COMMUNITY NEEDS ASSESSMENT




Ceres Citywide Active Transportation Plan

December 15, 2020

Introduction

The City of Ceres Citywide Active Transportation Plan (ATP) will propose project, policy and program recommendations to improve multimodal access and safety throughout the City of Ceres. The highly implementable Plan seeks to enhance neighborhood connectivity for community members walking and bicycling to local destinations such as parks, schools, shopping centers, and employment centers, as well as enhanced connections to nearby communities. While emphasizing pedestrian and bicycle connections, the Plan will take a balanced approach to encourage streets that work for all users (e.g., walking, bicycling, driving, and taking transit). To establish an understanding of existing conditions, community needs, and key issues and opportunities, this Community Needs Assessment includes the following components:

I. Plan Area Overview

- Project Setting
- Existing Users
- Equity Analysis
- Land Use
- Origins/Destinations and Activity Generators
- Transit Service

II. Bicycle and Pedestrian Facilities

- Types of Bikeways
- Existing Bicycle Facilities
- Planned Bicycle Facilities
- Existing Pedestrian Facilities

III. Collision Data and Analysis

- Bicycle Collisions
- Pedestrian Collisions

IV. Relevant Plans, Policies and Programs

- Review of Relevant Documents
- Overview of Existing Programs
- Overview of Existing Policies

V. Policy and Infrastructure Considerations

- Public Input from Survey on Walking and Biking Conditions
- Additional Public Input on Walking and Biking Conditions
- Policies and Infrastructure for Consideration in the Ceres ATP
- Next Steps in Prioritizing Improvements

The Community Needs Assessment forms the foundation on roadway improvements and policies for the walking and biking network in Ceres. Once feedback is received on the assessment, a Draft ATP Plan will be developed.

I. Plan Area Overview

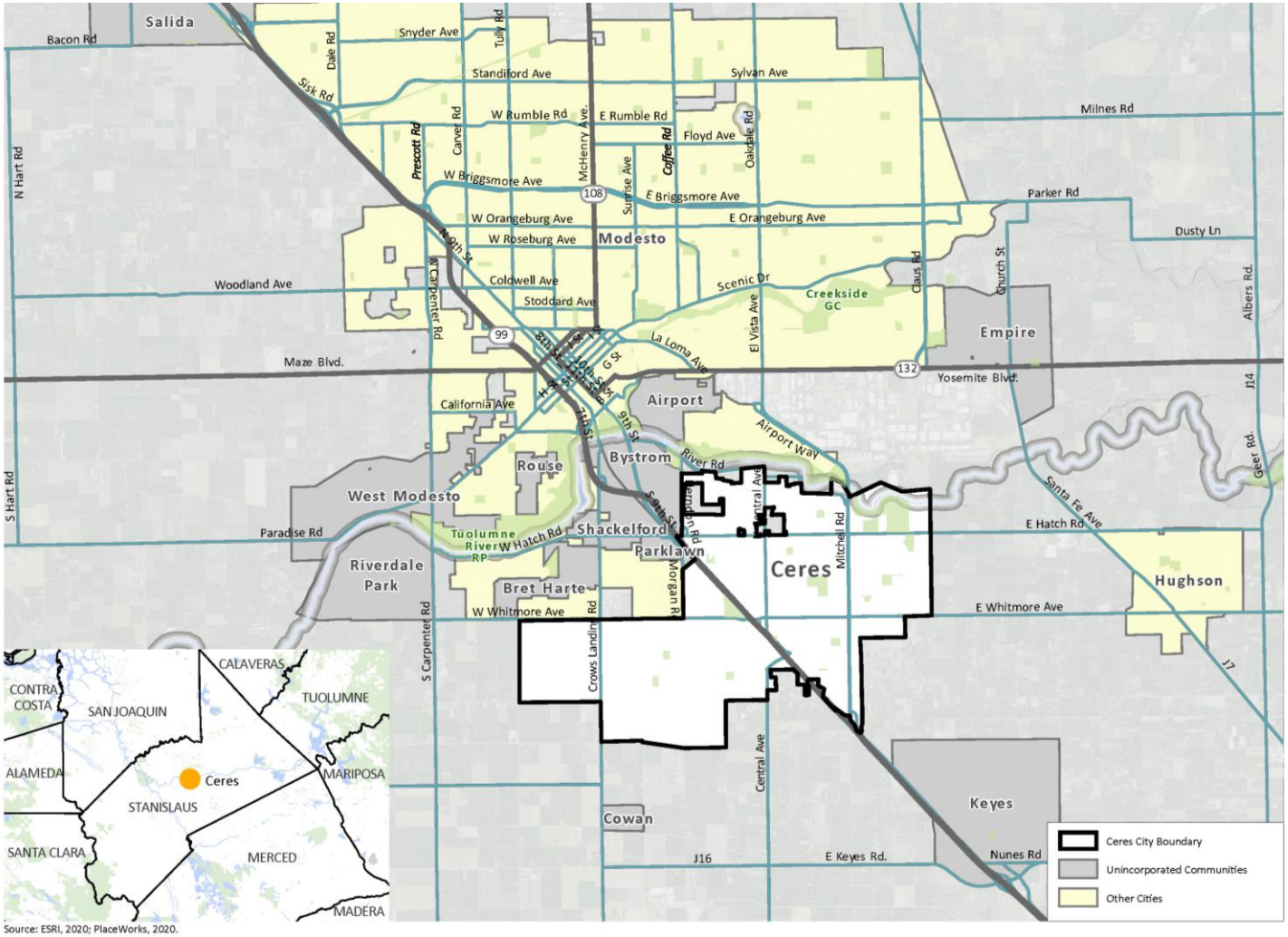
Project Setting

The City of Ceres is located in Stanislaus County in California's Central Valley region, along State Highway 99 just south of the City of Modesto (Figure 1). To the north and west, the City is adjacent to Modesto and unincorporated Stanislaus County. To the south and east, the City borders sparsely developed residential and agricultural properties on unincorporated County land. Other nearby communities include the City of Hughson to the east and the unincorporated community of Keyes to the southeast.

Several physical and geographic barriers significantly limit vehicle, pedestrian, and bicycle connectivity within Ceres and between Ceres and adjacent jurisdictions. On the north edge of the City, the Tuolumne River is a significant physical barrier to vehicular, pedestrian and bicycle connectivity, limiting

access between Ceres and Modesto to Highway 99, Mitchell Road, and Herndon Road. Highway 99 and the adjacent Union Pacific Railroad line form a major east-west connectivity and access barrier, limiting connections across the highway and rail line to a handful of roadways: Hatch Road (at the Modesto border), Whitmore Avenue, Pine Street, and Service Road.

FIGURE 1. REGIONAL LOCATION



Existing Users

According to the 2018 American Community Survey (ACS) 5-year population estimates, 47,975 people live in the City of Ceres. As shown in Table 1, around 82% of employed residents drive alone to work, which is a similar rate to surrounding cities and Stanislaus County as a whole. However, this rate is higher than the State of California average of around 74%. Although fewer than 2 percent of employed residents walk to work, walking constitutes a slightly greater percentage of trips made in Ceres than trips made in surrounding cities and countywide, but less than statewide. Trips made by bicycle, however, represent a mere 0.2 percent of travel mode to work, which is lower than neighboring cities, the County, and the State. As shown in Table 3, the average (mean) travel time to work in Ceres is approximately 29 minutes, which is virtually identical to Countywide and Statewide rates, similar to Modesto, and slightly more than Turlock.

TABLE 1. COMMUTE PATTERNS (MODE SHARE)

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

TABLE 2. COMMUTE PATTERNS (TRAVEL TIME)

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

TABLE 3. COMMUTE PATTERNS (MEAN TRAVEL TIME)

	Ceres	Modesto	Turlock	Stanislaus County	California
Mean travel time to work (minutes)	29.4	28.2	25.2	29.0	29.3

Equity Data and Analysis

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

As shown in Figure 2, the majority of Ceres is considered disadvantaged based on CalEnviroScreen scores that are above the 75th percentile of all California counties. The highest-scoring areas in Ceres (i.e., areas with the highest indicators of disadvantaged communities) are in southern and western Ceres – south of Whitmore Avenue and west of Central Avenue. The Citywide Active Transportation Plan will address equity issues with regard to the provision of high-quality bicycle and pedestrian infrastructure; therefore, substantial focus will be on neighborhoods in the southern and western parts of the city. This includes older neighborhoods directly adjacent to SR-99 as well as unincorporated islands within Ceres' Sphere of Influence (SOI).

Land Use

The City of Ceres contains a mix of uses including residential (primarily low-density single family residential) commercial, industrial, community facilities, and parks. In addition, the City's outskirts to the west and east contain large agricultural areas. As shown in Figure 3, the three largest land uses designated in the City's General Plan Land Use Element are residential, agricultural, and commercial (which includes five commercial subcategories). The urban fabric is primarily composed of single-family residential neighborhoods and commercial areas. Most of the residential land is designated low-density. Agricultural uses are mostly in the western edge of the City.

