



Turlock Active Transportation Plan Volume III: Appendices

September 22, 2015

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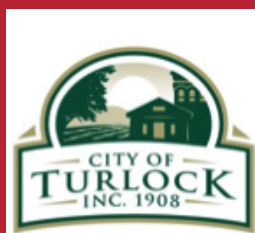
WITH:

Omni Means

PREPARED FOR:

City of Turlock

Project Number 13-64



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Appendix A: Active Transportation Program Compliance Checklist

In order to be compliant with California's Active Transportation Program, bicycle and pedestrian plans must include a number of required elements, listed in the table below. The location in this Turlock Active Transportation Plan where each item is addressed is indicated in the right hand column.

Subject	ATP Compliance Checklist	Location in Plan
Future Trip Estimates	The estimated number of existing bicycle trips and pedestrian trips in the plan area, both in absolute numbers and as a percentage of all trips, and the estimated increase in the number of bicycle trips and pedestrian trips resulting from implementation of the plan.	Chapter 3.5
Collision Report	The number and location of collisions, serious injuries, and fatalities suffered by bicyclists and pedestrians in the plan area, both in absolute numbers and as a percentage of all collisions and injuries, and a goal for collision, serious injury, and fatality reduction after implementation of the plan.	Chapter 3.6
Land Use Patterns	A map and description of existing and proposed land use and settlement patterns which must include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, major employment centers, and other destinations.	Chapter 3.1
Existing and Proposed Bikeways	A map and description of existing and proposed bicycle transportation facilities.	Chapter 3.2 and Chapter 6
End-of-Trip Bicycle Parking	A map and description of existing and proposed end-of-trip bicycle parking facilities.	Chapter 6.1
Bicycle Parking Policy	A description of existing and proposed policies related to bicycle parking in public locations, private parking garages and parking lots and in new commercial and residential developments.	Appendix B and Chapter 4.2
Bicycle Connections to other Modes	A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These must include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.	Chapter 6.1
Pedestrian Connections to other Modes	A map and description of existing and proposed pedestrian facilities at major transit hubs. These must include, but are not limited to, rail and transit terminals, and ferry docks and landings.	Chapter 3.1
Wayfinding	A description of proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.	Chapter 6.3
Maintenance	A description of the policies and procedures for maintaining existing and proposed bicycle and pedestrian facilities, including, but not limited to, the maintenance of smooth pavement, freedom from encroaching vegetation, maintenance of traffic control devices including striping and other pavement markings, and lighting.	Chapter 8.5



Subject	ATP Compliance Checklist	Location in Plan
Education Programs	A description of bicycle and pedestrian safety, education, and encouragement programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the law impacting bicycle and pedestrian safety, and the resulting effect on accidents involving bicyclists and pedestrians.	Chapter 3.3
Community Involvement	A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.	Chapter 3.8 and Appendix E
Regional Plan Coordination	A description of how the active transportation plan has been coordinated with neighboring jurisdictions, including school districts within the plan area, and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan.	Chapter 2 and Appendix B
Project List	A description of the projects and programs proposed in the plan and a listing of their priorities for implementation, including the methodology for project prioritization and a proposed timeline for implementation.	Chapters 5 – 8
Past Expenditures and Future Financial Needs	A description of past expenditures for bicycle and pedestrian facilities and programs, and future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated revenue sources and potential grant funding for bicycle and pedestrian uses.	Appendix D and Chapter 8.4
Implementation	A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency and community informed of the progress being made in implementing the plan.	Chapter 8
Adoption Resolution	A resolution showing adoption of the plan by the city, county or district. If the active transportation plan was prepared by a county transportation commission, regional transportation planning agency, MPO, school district or transit district, the plan should indicate the support via resolution of the city(s) or county(s) in which the proposed facilities would be located.	



Appendix B: Existing Plan & Policy Review

This Active Transportation Plan is built on and consistent with local and regional plans and policies. The following is a review of planning and policy documents relevant to this Plan. The review is organized by local, regional, state, and national documents and policies.

B.1 Local Plans and Policies

B.1.1 Turlock General Plan, 2012

The Turlock General Plan seeks to support community growth in a sensible, compact form that maintains a small-town feel, provides for future housing needs, enhances quality of life, and creates high quality jobs and recreation opportunities for the diverse Central Valley town. The General Plan is built around eight themes which are reflected in the plan's elements, goals, and policies. The following themes are relevant to the Turlock Active Transportation Plan:

Theme 1: Establish limits to urban growth that will maintain Turlock as a freestanding city surrounded by productive agricultural land.

Theme 4: Improve the local and regional circulation system to serve businesses and new residential development.

Theme 5: Implement sustainable development and green building principles in City projects and new development projects. Foster development that encourages alternatives to auto use, especially for non-commute trips.

Theme 8: Provide a wide variety of recreation and cultural activities for all ages.

California law requires seven general plan elements, and permits the contents of these elements to be combined at the discretion of local governments. The seven required elements are: Land Use, Circulation, Housing, Open Space, Conservation, Noise, and Safety.

The Housing element has more detailed and extensive requirements related to its contents and frequency of updates. Turlock has published this element as a separate document, although it is written to be consistent with the General Plan.

The remaining six mandatory elements are addressed with the following:

- Land Use and Economic Development (Land Use);
- Parks, Schools, and Community Facilities (Open Space);
- Circulation;
- Conservation (also addresses Open Space);
- Noise; and
- Safety.



In addition, the General Plan contains the following voluntary elements: New Growth Areas and Infrastructure, City Design, and Air Quality & Greenhouse Gases. Each element contains guiding policies which state a philosophy or intent, and implementing policies which commit to specific actions that are to be undertaken.

