hatch Road once development occurs adjacent to the roadway.



*While most roadways in neighborhoods surrounding Neel Park in the Eastgate master-planned community contain well-maintained sidewalks with landscaped parkways, there are some sidewalks along Eastgate Boulevard, Boothe Road and Fowler Road that need maintenance. Pictured above are sidewalks along Eastgate Boulevard.*

- **Quality and Safety of Street Crossings and Intersections – (3, Fair).** Marked crosswalks are completely missing at a number of intersections along Hatch Road, Boothe Road, Helen Perry Road, Fowler Road, and Eastgate Boulevard while other intersections along these roadways only have one or two legs of an intersection striped. While there is signage, striping and green paint to identify the north-south Class I trail at Fowler Road, crossings along the east-west Class I trail just south of Hatch Road have no signage, striping or paint identifying where it crosses Boothe Road or Eastgate Boulevard.
  - Considerations to improve street crossings and intersections – Stripe crosswalks at all legs of stop-controlled intersections on Hatch Road, Boothe Road, Helen Perry Road, Fowler Road and Eastgate Boulevard. This will improve safety for residents walking throughout the neighborhood, especially to popular area destinations like Neel Park, Ceres Dog Park, Samuel Vaughn Elementary School and soon-to-open Eastgate Park. Also consider improvements along the Class I trail crossing Boothe Road and Eastgate Boulevard (just south of Hatch Road) that are similar to the signage, striping and green paint improvements made to the Class I trail crossing at Fowler Road (just east of Mitchell Road).
- **Quality and Safety of Driver Behavior – (4.25, Good-Excellent).** Overall, the amount of speeding inside the Eastgate community is minimal. However, there were more drivers speeding along Hatch Road.
  - Considerations to improve driver behavior – Institute signage improvements in areas where drivers, pedestrians, and bicyclists interact with one another (for example, at the Helen Perry Road and Eastgate Boulevard roundabout near Neel Park and Samuel Vaughn Elementary School).
- **Overall Comfort, Safety and Appeal of Roadway Segments Assessed – (4.33, Good-Excellent).** The overall walking and biking experience in this neighborhood is good. However, the experience can be further improved by adding crosswalk striping at stop-controlled intersections, repairing sidewalk areas to current ADA standards, trimming trees around stop

signs, improving midblock crossing ramps along Eastgate Boulevard, and adding curb ramps at Boothe and Primrose.

## **AUDIT LOCATION #2 – NEIGHBORHOODS ADJACENT TO SMYRNA PARK**

This audit focuses on roadways adjacent to and surrounding Smyrna Community Park. This includes Moffett Road between Hatch Road and Whitmore Avenue, Rose Avenue between Glasgow Drive as well as Garrison Street and Fowler Road between Moffett Road and Mitchell Road. Totaling 3.1 miles, these roadways cross several significant walking and biking destinations in the heart of Ceres, including Smyrna Community Park, Mae Hensley Junior High School, Carroll Fowler Elementary School and a Class I trail just south of Hatch Road. Observations were collected by City of Ceres and PlaceWorks staff from 11am-12:30pm on October 21, 2020, which are summarized below.



*Smyrna Park is a popular community park in central Ceres (left photo), which is also adjacent to Carroll Fowler Elementary School and Mae Hensley Junior High School. These destinations result in attracting many pedestrians and bicyclists along neighborhood roadways (right photo).*

- **Quality and Safety of Sidewalks – (3.66, Fair-Good).** Most roadways in the audit area contain 4'4" wide sidewalks and are in good condition, becoming substantially wider in areas directly adjacent to Mae Hensley Junior High School (12' wide along Moffett Road, with occasional interruptions from empty planters). Occasional cracks in the sidewalk exist along Moffett Road north of Parklane and south of Garrison Street, while some lifted sidewalks exist on Rose Avenue south of Fowler Road. In addition, areas of notable sidewalk gaps include roadways within Morrow Village, including the south side of Garrison Street between Moffett Road and Mitchell Road as well as the east side of Rose Avenue between Whitmore Avenue and Garrison Road.
  - Considerations to improve sidewalks – Either add trees in dirt planters along existing sidewalks on Moffett Road or fill in with concrete to allow for a wider continuous sidewalk. Continue to add sidewalks on at least one side of the roadway along local streets and on both sides of the roadway on collector streets where possible in Morrow Village. Repair sidewalk areas along Moffett Road to eliminate trip hazards.