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

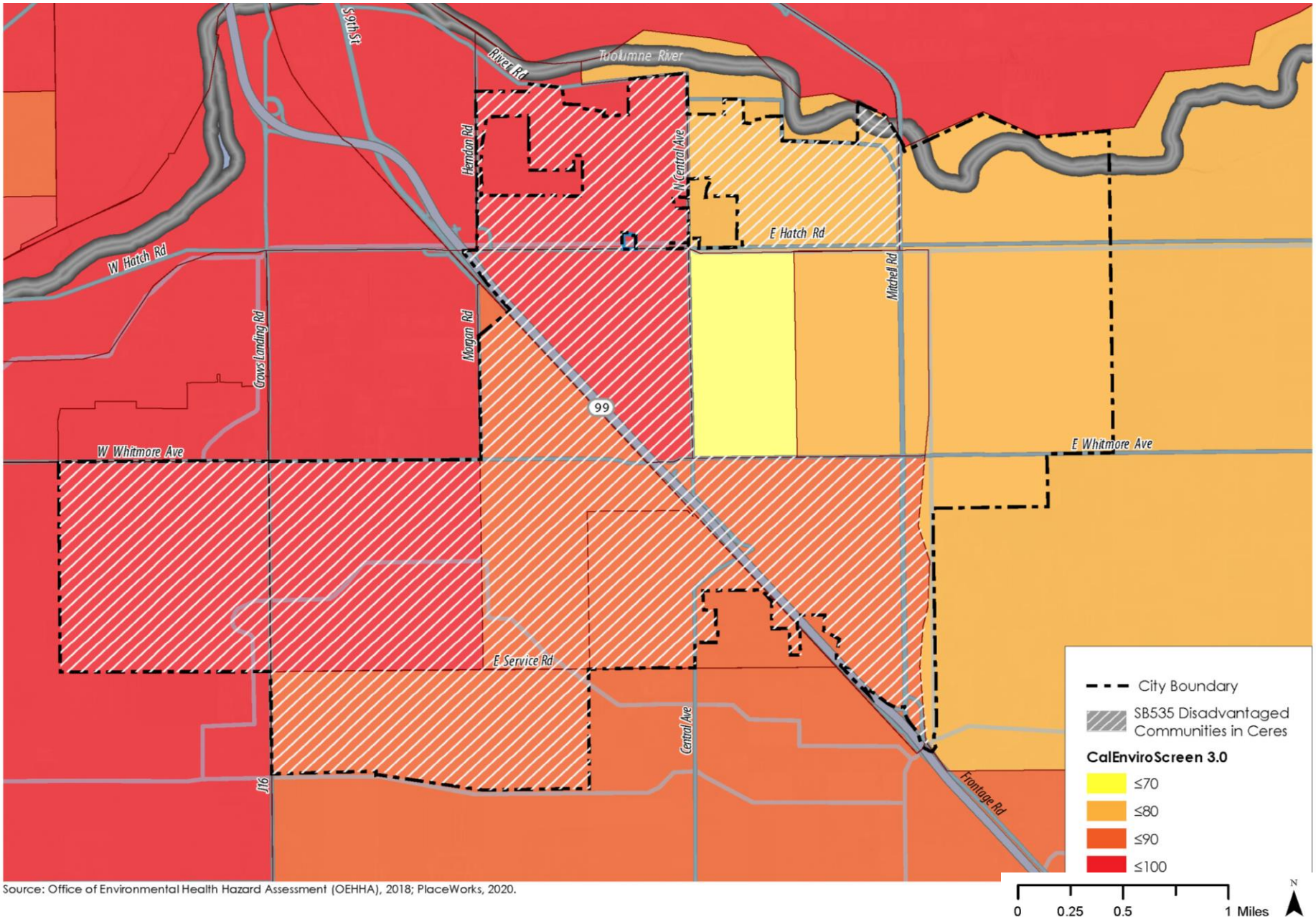
Origin/Destination Points and Activity Generators

To provide a complete bicycle and pedestrian network, the Ceres Citywide Active Transportation Plan seeks to promote the development of valuable linkages to support walking and bicycling from points of origin to popular destinations and "activity generators". Residential neighborhoods are primary points of trip origin. The City has a variety of key destinations as shown in Figure 4. These include schools, employment centers (e.g., the County of Stanislaus Government complex), shopping/retail centers, local and regional parks, medical services, and Downtown Ceres, which is both a commercial district and key employment center with local government offices.

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

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

FIGURE 2. CALENVIROSCREEN RESULTS FOR CERES AND SURROUNDING COMMUNITIES



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

FIGURE 3. GENERAL PLAN LAND USE

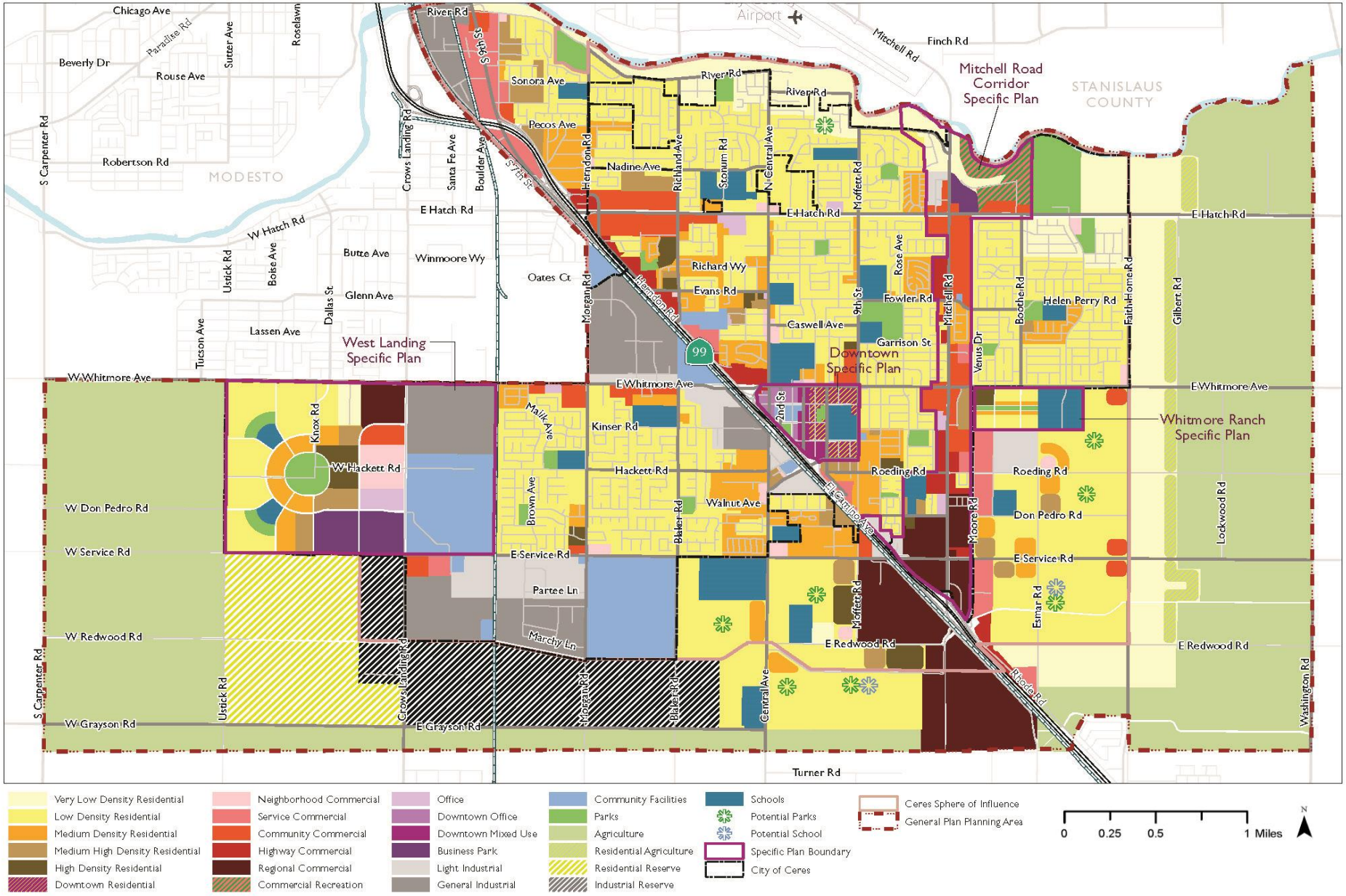
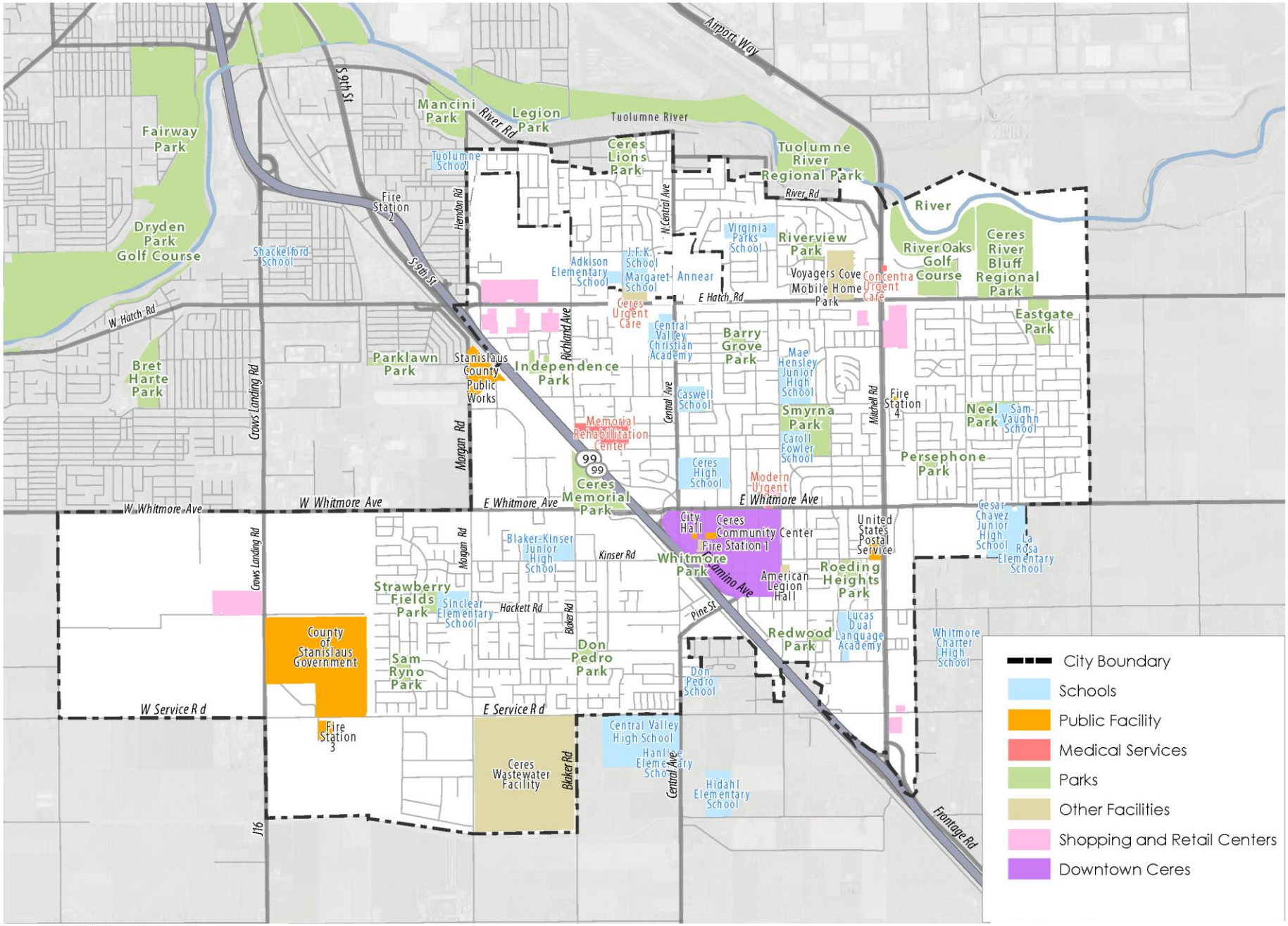


FIGURE 4. ACTIVITY GENERATORS



Source: ESRI, 2020; PlaceWorks, 2020.