Land Use and Economic Development Element

The Land Use and Economic Development Element addresses the distribution of land uses, standards for intensity and density, growth management, intergovernmental relations, jobs and employment growth, and economic strategies. In addition to describing and mapping the City's existing land use patterns, it discusses the potential for future growth in Turlock. The following policies are relevant to the Turlock Active Transportation Plan.

Downtown

Implementing Policies:

2.4-f: Continue to improve access and wayfinding. Continue to improve access to and within Downtown. Issues addressed should include entrances to Downtown and signage.

2.4-g: Facilitate mixed use. Facilitate and encourage development of mixed-use projects in Downtown through the development review, permitting, and fee process.

Residential Areas

Guiding Policy

2.5-b: New neighborhood character. Foster the development of new residential areas that are compact, mixed use, and walkable, with a distinct identity, an identifiable center, and a "neighborhood" orientation.

Implementing Policies

2.5-h: Transit and pedestrian accessibility from housing. Work with developers of affordable and multifamily housing to encourage the construction of transit-oriented and pedestrian-oriented amenities and appropriate street improvements that encourage walking and transit use.

2.5-j: Redevelopment in existing neighborhoods. Preserve and enhance existing pedestrian-oriented neighborhoods and commercial districts by pursuing redevelopment that reinforces activity, making investments in the public realm, establishing overlay districts to preserve the neotraditional character of development, and avoiding designating competing commercial areas in close proximity.



Retail, Commercial, and Mixed Use Areas

Guiding Policy

2.6-d: Pedestrian orientation of commercial areas. Emphasize compact form and pedestrian orientation in new community and neighborhood commercial areas, in locations that many residents can reach on foot, by bicycle, or by short drives.

Implementing Policy

2.6-f: Regional commercial developments fund transportation improvements. Require regional commercial center developers to fund transportation improvements that will be necessary to accommodate the level of activity anticipated.

Economic Development

Guiding Policy

2.11-d: Support and maintain Downtown Turlock. Support and contribute to a clean, safe, pedestrian-friendly, and well-maintained Downtown.



New Growth Areas and Infrastructure Element

The New Growth Areas and Infrastructure Element formalizes Turlock's long tradition of successful growth management and master planning, and identifies infrastructure needs and priorities to support new growth and maintain service to existing urbanized areas. The following policies are relevant to the Turlock Active Transportation Plan.

Growth Strategy

Implementing Policy

3.1-1: Capital Facilities Fee program. Update the Capital Facilities Fee (CFF) to cover improvements and infrastructure that are used by residents and businesses citywide. The CFF shall include:

- Major new transportation infrastructure such as arterials, expressways, railroad and highway overcrossings, and interchanges
- New bicycle lanes, traffic signals on existing streets and other operational improvements
- New transit facilities and amenities
- Downtown parking lots and structures
- Regional rail facilities
- Public landscaping
- Park and ride facilities
- Traffic calming strategies
- Police and fire services
- General government services

The CFF shall not cover the costs of new collectors and local streets in new development areas, as these are to be funded through Master Plan fees. The CFF update shall also reflect the lower impacts of walkable neighborhoods within the city.

Master Area Plan Policy

3.1-g Parks and trails provided in new neighborhoods. The master plan areas will include park sites, a pedestrian/bicycle network of trails, and a multi-use agricultural buffer along the edge (serving park, stormwater detention, trail, and buffer purposes). When a school is present, a neighborhood park shall be located adjacent to it whenever feasible. The minimum amount of gross land area in a master plan devoted to parks and public facilities shall be 10 percent, and should generally be higher.



Land Use and Design of New Growth Areas

Master Area Plan Policies

3.2-j: Consistency with General Plan circulation diagram. In order to ensure connectivity to the existing city, through new neighborhoods, and to the freeway, collector and arterial streets in master plan areas must be designed, and sufficient right-of-way reserved, to comply with the citywide circulation plan described in Chapter 5. Minor deviations may be approved provided that they have no negative impact on the overall circulation network.

3.2-k: Maximum block sizes. Encourage a fine-grained street pattern, vehicular and pedestrian connectivity, and a human scale of development by requiring maximum block sizes, measured from street centerline to street centerline:

- In low density residential areas, block length shall not exceed 660 feet.
- In medium and high density residential areas, block length shall not exceed 500 feet, with the ideal block length around 300-400 feet.

3.2-n: Pedestrian and bicycle connections. Continuous and convenient pedestrian and bicycle connections shall be provided from every home in a master plan area to the nearest neighborhood center, school, and park. Pedestrian connections may be in the form of sidewalks, linear parks, or Class I multi-use trails. Bicycle connections may be in the form of Class I, Class II, or Class III bicycle facilities, and local streets.

Specific Improvements in Master Plan Areas that are relevant to the Turlock Active Transportation Plan include:

- Master Plan Area: Southeast 1
 - At minimum, Class II bicycle access is to be provided along the new Morgan Ranch Arterial, Golf Road, and the north/south collector between Glenwood Avenue and the Morgan Ranch Arterial.
 - At minimum, marked Class III bicycle access is to be provided along Glenwood Avenue.
- Master Plan Area: Southeast 2
 - Class I bicycle access shall be provided through the linear park that runs north/south through the center of the master plan area, through greenbelt buffer along the east side, along Central Drive, and between the linear park and the greenbelt buffer near the southernmost neighborhood park
 - At minimum, Class II bicycle access is to be provided along Daubenberger Road, Verduga Road/new East Side Arterial, and East Avenue.
- Master Plan Area: Southeast 3
 - Class I bicycle access shall be provided along all linear parks and greenbelt buffers, along the perimeter of the new community park, along the north side of the new middle/high school campus, and south from the community park to Linwood Avenue.
 - At minimum, Class II bicycle access shall be provided along Daubenberger Road, Linwood Avenue, Verduga Road/new East Side Arterial, East Avenue, and Berkeley Avenue.