*Marked crossings should be implemented where Hatch Trail crosses Moffett Road (left photo), similar to the improvements instituted where the Class I Trail crosses Fowler Road just east of Mitchell Road (right photo). Where possible, Ceres should add marked crossings with identification signage when Class I Trails cross roadways throughout the City.*

- **Quality and Safety of Street Crossings and Intersections – (3.66, Fair-Good).** While there are yellow high visibility zebra striped crosswalks at intersections directly adjacent to Smyrna Community Park, Carroll Fowler Elementary School and Mae Hensley Junior High School as part of Safe Routes to School improvements implemented in the area, there are numerous stop-controlled intersections along Moffett Road, Rose Avenue, Garrison Street and Glasgow Drive that are not striped. This includes the Class I trail crossing at Moffett Road (just south of Hatch Road). There are also no dedicated bike lanes along roadways in the area, resulting in auditors observing multiple people riding in the sidewalk along Moffett Road, Fowler Road and Rose Avenue during the time of the audit.
  - Considerations to improve safety of roadways, street crossings and intersections – Add striped crossings at all stop-controlled intersections. In addition, add signage, striped crossings and “keep clear” markings where the Class I trail crosses Moffett Avenue (just south of Hatch Road). Stripe dedicated bicycle lanes along Moffett Road, Rose Avenue and Fowler Road as well as adding sharrows along Glasgow Road and Garrison Street.
  
- **Quality and Safety of Driver Behavior – (3, Fair).** While it appeared that most drivers along Rose Avenue, Garrison Street, Glasgow Drive and adjacent local streets were observing posted speeds at the time of the roadway audit, Moffett Road and Fowler Road had considerably more drivers speeding. Particularly with Moffett Road, there were a number of drivers going at least 10 mph over the posted 35 mph speed limit (25 mph near schools). Glasgow Street contained speed humps throughout the extent of roadway observed in the audit.
  - Considerations to improve driver safety and behavior – Add curb extensions at key stop-controlled intersections adjacent to Carroll Fowler Elementary School, Mae Hensley Junior High School, and Smyrna Community Park. Consider adding stop signs and T-intersections along Fowler Road and Moffett Road to slow down traffic. For adjoining local streets spanning multiple blocks (e.g., Mauna Kea Drive), consider the

addition of speed humps to slow traffic heading into Fowler Road, Moffett Road and Rose Avenue.



*It was observed that most bicyclists rode on the sidewalk along streets adjacent to Smyrna Park, as illustrated in the above photos above of bicyclists along Moffett Road near Mauna Kea Drive. Consider striping bicycle lanes along Moffett Road, Rose Avenue and Fowler Road to give dedicated space for bicyclists, calm vehicular traffic, and provide more sidewalk space to pedestrians accessing the area's many destinations.*

- **Overall Comfort, Safety and Appeal of Roadway Segments Assessed – (3.5, Fair-Good).** While most of the roadways in the audit area were clean and comfortable to walk and bike, improvements in roadway maintenance, additional sidewalks and striping of bike lanes will further improve safety and comfort for pedestrians and bicyclists. Additional maintenance and trash pickup along the Hatch Trail in particular would help greatly in improving safety and comfort along that facility, as well as additional funds to enforce and remedy code violations on commercial and residential properties throughout the neighborhood.