Transit Service

Coordination between transit routes and active transportation infrastructure, including enhanced sidewalks, crosswalks, and bikeways, improves first/last-mile commutes and expands connectivity. Ceres is served by three Modesto Area Express (MAX) routes and two Stanislaus Regional Transit (StaRT) routes (Figure 5), all of which have bike-rack equipped buses. There is also dial-a-ride service that is facilitated by MAX.

Fixed Route Service

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

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

Paratransit

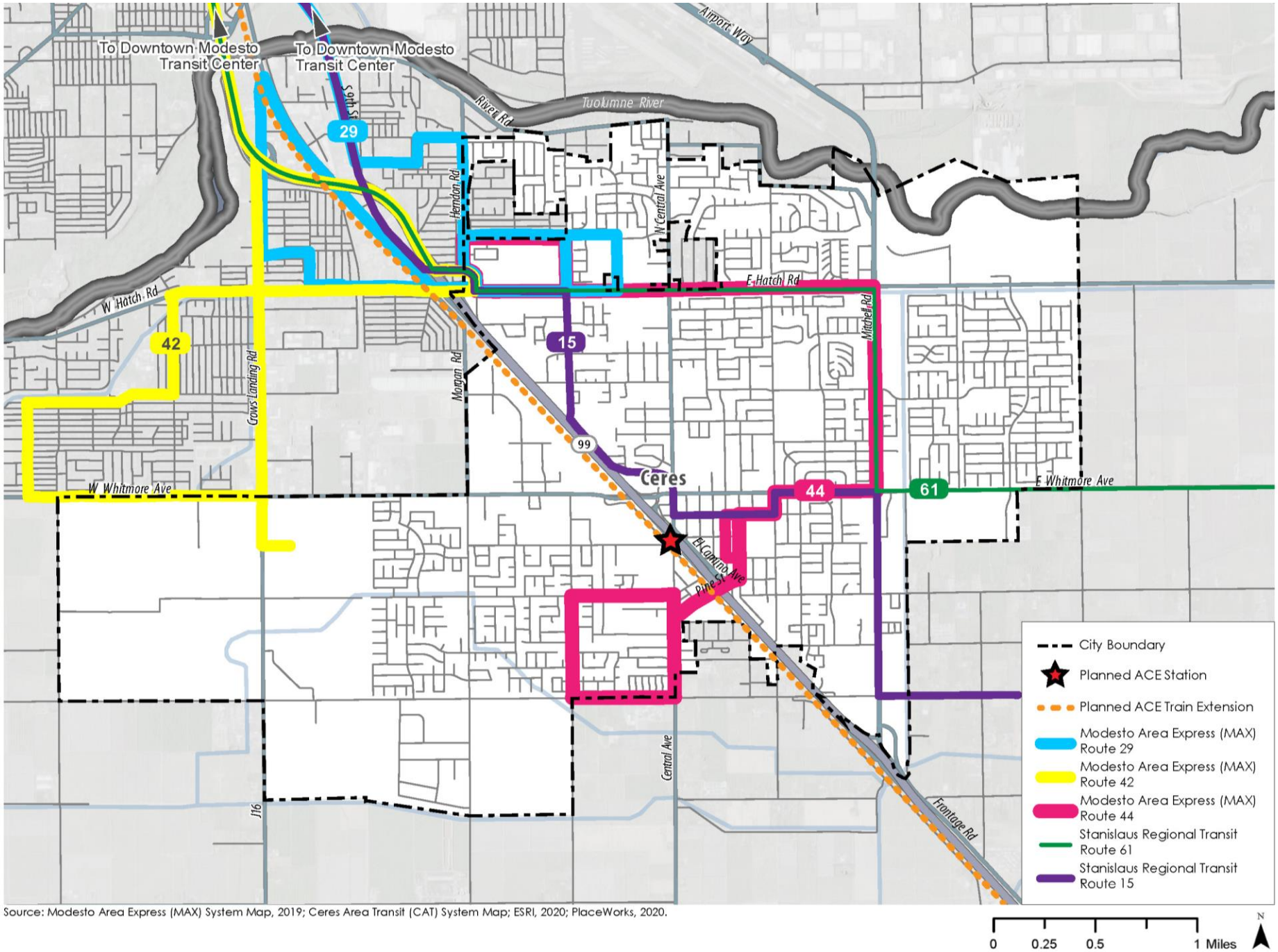
As a supplement to fixed-route public transit, Modesto Area Dial A Ride (MADAR) provides point-to-point transportation for registered seniors and qualified disabled residents in the Modesto urban area. MADAR's region of service includes the cities of Modesto and Ceres as well as the unincorporated community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

Future Transit Improvements

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

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

FIGURE 5. EXISTING AND PLANNED TRANSIT



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

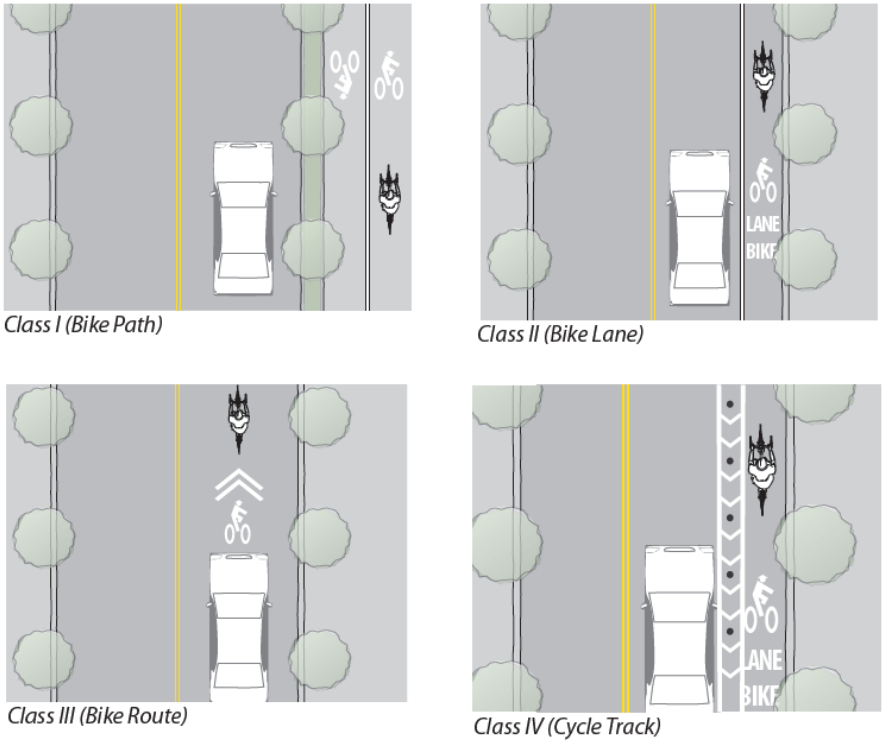
II. Existing Bicycle and Pedestrian Facilities

Types of Bikeways

Ceres contains four different types of bikeways. A visual representation of the bikeway types is depicted in Figure 6.

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

FIGURE 6. TYPES OF BIKEWAYS



Class I (Bike Path)

Class II (Bike Lane)

Class III (Bike Route)

Class IV (Cycle Track)

Existing Bicycle Facilities in Ceres

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

As shown in Figure 7, Ceres has a small number of bicycle facilities interspersed throughout the City. The "backbone" of the City's existing bicycle network includes Class 1 multi-use paths along Hatch Road and the Turlock Irrigation District (TID) Main Canal, and Class 2 bike lanes along Whitmore Avenue. Other than the multi-use paths, most bikeways – including Whitmore Avenue – have gaps that limit bikeway connections.

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

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

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

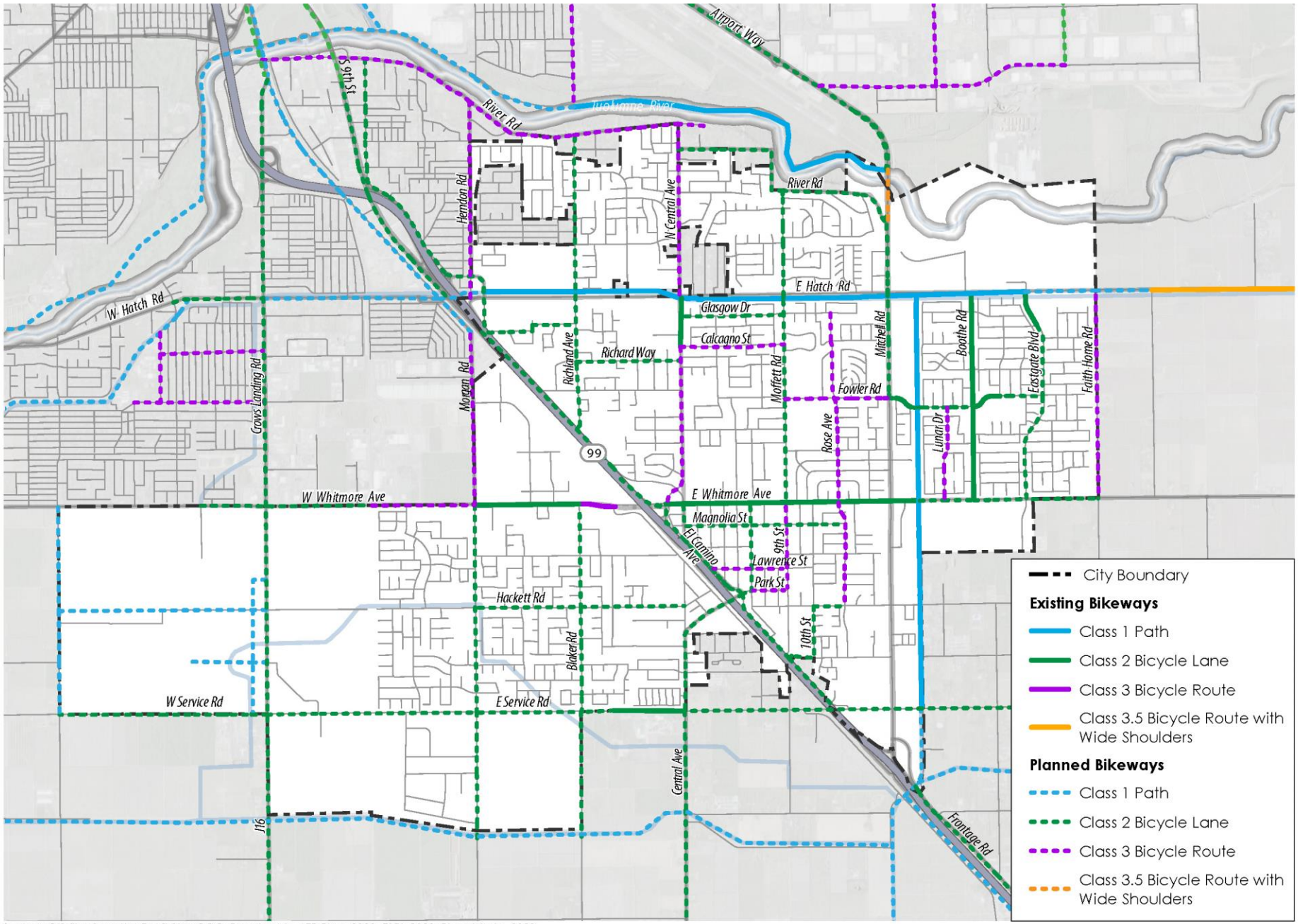
Additional information on existing bicycle facilities is included in the Roadway Audit summaries in Appendix A of this report.