Parks, Schools, and Community Facilities Element

The Parks, Schools, and Community Facilities Element covers the state-mandated recreational open space planning requirements, and highlights connections between schools, parks, and recreation. The following policies are relevant to the Turlock Active Transportation Plan.

Parks and Recreational Open Space

Implementing Policy

4.1-k: Recreation Corridors and Greenways. Develop a system of linear corridors designed to provide pedestrian and bicycle linkages through and between neighborhoods, connections between major open spaces and recreational facilities and greenbelts at the City's edge. In new development areas, these must be continuous.

Public Education Facilities

Implementing Policies

4.3-j: Campus-City Edge. Work with CSUS to realize stronger connections between the community and the university by enhancing pedestrian access, visual appeal, and active uses at the campus edge.

4.3-m: Traffic Circulation and Campus Access. To reduce the traffic impacts of campus activities, encourage CSUS to provide an additional campus access point from Christofferson Boulevard as identified in the 2009 Campus Master Plan.

Circulation Element

The Circulation Element establishes goals, policies and implementation programs for a balanced transportation system for residents and visitors while maintaining the rural character of the city. It includes the location and extent of existing and proposed transportation routes and facilities, and connects circulation plans to land use decisions to ensure the system will accommodate trips generated by future planned developments. The following policies are relevant to the Turlock Active Transportation Plan.

Roadway Network, Standards, and Improvements

Guiding Policies

5.2-a: A safe and efficient roadway system. Promote a safe and efficient roadway system for the movement of both people and goods.

5.2-b: Implement planned roadway improvements. Use Figure 12-1 and Figure B-2 to identify, schedule, and implement roadway improvements as development occurs in the future; evaluate future development and roadway improvement plans against standards for the classifications as set forth in Figure B-3.