### **AUDIT LOCATION #3 – ROADWAYS IN NORTHWEST CERES (ADJACENT TO HATCH TRAIL AND SR-99)**

This roadway audit assessed key arterials and community collectors adjacent to SR-99 in the northwest portion of Ceres. The 2.3 miles assessed during this roadway audit includes Hatch Road between Richland Avenue and 7<sup>th</sup> Street, Herndon Road between Hatch Road and Richland Avenue, as well as Richland Avenue between Herndon Road and Hatch Road. While the area contains several high collision intersections and numerous infrastructure challenges between pedestrians, bicyclists and vehicles, it also contains transit stops with the most frequent bus service in the City (located at the Hatch/Herndon intersection) and access to a Class I trail along the north side of Hatch Road. Observations that were collected by PlaceWorks and City of Ceres staff from 3-4:30pm on October 21, 2020 are summarized below.

- **Quality and Safety of Sidewalks – (2, Poor).** While existing sidewalks in the audit area were largely in good condition, Herndon Road and Richland Avenue contained many segments where sidewalks were missing. This includes the Herndon Road and Richland Avenue intersection, where there are no sidewalks on either roadway or marked crossings. However, in most cases there are sidewalks on at least one side of the roadway on all arterial and collector roads in the audit area (including Hatch Road, Herndon Road, and Richland Avenue). While the Hatch Road overpass along SR-99 contains sidewalks with a small barrier separating



pedestrians and bicyclists from vehicular traffic, there is no such barrier along the southern side of the roadway. Availability of sidewalks drastically declines once outside of Ceres city limits into Stanislaus County, particularly when going west of SR-99 along Hatch Road, where there are no sidewalks along Hatch Road or Morgan Road/7<sup>th</sup> Street.

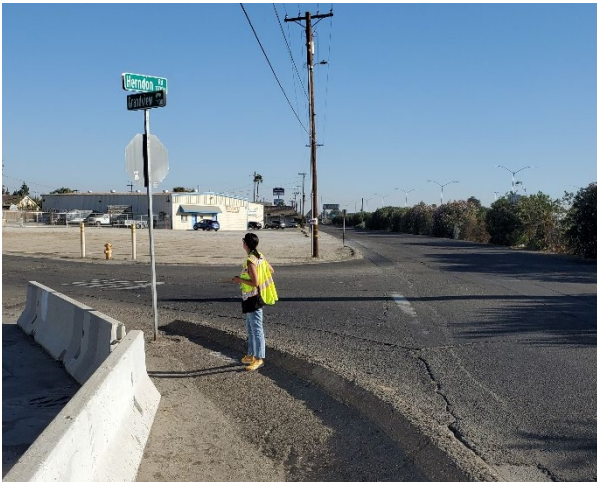
- Considerations to improve sidewalks – Install continuous sidewalks along the east side of Herndon Road and both sides of Richland Avenue to close existing gaps. Erect barriers along the west side of Herndon Road adjacent to SR-99 (south of the existing entrance to Hot Rod Diner) to discourage walking adjacent to the freeway. Coordinate with Caltrans to look at opportunities to modify the existing overcrossing of Hatch Road over SR-99 to widen the existing sidewalk on the north side of the roadway or add sidewalks on the south side. Coordinate with Stanislaus County on infrastructure projects for improving sidewalk and bicycle connections between City of Ceres and adjacent County neighborhoods.



*The Hatch Road/Herndon Road intersection in Northwest Ceres contains the City's most frequent bus service, although the intersection is often challenging to pedestrians and bicyclists.*

- **Quality and Safety of Street Crossings and Intersections – (2.33, Fair-Poor).** Most signalized intersections along Hatch Road in the audit area only contain one or two striped crossings out of four intersection legs. Along Herndon Road, there are no striped crosswalks at stop-controlled intersections and the only intersection with striped crosswalks along Richland Avenue is at Hatch Road. Street lighting minimal along Herndon Road, especially south of Evans Road. While there is a Class I trail on the north side of Hatch Road, there are no other designated bike lanes in the audit area, although Herndon Road and Richland Avenue have very wide vehicle travel lanes.
  - Considerations to improve street crossing and intersections – Install striped crossings at all legs of signalized intersections and stop-controlled intersections. Install additional street lighting along Herndon Road, especially south of Evans Road. Consider utilizing excess right-of-way to install buffered bicycle lanes along Herndon Road and Richland Avenue. Also consider installing more lighting and curb extensions at collision-prone intersections, including at:
    - Herndon Road at Richland Avenue, Evans Road, Grandview Avenue and Hatch Road
    - Richland Avenue at Evans Road