Planned Bicycle Facilities in Ceres

Figure 7 shows Ceres bicycle facilities proposed in the Stanislaus Council of Governments (StanCOG) Non-Motorized Transportation Master Plan (completed in 2013 and currently undergoing an update). The Ceres Citywide Active Transportation Plan will build off these proposed routes when developing a future Citywide bikeway network and integration with a contiguous regional bikeway network. Additionally, the Citywide Active Transportation Plan will also consider bikeways proposed in several recent plans adopted by the City, including the Downtown Specific Plan, West Landing Specific Plan, Whitmore Ranch Specific Plan, and Eastgate Master Plan.

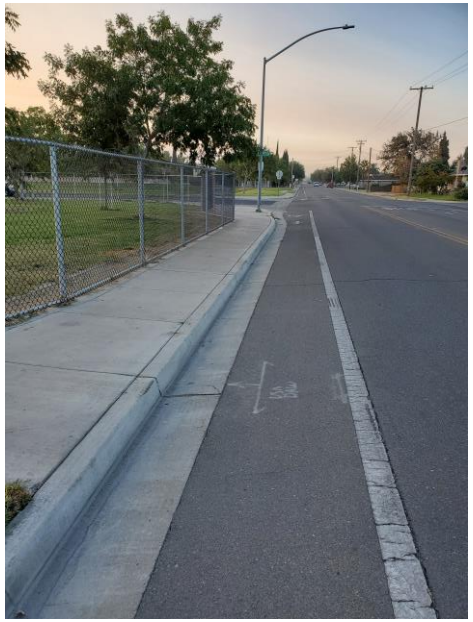
Proposed facilities within City limits are primarily Class 2 bike lanes and Class 3 bike routes that connect residential neighborhoods to key destinations such as schools, retail centers, and employment centers. Class 1 multi-use paths are proposed as additions to existing Class 1 paths (Tuolumne River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

FIGURE 7. EXISTING AND PLANNED BIKEWAYS



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

Existing bikeways in Ceres include Class I multi-use paths (top row) and Class II bikeways (bottom row).



Existing Pedestrian Facilities in Ceres

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

Walkability

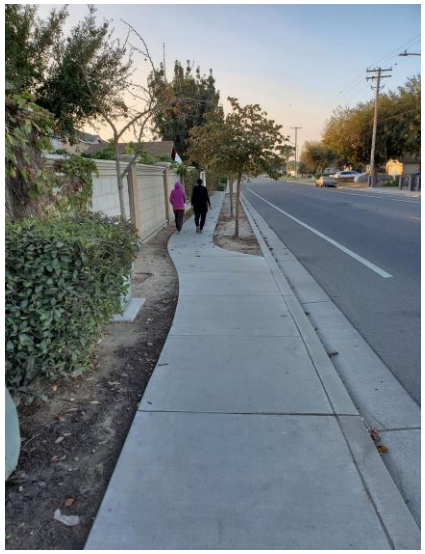
Walkability is a qualitative measure of the degree to which a pedestrian network encourages walking. Walkability is influenced by all aspects of the built environment, including availability of pedestrian facilities and amenities, such as benches, store frontage, and wayfinding signage. Pedestrian facilities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

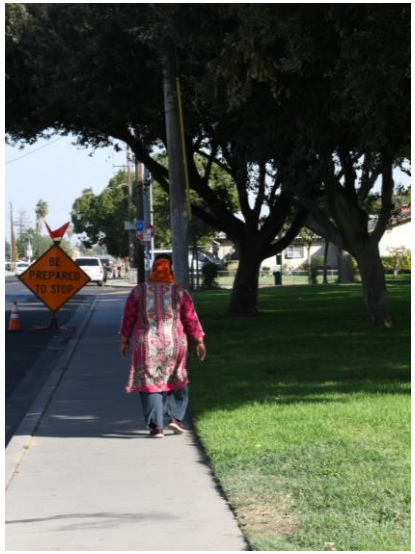
Another characteristic of walkability is having sufficient connections between neighborhoods and geographical areas. As described in the discussion of bike facilities in the previous section, the Tuolumne River, Highway 99, and active rail lines create significant barriers to walkability in Ceres.

Pedestrian Facilities

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

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





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

Some sidewalks and crossings are not to current standards or could be more frequently maintained.

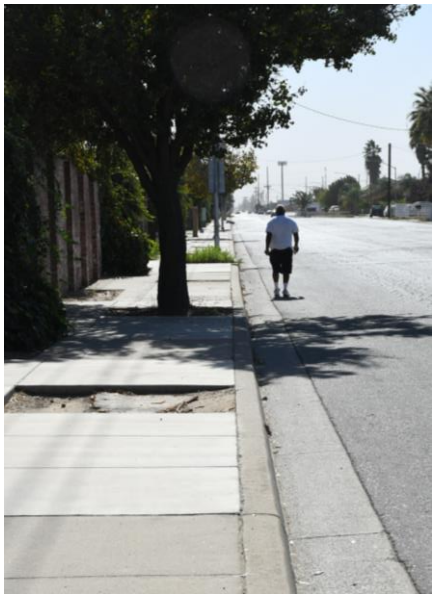
undeveloped land and between areas with pedestrian infrastructure like residential neighborhoods and commercial areas.

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

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

Similarly, in moving forward with prioritizing pedestrian improvements, the City may potentially focus on connecting roadways containing destinations that attract the highest number of existing users or future potential for pedestrians. This can include areas within and surrounding Downtown Ceres, popular school walking routes, as well as along commercial corridors adjacent to residential neighborhoods. This would most effectively improve safety, accessibility and encourage pedestrian mobility citywide.

A pedestrian-activated Rectangular Rapid Flashing Beacon (RRFB) and ADA curb ramps are located near Sinclear Elementary School.



Some pathways are obstructed by planted areas that intrude on the path of travel.

III. Collision Data and Analysis

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

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

Bicycle Collisions

As shown in Figure 8, there were 53 reported vehicle-bicycle collisions with injuries in the City from 2013-2017. Of the 53 reported collisions, four resulted in severe but non-fatal injuries. There was one fatality which occurred on State Highway 99 rather than on City streets.

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

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

Pedestrian Collisions

As shown in Figure 9, there were 54 reported vehicle-pedestrian collisions with injuries in the years 2013 through 2017. Three locations had two or more vehicle-pedestrian collisions, including three collisions near Ceres High School on Central Avenue north of Whitmore Avenue. Most collisions took place along arterial roadways that have higher traffic volumes and speeds. In addition, as indicated in the figure, there were 12 instances of collisions involving children less than 15 years old – some near schools including Samuel Vaughn Elementary School west of Boothe Road – further indicating a high safety risk for groups that are more likely to walk and bike.