Figure B-1: General Plan Circulation Diagram at Buildout

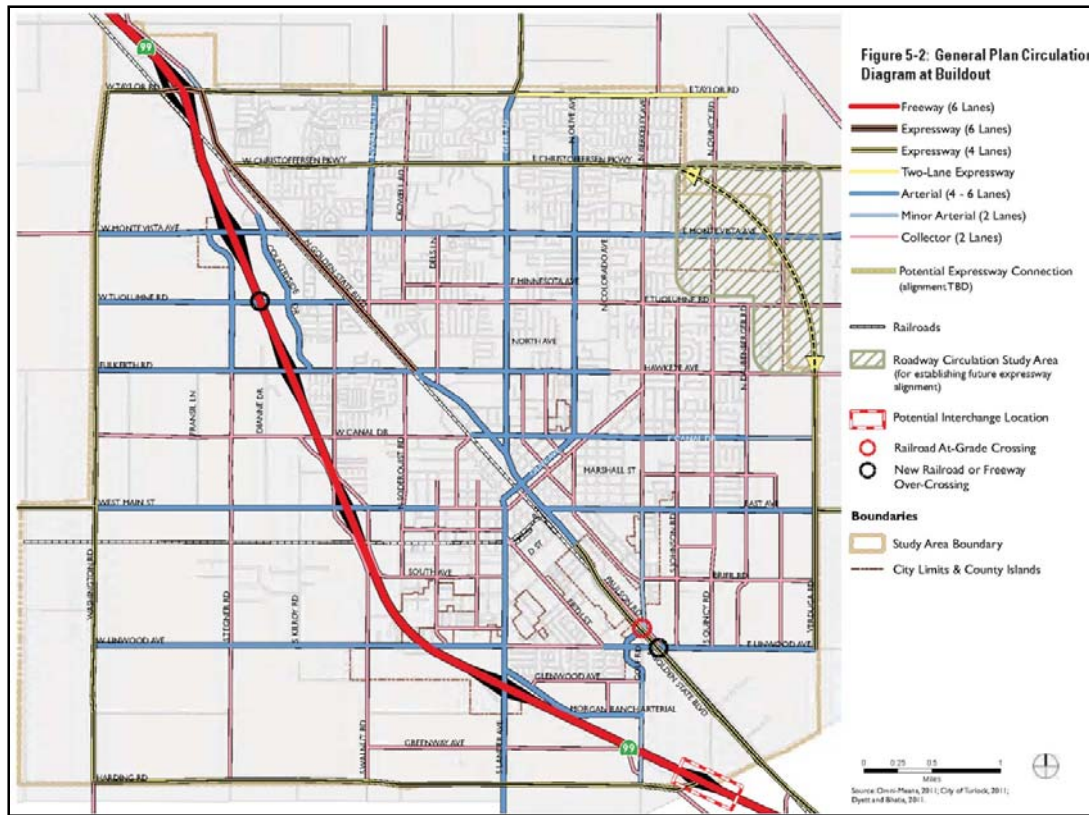


Figure B-2: Planned Roadway Improvements

TABLE B-1: PLANNED ROADWAY IMPROVEMENTS						
EXTENTS						
STREET	FROM	TO	CURRENT ROADWAY TYPE AND # OF LANES	FUTURE CLASSIFICATION	GENERAL PLAN BUILDOUT (2030)	TYPE
Fulkerth Road	Tegner Road	Dianne Drive	2-Lane Rural	Arterial	4 Lanes	Commercial
Main Street	Washington Road	Tegner Road	2-Lane Collector	Arterial	4 Lanes	Commercial
Main Street	Tegner Road	Walnut Road	2-Lane Collector	Arterial	4 Lanes	Commercial
Golden State Boulevard	Taylor Road	Christofferson Parkway	4-Lane Collector	Expressway	6 Lanes	Commercial
Verduga Road	Hawkeye Avenue	East Avenue	2-Lane Collector	Expressway	4 Lanes	Residential
Verduga Road	East Avenue	Linwood Avenue	2-Lane Collector	Expressway	4 Lanes	Residential
Lander Avenue	Harding Avenue	West Glenwood Avenue	2-Lane Rural	Arterial	4 Lanes	Commercial
Washington Road	Fulkerth Road	Main Street	2-Lane Collector	Expressway	4 Lanes	Commercial
Washington Road	Main Street	Linwood Road	2-Lane Collector	Expressway	4 Lanes	Commercial
<i>New Streets</i>						
Canal Drive Extension	Washington Road	Tegner Road	N/A	Collector	2 Lanes	Commercial
Canal Drive Extension	Tegner Road	Walnut Road	N/A	Collector	2 Lanes	Commercial
Canal Drive Extension	Daubenberger Road	Verduga Road	N/A	Arterial	2 Lanes	Commercial
Tegner Road Extension	Main Street	Fulkerth Road	N/A	Arterial	2 Lanes	Commercial
Morgan Ranch Arterial	Lander Avenue	Golf Road	N/A	Arterial	4 Lanes	Residential
Morgan Ranch Arterial	Golf Road	West Glenwood Road	N/A	Arterial	2 Lanes	Residential
Northeast Expressway	Christofferson Parkway @ Berkeley Avenue	Hawkeye Avenue @ Verduga Road	N/A	Expressway	4 Lanes	Residential
Daubenberger Road Extension	Brier Road	Linwood Road	N/A	Collector	2 Lanes	Residential
Waring Road Extension	East Avenue	Linwood Road	N/A	Collector	2 Lanes	Residential

*Some arterials will be sub-standard facilities due to existing right-of-way constraints.
Source: Omni-Means, 2012



Figure B-3: General Plan Standards for Roadway Improvements

TABLE 5-4: TYPICAL STREET ELEMENTS AND WIDTHS (FEET): RESIDENTIAL FACILITIES

DESIGNATION	TOTAL RIGHT OF WAY (ROW)	LANDSCAPE STRIP	SIDEWALK (S/W)	PARKWAY STRIP (P/WAY)	PARKING	BIKE LANE	STREET	CENTERLINE (C/L)	WIDTH TO CURB FROM MEDIAN (W)	TRAVEL WIDTH (TW)	MEDIAN (M)
Local - Parkway	56	N/A	5	6	7	N/A	34	17	N/A	10	N/A
Collector	62	N/A	5	6	8	N/A	40	20	N/A	12	N/A
Collector (Bike)	72	N/A	5	6	8	5	50	25	N/A	12	N/A
Minor Arterial (2 Lane)	90	4	5	6	N/A	6	60	30	22	16	16
Arterial (4 Lanes)	124	4	5	6	8	6	94	47	39	25	16
Expressway (4 Lanes)	108	4	5	6	N/A	6	78	39	31	25	16
Expressway (6 Lanes)	132	4	5	6	N/A	6	102	51	43	37	16

TABLE 5-5: TYPICAL STREET ELEMENTS AND WIDTHS (FEET): COMMERCIAL OR INDUSTRIAL FACILITIES

DESIGNATION	TOTAL RIGHT OF WAY (ROW)	LANDSCAPE STRIP	SIDEWALK (S/W)	PARKWAY STRIP (P/WAY)	PARKING	BIKE LANE	STREET	CENTERLINE (C/L)	WIDTH TO CURB FROM MEDIAN (W)	TRAVEL WIDTH (TW)	MEDIAN (M)
Local - Curb Adjacent	56	N/A	8	N/A	8	N/A	40	20	N/A	12	N/A
Collector	62	3	8	N/A	8	N/A	40	20	N/A	12	N/A
Collector (Bike)	72	3	8	N/A	8	5	50	25	N/A	12	N/A
Industrial	76	N/A	8	N/A	8	N/A	60	30	N/A	22	N/A
Minor Arterial (2 Lane)	90	7	8	N/A	N/A	6	60	30	22	16	16
Arterial (4 Lanes)	124	7	8	N/A	8	6	94	47	39	25	16
Expressway (4 Lanes)	108	7	8	N/A	N/A	6	78	39	31	25	16
Expressway (6 Lanes)	132	7	8	N/A	N/A	6	102	51	43	37	16

TABLE 5-6: INTERSECTION SPACING AND ACCESS RESTRICTIONS

DESIGNATION	INTERSECTION SPACING STANDARDS	TYPICAL SPACING BETWEEN PARALLEL LIKE FACILITIES	ACCESS RESTRICTIONS	NOTES
Local	Maximum block length for local streets is 660 feet.	660 feet	No access restrictions; one driveway may be provided per parcel.	See more detail in Chapter 6.4: City Design for local street spacing and design.
Collector	¼ mile between intersections with other collector or larger streets preferred. Intersections with local streets permitted at greater frequency, at minimum intervals of 300 feet.	¼ mile	Driveways on collector streets should be no closer than 300 feet, except, for residential uses, one driveway may be permitted per parcel.	
Arterial	½ mile between intersections preferred; ¼ mile acceptable.	1 mile	Driveways to major traffic generators may be permitted within the ¼ mile spacing but no closer than 300 feet; other intersections closer than ¼ mile are restricted to right turn access only.	
Expressway	Intersections to be at 1 mile intervals. Collectors may intersect at ¼ mile spacing, but with right-in/right-out access only.	No typical spacing between expressways; these facilities occur in a loop around the city and as regional connectors	Limited access to abutting properties.	See Policy 5.2-u for further detail.