- Quality and Safety of Driver Behavior – (3.66, Good-Fair).** While there were a few distracted drivers and speeders along Hatch Road observed during the audit, most of the audit area contained relatively few speeding vehicles. Recommendations to narrow vehicle travel lanes with the addition of bicycle lanes on Herndon Road and Richland Avenue as well as incorporating curb extensions and lighting at intersections throughout the audit area will further help calm vehicular traffic and improve safety for bicyclists and pedestrians.



*Herndon Road in recent years has experienced a higher rate of collisions in comparison to other arterial and collector roadways in Ceres. Additional street lighting, striped crosswalks at intersections and improved maintenance of sidewalks will help improve walking and biking conditions and safety for all transportation modes along this corridor.*

- Overall Comfort, Safety and Appeal of Roadway Segments Assessed – (2.5, Fair-Poor).** There are a number of vacant lots, rundown buildings and litter in the audit area, particularly along Herndon Road and Hatch Road adjacent to SR-99. Limited places to sit and rest and lack of lighting and shade trees further contribute to a degraded walking and biking experience in the area. Improvements to transportation infrastructure, landscaping and lighting should be coordinated alongside enhanced code enforcement and economic development programs for this area.

#### **AUDIT LOCATION #4 – DOWNTOWN CERES AND NEIGHBORHOODS ADJACENT TO DON PEDRO PARK**

The audit assessed three miles of roadways directly adjacent to Don Pedro Park as well as neighborhoods directly adjacent to SR-99 and the western portion of Downtown Ceres. Roadways evaluated included Blaker Road north of Don Pedro Park to Kinser Road, Kinser Road between Blaker Road and Railroad Avenue, Railroad Avenue between Kinser Road and Pine Street, Pine Street from Central Avenue to El Camino Avenue, and El Camino Avenue from Pine Street to 2<sup>nd</sup> Street. This area contains a number of existing activity generators for bicyclists and pedestrians, including Don Pedro Park, Blaker-Kinser Junior High School and Downtown Ceres, which also includes the site of the future ACE train station to be opened in 2022. The audit area contains a mix of recently improved streets/intersections (e.g., Central Avenue at Pine Street, 4<sup>th</sup> Street Commercial Core in Downtown Ceres) versus older and unimproved roadway segments. The audit was conducted from 7-9am on October 22, 2020, with summaries of the audits presented below.



*A number of streetscape and transportation infrastructure improvements have taken place in Downtown Ceres and around the intersection of Central Avenue and Pine Street. More infrastructure improvements are anticipated to take place along roadways in Downtown Ceres and roadways west of Don Pedro Park in the coming years.*

- **Quality and Safety of Sidewalks – (3, Fair).** While most existing sidewalks in the audit area are well maintained and range from 4’4” in width to 5’ in width for newly installed sidewalks, a number of roadways in the audit area have missing sidewalks. This includes Kinser Road east of Farris Avenue and Hackett Road west of Blaker Avenue. Railroad Avenue, Pine Street and Central Avenue also have segments of missing sidewalks throughout the audit area. The older industrial and residential neighborhoods west of SR-99 and east of Central Avenue contain the greatest amount of missing sidewalks. El Camino Avenue east of SR-99 has a continuous sidewalk on the eastern side of the roadway. During the time of the audit, a number of residents commented that there should a continuous paved walking path in Don Pedro Park to connect the park to adjacent residential neighborhoods.