FIGURE 8. BICYCLIST-INVOLVED COLLISIONS

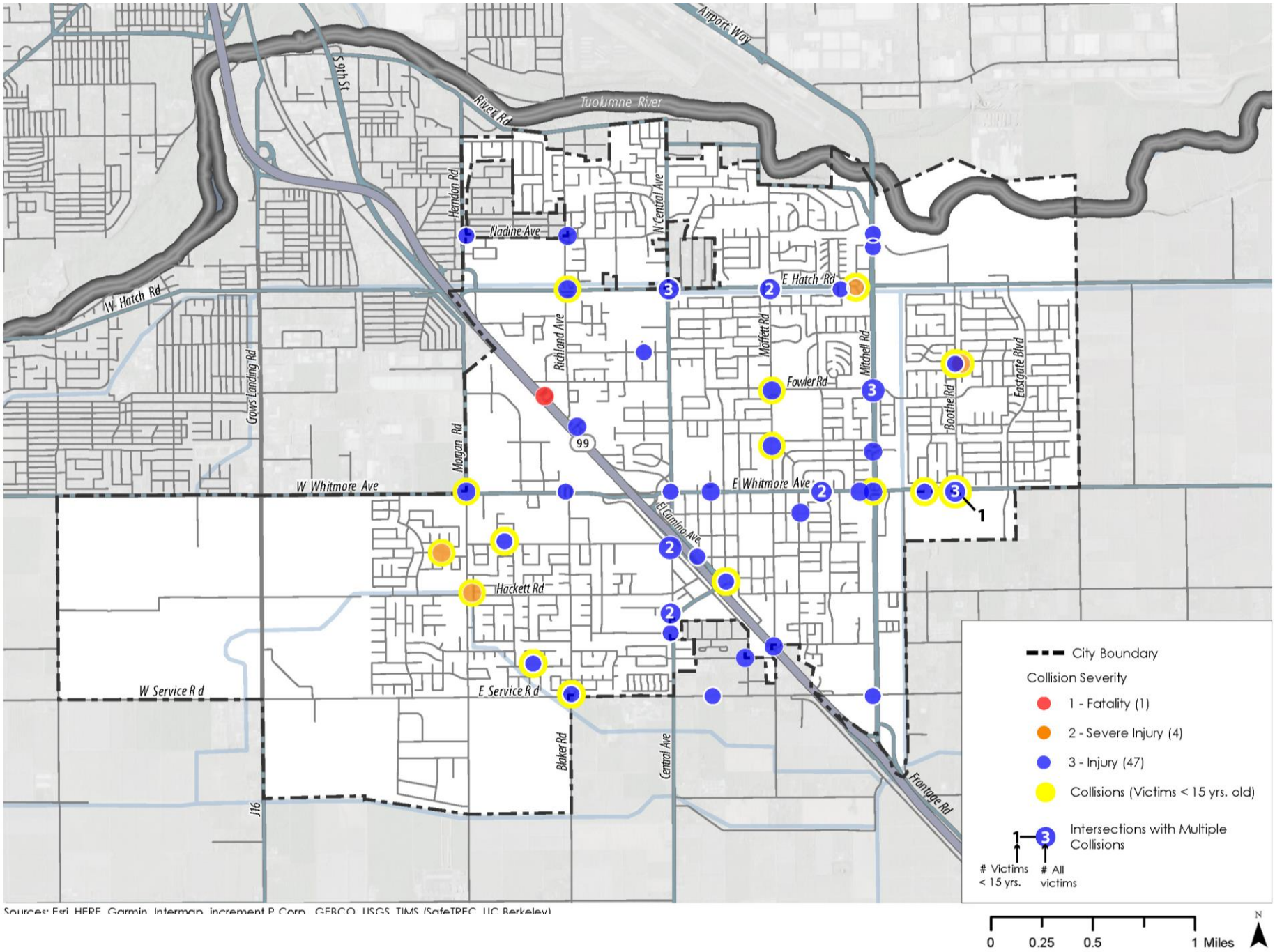
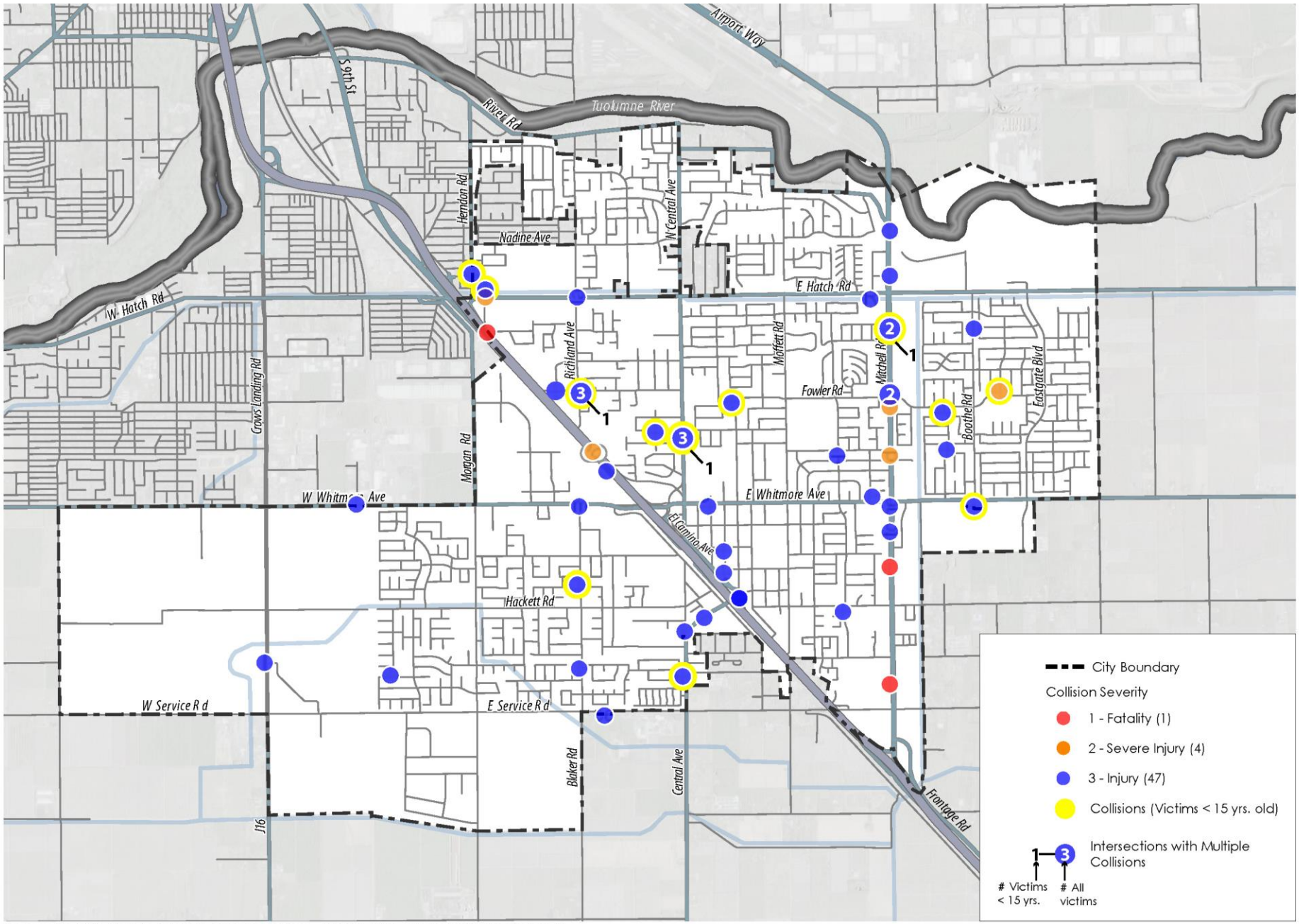


FIGURE 9. PEDESTRIAN-INVOLVED COLLISIONS



IV. Relevant Plans, Policies and Programs

This section provides:

- An overview of policy documents that contribute to an understanding of existing pedestrian and bicycle conditions and future plans, providing an important framework for the development of the Citywide Active Transportation Plan.
- An overview of programs in the City of Ceres that provide education, encouragement and enforcement related to safe walking and bicycling.
- An overview of current walking- and bicycling-related goals and policies from the Ceres General Plan 2035 (2018) and Ceres Downtown Specific Plan (2011), as well as recommendations from the Parks and Recreation Master Plan (2016).

Information in this section will provide a basis for the development of recommended programs and policies for the Ceres Citywide Active Transportation Plan.

Review of Relevant Documents

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

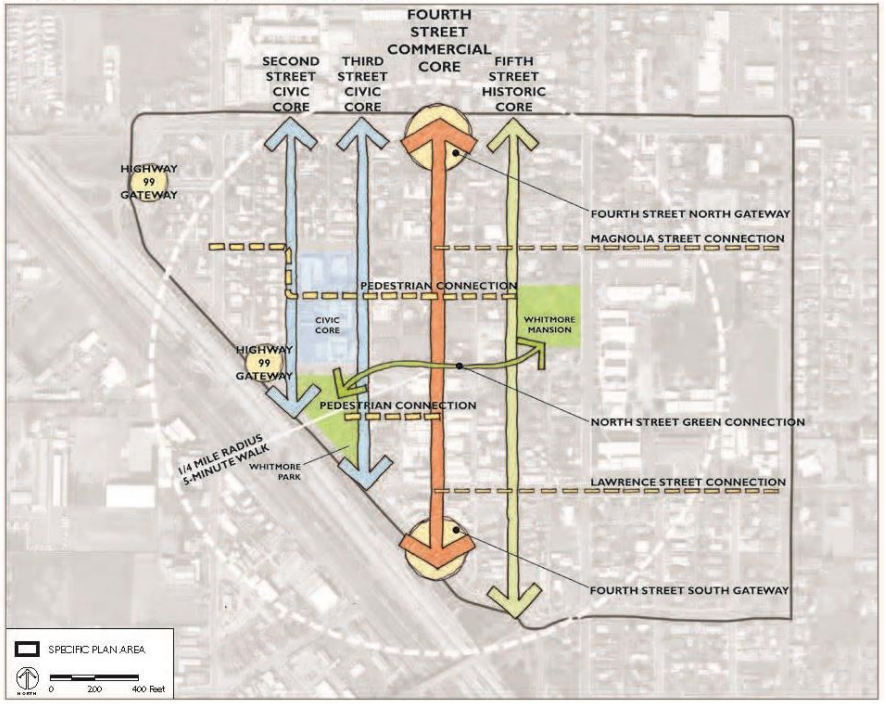
Ceres General Plan 2035

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

Downtown Specific Plan

Encompassing 121 acres and adopted by City Council in January 2011, the Downtown Specific Plan is bound by El Camino Avenue to the west, Whitmore Avenue to the north, Ninth Street to the east and Park Street to the south. The Plan envisions an integrated network of transportation, landscaping and wayfinding improvements throughout the roadway network in Downtown

FIGURE 10. DOWNTOWN CONCEPTUAL FRAMEWORK (DOWNTOWN SPECIFIC PLAN)



Ceres. The Plan supports filling in sidewalks where they are currently missing, green infrastructure solutions with bioswales, Class II bicycle lanes on Whitmore Avenue, internal east-west pedestrian paseos and bicycle routes along El Camino Avenue, Park Street, Lawrence Street, Sixth Street, Ninth Street and Central Avenue. Where SR-99 provides access into Downtown, ramp improvements are proposed. Additionally, parking opportunities are planned to be shared behind buildings and consolidated. Since Plan adoption, pedestrian improvements supported through the Plan have been installed along Fourth Street in the Downtown Ceres commercial core and Class II bicycle lanes have been installed along Whitmore Avenue.