5.2-c: Complete Streets. Maintain and update street standards that provide for the design, construction, and maintenance of “Complete Streets.” Turlock’s Complete Streets shall enable safe, comfortable, and attractive access for all users: pedestrians, motorists, bicyclists, and transit riders of all ages and abilities, in a form that is compatible with and complementary to adjacent land uses, and promotes connectivity between uses and areas.

5.2-d: Design for street improvements. The roadway facility classifications indicated on the General Plan circulation diagram (Figure B-4) shall be the standard to which roads needing improvements are built. The circulation diagram depicts the facility types that are necessary to match the traffic generated by General Plan 2030 land use buildout, and therefore represent the maximum standards to which a road segment or intersection shall be improved. LOS is *not* used as a standard for determining the ultimate design of roadway facilities.

5.2-g: Reduce Vehicle Miles Traveled. Through layout of land uses, improved alternate modes, and provision of more direct routes, strive to reduce the total vehicle miles traveled.

5.2-h: Circulation system enhancements. Maintain projected levels of service where possible, and ensure that future development and the circulation system are in balance. Improve the circulation system as necessary, in accordance with the circulation diagram and spacing/access standards, to support multimodal travel of all users and goods.

Implementing Policies

5.2-u: Roundabouts. Roundabouts may be used in place of signalized intersections on any roadway facility or intersection type. Roundabouts are particularly encouraged at the intersection of two collector streets.

5.2-an: Raised medians. Medians shall be installed along newly constructed arterials and expressways that front new development. Raised medians shall also be installed along existing roadways (where medians exist or are added) as the City completed roadway rehabilitation projects, as deemed necessary by the City Engineer.

5.2-av: General transit and pedestrian access. In reviewing designs of proposed developments, ensure that provision is made for access to current and future public transit services. In particular, pedestrian access to arterial and collector streets from subdivisions should not be impeded by contiguous segments of sound walls.

Pedestrian and Bicycle Circulation

Guiding Policies

5.3-a: Promote walking and bicycling. Promote walking and bike riding for transportation, recreation, and improvement of public and environmental health.

5.3-b: Meet the needs of all users. Recognize and meet the mobility needs of persons using wheelchairs and those with other mobility limitations.

5.3-c: Develop a safe and efficient non-motorized circulation system. Provide safe and direct pedestrian routes and bikeways between places.