  - Considerations to improve sidewalks – Install continuous paved sidewalks for a walking path along Don Pedro Park to connect residential neighborhoods, as well as add sidewalks on at least one side of Kinser Road, Railroad Avenue, Central Avenue and Pine Street in commercial/industrial areas, while installing continuous paved sidewalks on both sides of the roadway (where possible) along Hackett Road, Kinser Road, and Central Avenue in residential neighborhoods.
  
- **Quality and Safety of Street Crossings and Intersections – (3, Fair).** The audit area contains a mix of recently implemented infrastructure improvements and significant crossings that are not striped. While high visibility striping with ADA curb extensions are present at the Kinser Road and Blaker Road intersection directly across from Blaker-Kinser Junior High School, no such crossings or curb improvements exist at the Blaker Road and Hackett Road intersection. The audit area contains a number of intersections where multiple roadways cross another, including Pine Street at Central Avenue as well as El Camino Avenue at Pine Street/Park Street. While the formerly problematic Pine Street and Central Avenue intersection has been recently upgraded with traffic calming features such as traffic circle and high visibility marked crossings, such improvements have absent at the El Camino Avenue and Pine/Park Street intersection. Another notable issue in the area is the lack of visibility of street signs throughout the audit area, especially from older non-reflective street signs or those that are not visible due to overgrown landscaping.

- Considerations to improve street crossings and intersections – Replace older non-reflective street signs throughout the City of Ceres. Stripe crossings at all stop-controlled intersections and consider adding highly reflective zebra-striped crossings at intersections near schools, freeway interchanges commercial shopping areas or parks. Consider installing a roundabout with striped crossings at the El Camino Avenue and Pine/Park Street intersection to calm vehicular traffic, increase visibility for pedestrians and bicyclists and improve safety for all transportation modes. Consider striping a mid-block crossing at either Marazzi Lane or Walnut Avenue to support pedestrians crossing Blaker Avenue from Don Pedro Park into adjoining residential neighborhoods.
- **Quality and Safety of Driver Behavior – (3.66, Fair-Good).** Drivers speeding along roadways was minimal in the audit area except for Blaker Road, where speeding was commonplace.
  - Considerations to improve driver behavior – Since Blaker Road is one of the few north-south roadways on the west side of Ceres that has freeway access (via Whitmore Avenue), it is more prone to speeding than other roadways in the western side of town. To reduce speeding along the roadway, consider adding lighted mid-block crossings or stop signs at intersections, as there are long stretches of roadway with no stop controls (e.g., from Service Road to Hackett Road).



*More frequent code enforcement and removal of trash and litter (left photo) as well as replacement of overgrown landscaping and faded street signs citywide (right photo) will increase the comfort, safety and appeal of the roadway network in neighborhoods west of Don Pedro Park and throughout Ceres.*

- **Overall Comfort, Safety and Appeal of Roadway Segments Assessed – (3.5, Fair-Good).** Auditors noticed a number of areas where trash was dumped along sidewalks and on adjacent residential yards and vacant lots. These concerns were also raised by residents walking in Don Pedro Park during the time of the audit. Additional code enforcement alongside implementing transportation infrastructure will further improve and support walking and bicycling in the audit area.
- **Bicycle/Pedestrian Access to Future Ceres ACE Station –** With the proposed ACE Station opening in Downtown Ceres in 2022, the City should coordinate with ACE on safe pedestrian and bicycle access to and from the station site, including crossing and sidewalk improvements

to streets intersecting El Camino Avenue between Central Avenue and 3<sup>rd</sup> Street. Ideally, a dedicated bicycle lane should be striped along El Camino Avenue prior to the opening of the ACE station. The existing Pine Street overcrossing should also be widened to better facilitate access to the train station from neighborhoods west of SR-99. The City should also consider whether there are any additional options to safely access the station from neighborhoods on the western side of SR-99. If it is determined that access from the western side of the train tracks to the train station is not feasible, barriers should be erected to discourage crossings to improve safety for pedestrians, bicyclists and train riders alike.