FIGURE 11. DESIGNATED BICYCLE FACILITIES (DOWNTOWN SPECIFIC PLAN)

Eastgate Master Plan

The master plan for the Eastgate planned community was approved by City of Ceres City Council in February 2004. The plan area is bound by Hatch Road to the north, Faith Home Road to the east, Whitmore Avenue to the south and Boothe Road to the west. The master plan defines land use, circulation, infrastructure and public services as well as CIP improvements for the community. The master plan proposed Boothe Road, Eastgate Boulevard and Faith Home Road to have signed Class III bike routes while installing a Class II bike lane for Whitmore Avenue and an east-west 14' wide Class I multi-use path just south of Hatch Road and the TID Ceres Main Canal. Most streets in the master plan include roadway standards with landscaped parkways buffering sidewalks from vehicular travel lanes and roundabouts at key intersections. In 2020 the Eastgate planned community has largely been completed, with a paved multi-use trail installed adjacent to the TID Ceres Main Canal from Mitchell Road to Eastgate Boulevard. Bicycle improvements have largely gone above and beyond the original improvements proposed for the master plan, including Class II lanes installed along Boothe Road between Hatch Road and Whitmore Avenue, Eastgate Boulevard from Hatch Road to Kiwi Avenue, and Eastgate Boulevard from Helen Perry Road and Whitmore Avenue

Mitchell Road Corridor Specific Plan

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

Parks and Recreation Master Plan

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

Stanislaus Council of Governments Non-Motorized Transportation Plan

The Non-Motorized Transportation Plan (NMTP) is a countywide document intended to guide efforts to improve bicycling and walking conditions in local jurisdictions as well as across Stanislaus County. While the last NMTP was adopted in 2013, the Stanislaus Council of Governments (StanCOG) is currently in the process of updating the NMTP for the County. The update will build on the 2013 Plan while aligning new walking and biking projects with local, state and federal funding sources to help make the City of Ceres and other communities in Stanislaus County more competitive for future funding.

Systemic Safety Analysis Report

Funded through a Caltrans Systemic Safety Analysis Report Program (SSARP) grant, the Ceres SSARP report (released as a Draft in July 2020) evaluates transportation safety data to identify roadway improvements to reduce crash risk in the City. The report describes crash trends, patterns, and characteristics associated with crash risks and identifies locations that would most benefit from safety improvements. Through this analysis, it was determined that intersections most at risk for crashes in Ceres were those where local streets that intersect an arterial or collector street or signalized intersections on arterials with a 40 mph speed limit or greater. Higher speed arterials and roadways that serve as a gateway into Ceres also were evaluated to be more prone to risk of crashes at both intersections and throughout roadway segments. The report recommends a number of countermeasures to reduce crash risk such as vehicle lane reductions to accommodate space

FIGURE 12. MITCHELL ROAD IMPROVEMENT PROJECT (SYSTEMIC SAFETY ANALYSIS REPORT)

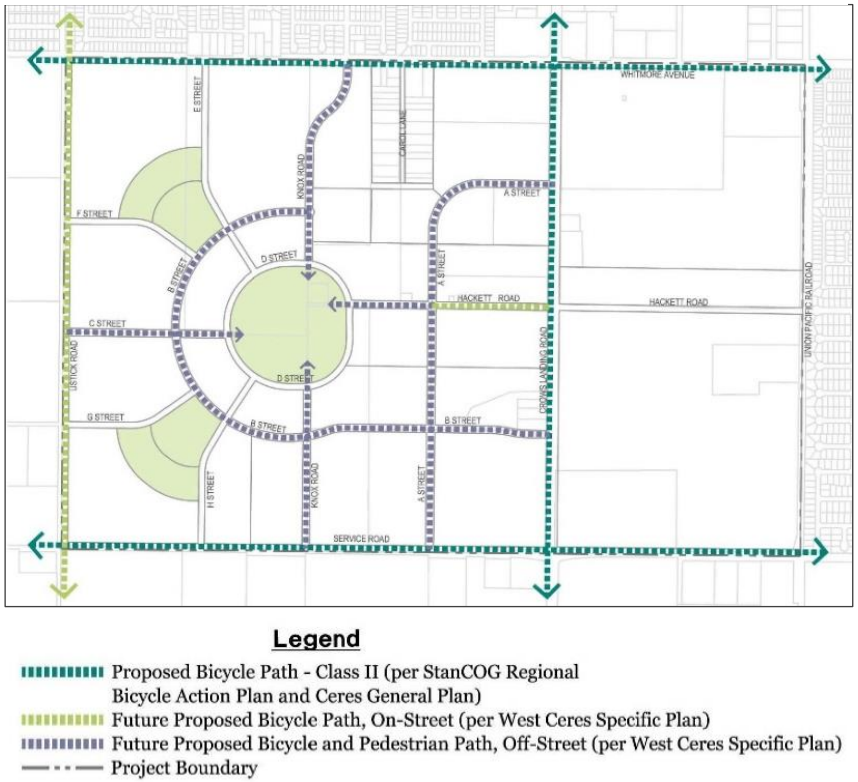
Mitchell Road improvements proposed in the Systemic Safety Analysis Report include upgrades to signals, striping and crossings.

for pedestrians and bicyclists, adding and improving intersection treatments, and installing dedicated pedestrian and bicycle infrastructure. Safety projects were then developed along two roadway segments in the City that were determined to be of highest priority, which included Whitmore Avenue from Moffett Road to Rose Avenue, and on Mitchell Road from Fowler Road to Whitmore Avenue. Conceptual engineering designs and cost estimates were produced for improvements along both roadway segments, and the City has applied for grant funding for these projects through the State Highway Safety Improvements Program.

West Landing Specific Plan

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

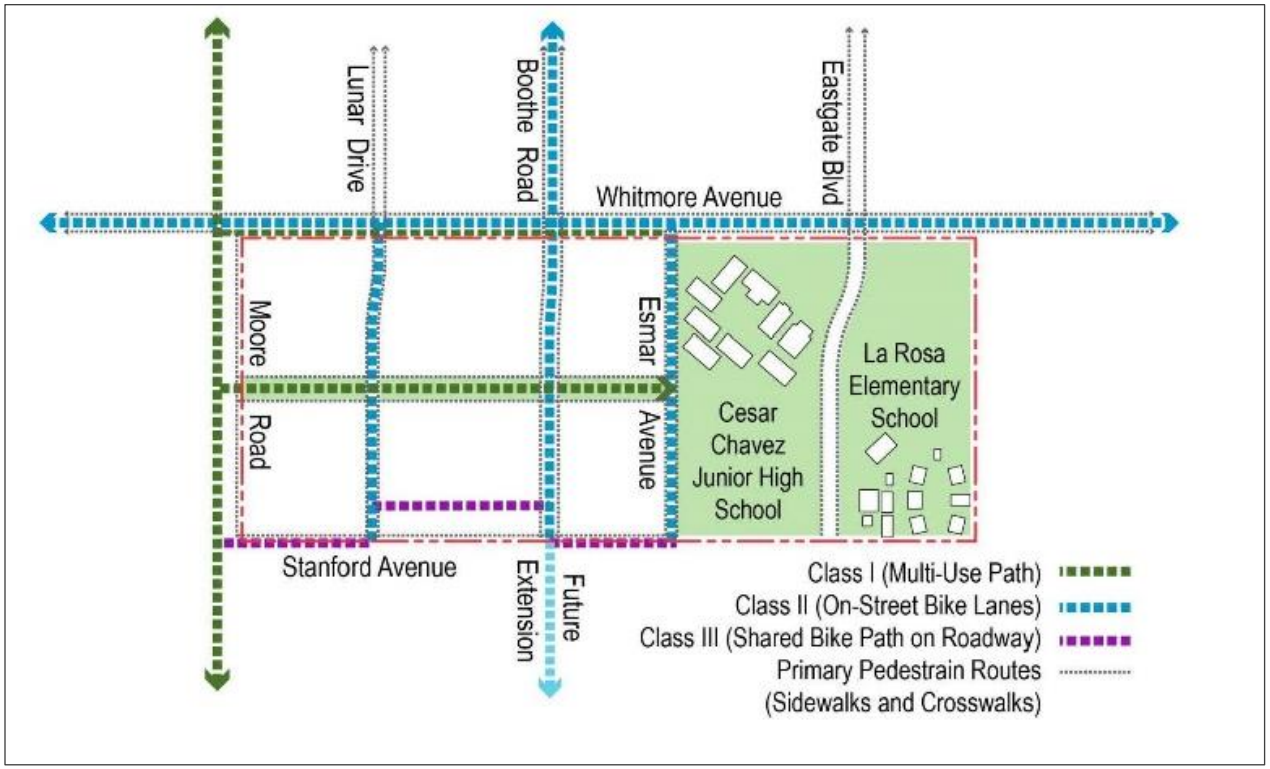
FIGURE 13. WEST LANDING SPECIFIC PLAN BICYCLE AND PEDESTRIAN CIRCULATION



Whitmore Ranch Specific Plan

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

FIGURE 14. WHITMORE RANCH SPECIFIC PLAN BICYCLE AND PEDESTRIAN CIRCULATION



Overview of Existing Programs

Table 4 lists four programs that currently support education, encouragement and enforcement efforts related to walking and bicycling in Ceres. These programs seek to make bicycling and walking safer, more comfortable, and more inviting, with the ultimate goal to increase the number of people choosing active transportation modes of travel. These programs may have particular focus on the youth population, like Walk and Roll Stanislaus and Safe Routes to School programs.

TABLE 4. RELEVANT EDUCATION, ENCOURAGEMENT AND ENFORCEMENT PROGRAMS

EDUCATION, ENCOURAGEMENT AND ENFORCEMENT PROGRAMS	
Program	**Agencies Responsible**
Bicycle Registration Program	Ceres Police Department
Helmet Program	Ceres Police Department
Walk and Roll Stanislaus	Stanislaus Council of Governments / AIM Consulting
Safe Routes to Schools (Walking School Bus)	Ceres Unified School District/ Ceres Police Department/ Central California Regional Obesity Prevention Program (CCROPP)

Overview of Existing Policies

Table 5 presents current walking- and bicycling-related goals and policies from several relevant plans including the Ceres General Plan 2035 (2018) and Ceres Downtown Specific Plan (2011), as well as recommendations from the Parks and Recreation Master Plan (2016).