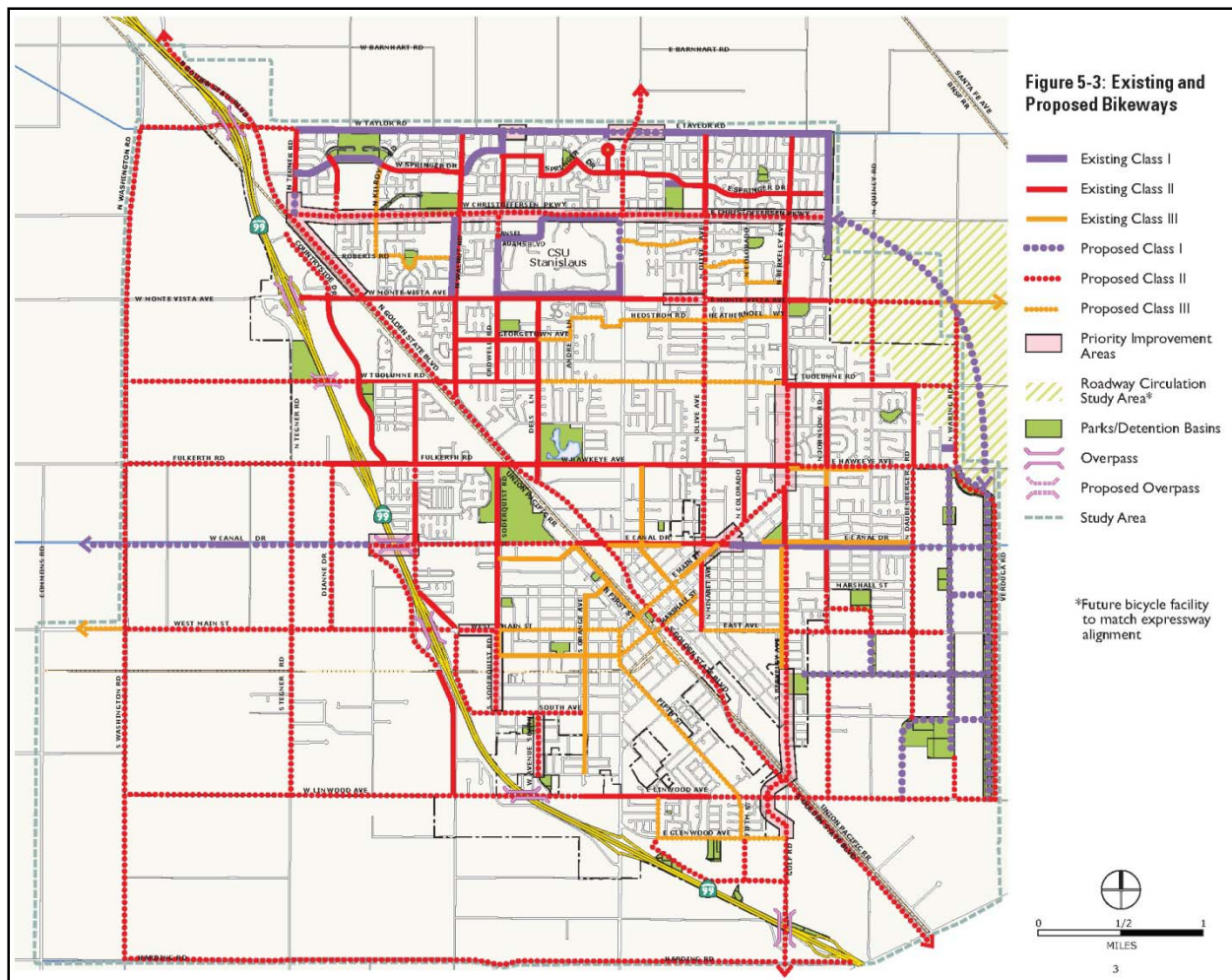
Implementing Policies

5.3-d: Integration of land use planning. Implement land use policies designed to create a pattern of activity that makes it easy to shop, play, visit friends, and conduct personal business without driving.

5.3-e: Provision of bicycle facilities. Facilities for bicycle travel (Class I bike/multiuse paths, Class II bike lanes, and Class III bike routes) shall be provided as shown on Figure B-4. Bike lane width shall follow the standards in tables 5-4 and 5-5. In cases where existing right of way constraints limit development of Class II facilities, Class III signage and demarcation may be permitted at the discretion of the City Engineer. Deviations from these standards and from the routing shown on the diagram shall only be permitted at the discretion of the City Engineer.

5.3-f: Street trees for shade and comfort. Ensure that planting plans for street trees take into consideration shade and comfort for pedestrians and bicyclists.

Figure B-4: General Plan Existing and Proposed Bikeways



5.3-h: Universal design. Provide pedestrian facilities that are accessible to persons with disabilities and ensure that roadway improvement projects address accessibility and use universal design concepts.

5.3-i: Air quality funding for bikeways plan. Establish a citywide program, similar to the use of the Air Quality Trust Fund in the Northwest Triangle Specific Plan, to assist in the funding of implementation of the Bikeways plan depicted in Figure 5-3. The fee will be developed and updated concurrently with the update of the CFF.

5.3-j: Funding for bikeways through street construction funds. Continue to designate a portion of the City's annual street construction and improvement fund for financing bikeway design and construction.

5.3-k: Bicycle Master Plan. Prepare a Bicycle Master Plan consistent with the requirements in the Streets and Highways Code in order to be eligible for further funding for improvements from the State, such as the Bicycle Lane Account funds.

5.3-n: Bicycle use by City employees. Establish a program to encourage bicycle use among City employees.

5.3-o: Bicycle access to parks. Provide safe bicycle access to and parking facilities at all community parks.

5.3-p: Bicycle safety. Increase the safety of those traveling by bicycle by:

- Sweeping and repairing bicycle paths and lanes on a regular basis;
- Ensuring that bikeways are delineated and signed according to Caltrans or City standards, and that lighting is provided where needed;
- Providing bicycle paths and lanes on bridges and overpasses;
- Ensuring that all new and improved streets have bicycle-safe drainage grates and are free of hazards such as uneven pavement or gravel;
- Providing adequate signage and markings warning vehicular traffic of the existence of merging or crossing bicycle traffic where bike routes and paths make transitions into or across roadways; and
- Work with the Turlock Unified School District to promote classes on bicycle safety in the schools.

5.3-q: Demarcation of Class III Bikeways. In order to increase awareness of bicyclists sharing the road with motorized vehicles, demarcate Class III bicycle facilities by painting “sharrows” on streets. Because of high maintenance costs associated with sharrows, their use should be prioritized on areas with higher frequency of bicycle conflicts or where the bikeway may be obscured by traffic or geometrics. This shall apply only to Class III facilities shown on Figure 5-4, and not on local streets.

5.3-r: Improved bikeway visibility. Use visual cues, such as brightly-colored paint on bike lanes or a one-foot painted buffer strip, along bicycle routes to provide a visual signal to drivers to watch out for bicyclists and nurture a “share the lane” ethic. Start with areas of town where automobile-bicycle collisions have occurred in the past, based on data from the Statewide Integrated Traffic Records System maintained by the California Highway Patrol.



5.3-s: Pedestrian access to shopping centers. Install clearly marked crosswalks at intersections near all neighborhood commercial centers, as well as clearly marked pedestrian paths within parking areas. Crosswalks and signage indicating pedestrian activity should also be installed at mid-block entrances where existing shopping centers are adjacent to other high-intensity uses, such as parks and schools where necessary for safety; however, mid-block crossings are discouraged in new development.

5.3-t: Pedestrian connections at employment centers. Encourage the development of a network of continuous walkways within new office parks, commercial areas, or industrial areas to improve workers' ability to walk safely around and from their workplaces.

5.3-u: Bikeway improvements in infill areas. To address the Priority Infill Bikeway Improvement Areas indicated on Figure 5-3, complete a feasibility study within two years of the General Plan's adoption that identifies planned improvements and analyzes the cost and process associated with implementing those improvements. The feasibility study shall evaluate the identified areas for safety concerns and identify the minimum improvements necessary to address safety and usability issues. Funding for the feasibility study shall be provided through inclusion in the CFF.