*Pedestrian and bicycle access enhancements should be coordinated alongside transit improvements associated with the proposed ACE Station in Downtown Ceres, which is expected to open in 2022.*

## **AUDIT LOCATION #5 – NEIGHBORHOODS ADJACENT TO SAM RYNO PARK**

Observations in audit location #5 were conducted from 11am-12:30pm on October 22, 2020 by PlaceWorks and City of Ceres staff, which included 2.3 miles of roadway in newer residential neighborhoods adjacent to Sam Ryno Park in west Ceres. The audit included the assessment of Hackett Road, Blaker Road, Don Pedro Road, Georgeann Lane, San Pedro Avenue and Brown Avenue. Points of interest that attract pedestrian and bicycle activity in the audit area include Sinclear Elementary School, Strawberry Fields Park, Don Pedro Park and Sam Ryno Park.

- **Quality and Safety of Sidewalks – (4, Good).** Sidewalks are located on most roadways in the area, many with landscaped parkways buffering sidewalks from vehicle travel lanes. While Hackett Road contains some sidewalks that are broken and have trip hazards, most sidewalks in audit area are in good condition. Although not directly along the audit route, sidewalks are missing along the western side of Morgan Road from Service Road to Hackett Road.
  - Considerations to improve sidewalks – Add sidewalks on the western side of Morgan Road from Service Road to Hackett Road. Repair broken and cracked sidewalks along Hackett Road to eliminate trip hazards.
- **Quality and Safety of Street Crossings and Intersections – (2.5, Poor-Fair).** Striped street crossings are absent from all streets intersecting Brown Avenue, including at Stone Springs Drive and San Pedro Avenue adjacent to Sam Ryno Park. Other notable intersections where

there were marked crosswalks are missing include Don Pedro Road at Blaker Road as well as at San Pedro Avenue at Morgan Road. Additionally, there are no striped bicycle lanes in the area.

- Considerations to improve street crossings and intersections – Incorporate striped crosswalks along all stop controlled intersections on Brown Avenue, Blaker Road, Morgan Avenue and Blaker Road. Stripe bicycle lanes along Blaker Road, Morgan Avenue, and Hackett Avenue to calm vehicle traffic and provide specific. Consider applying sharrows with signage along Brown Avenue, Don Pedro Road and San Pedro Road to Georgeann Lane.



*While the overall walking and bicycling environment in neighborhoods adjacent to Sam Ryno Park in west Ceres are pleasant (left photo), crossing improvements at more intersections throughout the neighborhood, such as those implemented at Esteban Avenue and Hackett Road (right photo), can further improve safety and comfort.*

- **Quality and Safety of Driver Behavior – (3.5, Fair-Good).** Some speeding drivers were observed along the collector roadways in the audit area, including along Brown Avenue, Hackett Road, Blaker Road and Morgan Avenue. Many of these roadways have long stretches with no signals or stop signs, which may contribute to drivers speeding in vehicles.
  - Considerations to improve driver behavior – Add four-way stops or mid-block crossings along Brown Avenue, Hackett Road, Blaker Road and Morgan Avenue at least every ½ mile to discourage speeding and jaywalking and better facilitate the safe movement of bicyclists and pedestrians. At intersections directly adjacent to schools and parks (e.g., Stone Springs Drive and Brown Avenue), consider adding curb extensions to further calm vehicle traffic and improve safe crossings of bicyclists and pedestrians.
- **Overall Comfort, Safety and Appeal of Roadway Segments Assessed – (4, Good).** While the existing walking and biking experience in neighborhoods around Sam Ryno Park is pleasant, the addition of marked street crossings at intersections and striped bicycle lanes along roadways in the neighborhood will further improve the walking and biking experience as well as increase overall safety for all transportation modes.

## **NEXT STEPS**

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Considerations discussed in the roadway audit summary will be directly considered alongside other data and findings presented in the Community Needs Assessment when developing policies and recommendations for the Ceres Citywide Active Transportation Plan. Feedback from City of Ceres Staff, members of the Active Transportation Advisory Committee, and members of the public will be considered prior to finalizing recommendations that will be incorporated into the Draft Plan.