TABLE 5. RELEVANT ACTIVE TRANSPORTATION PROGRAMS

Ceres General Plan 2035 – Land Use and Community Design	
Goal/Policy #	**Goal/Policy**
2.C.2	Integrated ACE Train Stop. Integrate the ACE train stop into the Downtown, providing **multi-modal mobility options and safe and convenient pedestrian and bicycle access between the train stop and Downtown Ceres**.
2.E.4	**Mitchell Road Corridor Plan.** Update the Mitchell Road Corridor Specific Plan to: • Include Complete Streets strategies (see Policy 3.B.1 Complete Streets Corridors for more on multi-modal travel flow) • Improve pedestrian and bicycle mobility along the corridor and within and between properties with safe and convenient infrastructure and design
2.G.2	**Multi-Modal Design**. Ensure commercial facilities are designed for transit, pedestrian, and bicycle access, allowing for pedestrian circulation within and between commercial sites and nearby residential areas rather than being designed solely to serve vehicular circulation.
Ceres General Plan 2035 – Transportation & Circulation	
Goal/Policy #	**Goal/Policy**
Goal 3.A	Provide for the long-range planning, development, and maintenance of the city's roadway system to ensure the **safe and efficient movement of people and goods through a variety of travel modes.**

3.A.1	**Multi-Modal Network.** Provide for a comprehensive, integrated transportation network in accordance with the functional classification system described in this chapter and reflected in the Circulation Diagram with infrastructure and design that allows safe and convenient travel along and across streets for all users, including bicyclists, pedestrians, transit vehicles, truckers, and motorists, appropriate to the function and context of the facility.
Goal 3.B	**Maintain acceptable multi-modal travel flow along Ceres' major corridors.**
3.B.1	**Complete Streets Corridors.** Maintain adequate travel flow along Ceres' major corridors while allowing for new development or redevelopment. To this end, the following shall be considered in site plan development for new development and redevelopment along Hatch Road, Mitchell Road, and Whitmore Avenue: • Require medians within the existing cross-section to limit turning movements and to provide pedestrian refuges at mid-block crossing locations • Require a continuous, safe, and convenient walkway from the public right of way, including transit stops where appropriate, to building entrances that minimizes pedestrian/vehicle conflicts
3.B.4	**Sidewalk Network.** Require sidewalks for all new developments along major corridors.
Goal 3.C	Protect residential areas from high-volume and high-speed traffic and its effects and **promote bicycling and walking on residential streets**.
3.C.2	**Pedestrian and Bicycle Connectivity**. Provide pedestrian and bicycle connectivity in residential street patterns. Where cul-de-sacs are permitted, pedestrian and bicycle connections to other streets or community facilities such as parks and schools is required, where feasible.
3.C.3	**Sidewalks.** Require sidewalks for all new streets in residential developments.
Goal 3.D	Provide a sufficient amount of convenient, safe, and attractive vehicle and **bicycle parking** to serve existing and new development throughout the city.
3.D.1	**Off-Street Parking Requirements.** Require new development and redevelopment to provide adequate off-street parking for vehicles and bicycles that considers urban design, economic development, and alternative travel modes, including secure long-term bicycle parking at employment centers and transit centers. Parking shall be landscaped, located convenient to new development, and easily accessible from the street system.

Goal 3.F	Provide a **safe, comprehensive, and integrated system of facilities for non-motorized transportation.**
3.F.1	**Non-Motorized Transportation System.** Develop a comprehensive non-motorized transportation system that provides a network of connections between the city's major employment, recreational, educational, and housing areas via existing and planned bikeways and pedestrian facilities, and consider the different needs of recreational bicyclists and commuter bicyclists.
3.F.2	**Funding.** Pursue a variety of sources of funding for the development and improvement of bikeways and pedestrian pathways, including grant funding, Countywide Measure L funds, and Capital Improvement Program funding.
3.F.3	**New Development.** Require developers to finance and install pedestrian pathways, bikeways, and multi-purpose paths within new development, as appropriate.
3.F.4	**Right-of-Way.** Require new development to provide adequate rights-of-way to accommodate bikeways where identified on the bikeways map and as specified in the Bicycle and Pedestrian Master Plan, and to contribute to the development of planned bikeways.
3.F.5	**On-Site Bicycle Facilities.** Require new multi-family residential, commercial and industrial developments to provide bicycle facilities, including bicycle parking. For employment locations with more than 50 employees, other amenities may be required, including showers and changing facilities.
3.F.6	**Bicycle Safety.** Promote bicycle safety education to children and adults through coordination with the local school district, community groups, and other City-sponsored events.
3.F.7	**Roadway Maintenance.** When roadway repaving projects occur, opportunities to provide bicycle facilities consistent with the adopted Alternative Transportation Plan (ATP) shall be considered.
3.F.8	**Pedestrian Facility Design.** Provide safe, continuous and pleasant pedestrian paths of travel, including sidewalk width appropriate for the land use context of the street, enhanced street crossings, landscape and/or parking buffers, and pedestrian scale lighting throughout the city.
3.F.9	**Interchange Improvements.** When interchanges and overpasses are upgraded, pedestrian and bicycle access shall be provided or enhanced as appropriate, safe, and feasible to do so.

Ceres General Plan 2035 – Health & Safety	
Goal/Policy #	Goal/Policy
Goal 5.B	**Encourage active lifestyles** by reducing reliance on automobiles; improving the safety and convenience of using transit, walking, and bicycling; and providing recreational spaces.
5.B.1	**Safe and Convenient Multi-Modal Options**. Encourage development patterns, urban design, and streetscapes that allow people to safely and conveniently reach destinations by walking, bicycling, or using transit. See Chapter: 2 Land Use and Community Design Element and Chapter 3: Transportation and Circulation Element for more information and related goals and policies.
5.B.2	**Safe Routes to Schools.** Improve the conditions for youth walking and bicycling in the areas surrounding schools by working with the Ceres Unified School District, other local agencies, and nonprofit organizations to implement the Safe Routes to School program.
Ceres General Plan 2035 – Implementation Actions	
Implementation Action 2.19	Provide sidewalks along all streets, public and private, except along alleys.
Implementation Action 3.12	3.12: Work with the Ceres Unified School District to plan, design, and construct infrastructure-related projects that will improve the ability of students to walk and bicycle to school.
Implementation Action 3.13	3.13: As part of the Active Transportation Plan, identify gaps in the sidewalk network, prioritize gap closure projects, and develop design guidelines.
Ceres Downtown Specific Plan	
Policy #	Policy
LUD 8	**Provide adequate pedestrian amenities**, such as street trees, benches, pedestrian-level lighting, newspaper racks and waste receptacles as areas are improved. These

	facilities and amenities should be provided so as not to conflict with pedestrian circulation or distract vehicles.
TRAN 1	**Provide, widen and improve sidewalks** on both sides of all streets within Downtown.
TRAN 2	Provide **Class II bicycle lanes** on Whitmore Avenue and Class III bicycle routes on Central Avenue, Sixth Street, Ninth Street, Park Street, Lawrence Street and El Camino Avenue.
TRAN 3	Create a **system of public pedestrian paseos** to connect key destinations within Downtown to Fourth Street. Consider property acquisition, development incentives and public/private partnerships to facilitate construction of paseos.
TRAN 6	**Preserve on-street parking** that provides a buffer between pedestrians and vehicular traffic.
TRAN 13	**Include traffic calming measures** to slow traffic in the Specific Plan Area, including expanded bulb-outs at intersections, lane width reductions, and other similar streetscape improvements. Slower vehicle speeds will ensure increased safety for pedestrians and mitigate noise impacts associated with increased vehicular activity.
Ceres Parks and Recreation Master Plan	
Pedestrian/Bike Connections	Connecting parks and recreation facilities to one another will not only demonstrate the City's investment in its residents' health, but also connect the diverse programming in neighborhood, community and regional parks to residents regardless of vehicular mobility.
Pedestrian/Bike Connections	New parks will be linked to the City's bicycle and pedestrian infrastructure via formalized multi-use paths and separated bike lanes where possible.
Pedestrian/Bike Connections	Bicycle lanes should be constructed for maximum user-friendliness and safety, including prominent directional striping and signage. Grade- or landscape buffer-separated bicycle and pedestrian networks are preferred for optimal safety.
Pedestrian/Bike Connections	Existing parks may be integrated into the arterial bicycle network using striping and signage. Furthermore, per the General Plan, bicycle parking at recreational facilities could be established for the use of bicyclists.

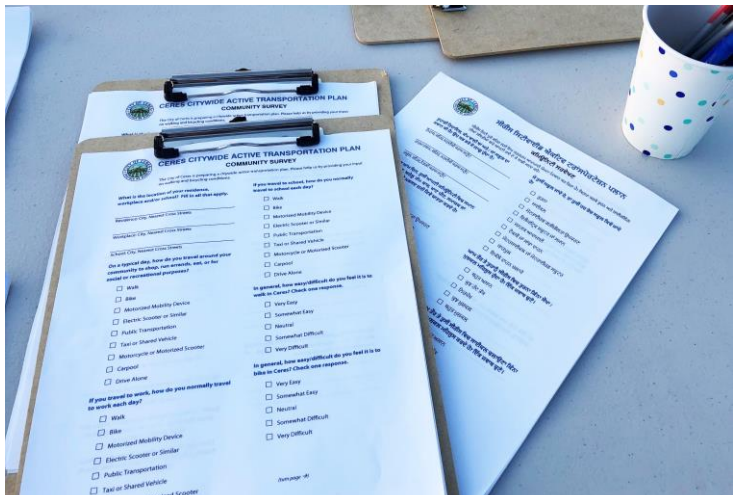
V. Policy and Infrastucture Considerations

In this section, pedestrian policies, bicycle policies and infrastructure improvements for the City of Ceres to consider are based on existing walking and biking data, in-person audits conducted on roadways throughout the City (Appendix A) and improvements discussed in adopted City and regional planning documents. In addition, considerations discussed in this section of the Community Needs Assessment also include feedback received from members of the public that were surveyed in Fall 2020 on existing walking and bicycling conditions in the City of Ceres. These considerations will be further discussed with City Staff and stakeholders prior to advancing into policies and infrastructure recommendations in the Ceres Citywide Active Transportation Plan.

Public Input from Survey on Walking and Biking Conditions

Concurrent with the assessment of data on existing walking and biking conditions, a paper survey was developed in English, Spanish and Punjabi (Appendix B) that requested public input on their experiences as pedestrians and bicyclists in the City of Ceres. The survey was administered in-person through the City Staff and consultant team popping up in locations throughout the City. In addition to the surveys, a poster board summarizing the goals of the Citywide Active Transportation Plan and a map of existing and planned bikeways was also posted at the survey locations (Appendix C). Pop-up locations included Neel Park, Smyrna Park and at Hatch Trail near the Herndon Road and Hatch Road intersection on October 21, 2020 while also popping up at Don Pedro Park and Sam Ryno Park on October 22, 2020. An online version of the survey was also distributed to City of Ceres Staff members, members of the Ceres Active Transportation Advisory Committee, and community organizations on October 21, 2020. In addition, the online survey was posted onto the City of Ceres website on November 2, 2020. As of November 23, 2020, 83 responses were received with feedback from these participants presented below.

- Profile of Survey Respondents
  - Most survey respondents reside (86%) and work (64%) in Ceres; only 8% reported they reside in the nearby city of Modesto. Out of the 36 respondents who responded to the location of their workplace, 14% work in Modesto.