Public Transportation

Implementing Policies

5.4-j: Transit usability. Situate transit stops at locations that are convenient for transit users, and promote increased transit ridership through the provision of shelters, benches, bike racks on buses, and other amenities.

5.4-l: Development that supports transit. Ensure that new development is designed to make transit a viable transportation choice for residents. Design options include:

- Have neighborhood centers or focal points with sheltered bus stops;
- Locate medium and high density development on or near streets served by transit wherever feasible; and
- Link neighborhoods to bus stops by continuous sidewalks or pedestrian paths.

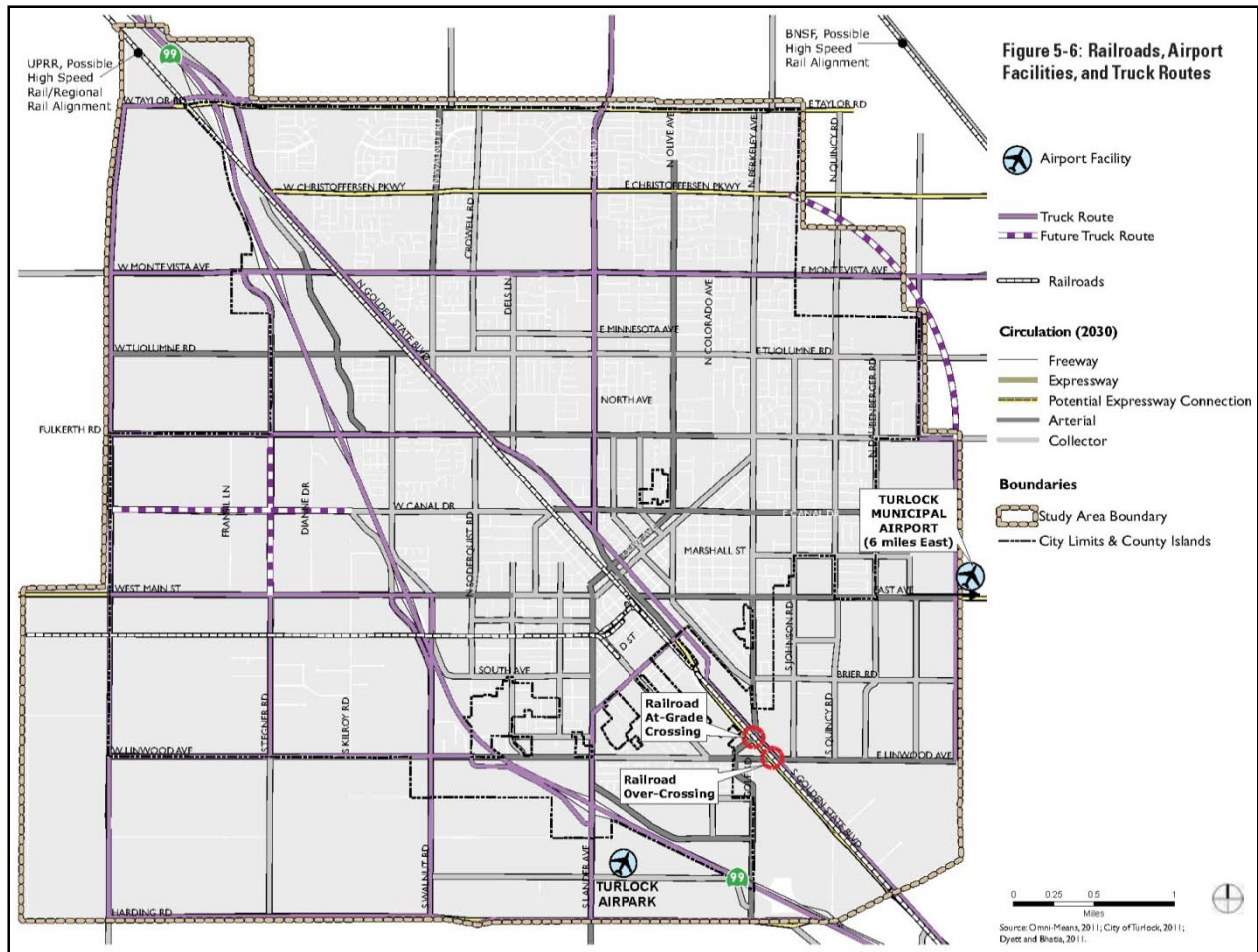
Aviation, Rail, and Goods Movement

Implementing Policy

5.5-q: New railroad crossings. Provide new grade-separated crossings across the Union Pacific Railroad (UPRR), as shown on Figure B-5, in conjunction with the planned roadway improvements shown on Figure 5-2. New grade-separated crossings will be at Linwood Avenue and the new east side expressway.



Figure B-5: General Plan Railroads, Airport Facilities, and Truck Routes



City Design Element

The City Design Element addresses the design, use, and management of the physical elements that shape Turlock, and the high standards of design aesthetics that residents hold their city to in both existing and new development. The following policies are relevant to the Turlock Active Transportation Plan.