In-Person surveys took place at several locations around Ceres including Neel Park (left) and Sam Ryno Park (middle). The multilingual survey is shown in the image on the right.

- Survey respondents varied in age, with the majority between the ages of 45-54 years old (26%), followed by 24-34 years old (17%) and 65 years old and older (17%).
- 34 survey respondents (41%) were interested in continuing to be informed about updates related to the Citywide Active Transportation Plan, with these respondents providing their e-mail address to be informed of Plan updates.

- Transportation Modes of Survey Respondents
  - Respondents driving alone (60%) and walking (48%) are the most common type of travel mode on a typical day to shop, run errands, or for social or recreational purposes. Survey respondents also utilize a bicycle (13%), or public transportation (9%), taxi or shared vehicle (6%), motorized mobility device (5%), and carpool (4%) to travel on a typical day.
  - Out of the 61 survey respondents who reported on how they travel to work each day, 77% drive alone, followed by 13% who walk, 10% who take public transportation, 8% who bicycle, 7% who utilize a taxi or shared vehicle, and 3% who utilize a motorized mobility device.
  - Out of the 40 survey respondents who reported how they travel to school each day, 50% drive alone, 40% walk, 15% public transportation, 10% taxi or shared vehicle, 8% bicycle, and 5% carpool.

- Ease or Difficulty to Walk and Bike in Ceres
  - 61% of survey respondents reported that it is easy to walk in Ceres; with 31% suggesting it is somewhat easy and 30% suggesting it is very easy. However, 20% of survey respondents reported that they feel it is somewhat difficult to walk in Ceres, and 4% reported that it is very difficult. 16% reported that they felt neutral about how easy or difficult it is to walk in Ceres.
  - Of the 57 survey respondents that answered how easy or difficult it is to bike in Ceres, the outcome of responses was mixed. 37% of respondents reported it was difficult to bike in Ceres (with 28% reporting that it is somewhat difficult and 9% saying that it is very difficult). In contrast, 33% of respondents reported it was easy to bike in Ceres (with 19% reporting that it is somewhat easy and 14% saying that it is very easy). 30% of respondents reported they felt neutral about how easy or difficult it is to bike in Ceres.

- Challenges to Walking and Biking in Ceres
  - According to 71 survey respondents, the biggest challenge to walking in Ceres is the poor conditions of sidewalks and lack of adequate infrastructure. 35% of challenges included missing sidewalks, unmarked crosswalks, or poor infrastructure. 17% of challenges included public safety such as feeling secure while walking alone, with concerns including confronting homeless, or knowledge of drug activity at parks. 14% of challenges included driver behavior such as speeding or drivers disrespecting traffic laws. 11% of challenges included encounters with high volumes of traffic.
  - According to 41 survey respondents, the biggest challenge to bicycling is the lack of bicycle lanes (39% of all challenges reported). Other challenges that survey respondents reported included high volumes of traffic (17%) and driver behavior (12%) such as speeding or disobeying traffic laws.

- Locations for Pedestrian and Bicycle Infrastructure Improvements
  - Out of all the areas in the city where feedback was received on where to install specific walking and biking improvements, 15% of survey respondents indicated that they would like to see improvements along Hackett Road from Morgan Road to Blaker Road, which support on implementing strategies to reduce vehicle speeds and installing sidewalk upgrades.
  - 13% of survey respondents would like to see improvements within and around Don Pedro Park, such as adding a walking path along the park and improving safety from speeding cars.
  - Other areas where survey respondents supported walking and biking improvements were along Blaker Road (11%) and Hatch Road (11%).

Additional Public Input on Walking and Biking Conditions

In addition to surveys conducted with the general public on walking and biking conditions in Ceres, feedback was also received from members of the Active Transportation Advisory Committee (ATAC) on October 8, 2020 on areas to consider for walking and biking improvements. Roadway segments and intersections that received a number of comments from members of the ATAC included:

- Roadways surrounding Central Valley High School, Ceres Adult School and Hanline Elementary School, including Service Road, Central Avenue and the internal roadways servicing the schools. There are high volumes of students walking and bicycling from surrounding neighborhoods to the schools in the morning and in the opposite direction in the afternoon. Improvements that focus on improving vehicular traffic flow alongside pedestrian and bicyclist safety to surrounding roadways, including at the intersection at Service Road and Central Avenue will be supported. Multiple members of the ATAC found the intersection to be one of the most problematic in the City when schools are in session.
- Roadways adjacent to the Stanislaus County government offices and Crows Landing Flea Market, including Hackett Road and Crows Landing Road in west Ceres. During the days the Crows Landing Flea Market is active, volumes of people driving, bicycling and walking increase substantially, with roadways in this section of Ceres being primarily auto-oriented.

Policies and Infrastructure for Consideration in the Ceres ATP

Policy topics provided for consideration are inspired by goals and policies in existing Ceres planning documents. The topics mentioned are inspired by elements supported by organizations nationwide dedicated to the improvement of active transportation, including the League of American Bicyclists and National Safe Routes to School Partnership. Policy topics proposed also reflect data analyzed, feedback received by City Staff and members of the public, and in-person audits of local roadways.

- Accessibility and Connectivity
  - Ensure that curb ramps and the accessibility of sidewalks, multi-use trails and crossings conform to ADA standards.
  - Implement bikeway improvements as described through the Ceres General Plan, Park and Recreation Master Plan, Systemic Safety Analysis, StanCOG Countywide Plan and other relevant City of Ceres Specific Plans.
  - Add sidewalks on both sides of roadways for all incoming developments, buffering sidewalks with landscaped parkways.
  - Add missing sidewalks on both sides of the roadway in existing residential and commercial areas and on at least one side of the roadway in industrial areas.
  - Install marked crosswalks at all stop-controlled intersections.
  - Install high visibility zebra-striped crossings at intersections directly adjacent to significant walking and biking destinations, including schools, parks, commercial shopping centers, post offices, libraries and other government services.
  - Provide improved first-last mile connections from transit stops, including from the proposed ACE train station, to residential, commercial and industrial areas.
  - Support the construction of multi-use trails adjacent to canals throughout Ceres.
- Education and Encouragement
  - Support and expand funding for existing programs led by community organizations and the City of Ceres.
  - Encourage the coordination of programs supportive to walking and bicycling between the City of Ceres and other public and private organizations.
  - Support employer-based and school-based educational programs that encourage walking and bicycling.
  - Support hosting community events that encourage walking and bicycling.

- Enforcement
  - Support targeted enforcement of vehicle and property code violations that affect people walking and bicycling.
  - Focus enforcement on areas with high collision rates and high volumes of people walking and bicycling.
- Equity
  - Coordinate with Stanislaus County in providing pedestrian and bicycle connections to unincorporated communities adjacent to Ceres.
  - Focus on improving infrastructure in older residential, commercial and industrial neighborhoods adjacent to SR-99 in southern and western Ceres.
  - Focus on providing safe, non-motorized connections from disadvantaged neighborhoods in Ceres to job centers, government services, and recreation and educational opportunities in the City.
- Engineering and Design Standards
  - Design roadways to accommodate all users, utilizing best practices in engineering design to support Complete Streets.
  - Require developers to integrate transit, pedestrian and bicycle infrastructure improvements into the design of new communities.
  - Require businesses with over 50 employees to provide bicycle parking and shower facilities.
  - Provide enhanced pedestrian and bicycle amenities at parks and transit stops, including at the proposed ACE station in Downtown Ceres.
- Evaluation and Implementation
  - Prioritize the implementation of pedestrian and bicycle facilities by pursuing grant funds, setting aside funds in the annual CIP budget, as well as incorporating improvements through repavement projects.

Examples of pedestrian enhancements include high visibility crosswalks and refuge islands (top), ADA curb ramps (bottom left), and amenities such as seating, landscaping, and shade.

- Require developers to fund and install pedestrian and bicycle facilities in new developments.
- Coordinate implementation of projects and policies with adjacent local jurisdictions, regional agencies and community organizations.
- Provide routine maintenance of pedestrian and bicycle facilities.
- Frequently monitor collision data and conduct pedestrian and bicycle counts to monitor the effectiveness of active transportation improvements and programs.

Supporting and advancing the proposed policies discussed above, the following infrastructure considerations complement data collected and feedback received thus far to improve walking and biking conditions in the City of Ceres.

- Support the idea of further advancing bikeway improvements described in Figure 7 through supporting the following enhancements to planned bikeways:
  - Install Class IV bikeways or building adjacent Class I multi-use trails on all roadways designated as expressways, including:
    - Service Road
  - Consider upgrading planned Class III bicycle routes or Class II bicycle lanes to Class IV bikeways along the following higher-speed limit or higher-volume arterial roadways:
    - Morgan Road
    - Central Avenue – between River Road and Whitmore Avenue
    - Faith Home Road – between Hatch Road and Whitmore Avenue
    - Whitmore Avenue – between Ustick Road and Faith Home Road
  - Upgrade planned Class III bicycle routes to Class II bicycle lanes along the following collector roadways:

Types of enhanced bikeways include buffered Class II bike lanes (top) and Class IV cycle tracks (bottom).

    - Herndon Road – between Hatch Road and River Road
    - Fowler Road – from Moffett Road to Mitchell Road
    - Rose Avenue
    - Ninth Street – from Park Street to Whitmore Avenue
- Add Class II bicycle lanes along the following roadways:
    - Hackett Road – from Crows Landing Road to Morgan Road
    - Railroad Avenue
    - Central Avenue – from Pine Street to Railroad Avenue
    - 5th Street – from El Camino Avenue to Acorn Lane
- Add Class III bicycle routes along the following roadways:
    - Brown Avenue
    - Malik Avenue
    - Kinser Road
    - San Pedro Avenue
    - Georgeann Place
    - Don Pedro Road
    - Nadine Avenue
- Support the inclusion of pedestrian and traffic calming improvements as discussed in the roadway audit (Appendix A).

Next Steps in Prioritizing Improvements

Findings and considerations from the Community Needs Assessment will be presented for internal review with City of Ceres staff and then with the Active Transportation Advisory Committee. Based on feedback received, PlaceWorks will develop a prioritized list and network map of pedestrian and bicycle improvements as well as goals, policies and actions for the Draft Ceres Citywide Active Transportation Plan.

COMMUNITY NEEDS ASSESSMENT

Ceres Citywide Active Transportation Plan