Street Design and Connectivity

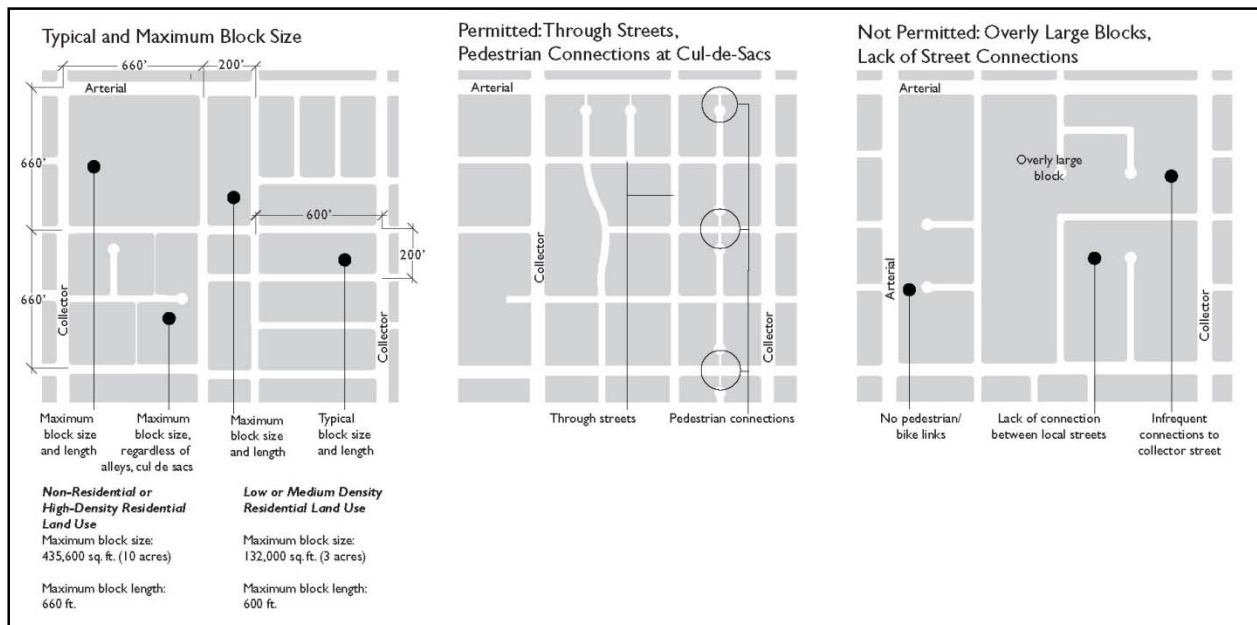
Guiding Policy

6.3-b: Encourage public and pedestrian orientation. Through circulation network and street design, reduce the perceived separation and introverted nature of projects.

Implementing Policies

6.3-e: Block size and maximum street spacing. Streets in neighborhoods should be designed to maximize connectivity for automobiles, cyclists, and pedestrians. Maximum spacing between local streets, or intersections of local streets with larger roads, shall be 660 feet. The preferable, typical block size in a residential neighborhood is in the range of 200 by 600 feet. As a condition of project approval, require circulation patterns of all residential and neighborhood centers to conform to maximum spacing between through-streets (exclusive of alleys), as depicted in Figure B-6 and Section 5.2, unless access conditions and standards prevent their attainment. Cul-de-sacs are generally discouraged.

Figure B-6: General Plan Block Size and Street Connectivity



6.3-l: Create “Pedestrian Priority Areas.” Improve the experience of major commercial streets for pedestrians by designating Pedestrian Priority Areas. Areas to be included correspond to where vehicle trips may be reduced because of the orientation and relationship of land uses and street design, such as in Downtown, along existing pedestrian corridors, and in the mixed use centers of forthcoming master plan areas. They are shown on Figure 5-4: Properties within Pedestrian Priority Areas will have lower Capital Facilities Fees in recognition of their lower contribution to vehicle trips and impacts on roadway infrastructure.

The Pedestrian Priority Area shall extend approximately one-eighth of a mile (660 feet – one long block or two short blocks) on either side of the corridor, creating a quarter-mile-wide zone. These areas should have enhanced facilities to improve the pedestrian experience, such as:

- Adequately wide sidewalks
- Benches and shade structures and/or trees located at bus stops
- Intersection “bump-outs” to reduce walking distances across streets that are four lanes or wider
- Striped and lit crosswalks, signage, and walk signals at all signalized intersections and non-signalized intersections with high pedestrian activity
- Pedestrian-scale street lighting along sidewalks (maximum height of streetlamps: 12 feet)
- Clearly demarcated pedestrian walkways through surface parking lots when these are located in between the sidewalk and store entrances
- ADA-compliant curb ramps for universal access

6.3-m: Traffic calming devices. Traffic calming devices may be used to control speeding and improve traffic management in areas where increased traffic is negatively affecting level of service and/or quality of life, but where street widening is impossible or undesirable. Acceptable traffic calming strategies include, but are not limited to:

- Striped, lighted, and/or raised pedestrian crossings
- Curb extensions or intersection “bulb-outs”
- Pedestrian “refuges” or islands
- Changes of paving material or structure

Sustainable Site Planning

Implementing Policy

6.4-j: Bicycle and pedestrian network. Design sites to facilitate access to parks and other community facilities via non-automobile transportation (walking and biking).



Urban Design

Guiding Policies

6.7-c: Universal access. Accommodate the needs of all pedestrians, bicyclists, and mobility-challenged persons.

6.7-d: Neighborhood centers. Establish new neighborhood centers as high-quality mixed-use pedestrian-friendly environments, without excluding the automobile. These will be required in new growth areas.

Design emphasis should be on providing a fine-grained environment accommodating transit and pedestrian comfort and convenience.

6.7-e: Pedestrian scale and neighborhood character. Require buildings and signs to be scaled to a neighborhood character and designed to encourage pedestrian activity and comfort.

Implementing Policies

6.7-j: Multi-modal access and movement. Require new projects to facilitate pedestrian and bicycle movement and aid transit.

- Planning should anticipate and provide for future local and regional transit service even if the service is not feasible at the time of project plan preparation.
- Development may not be at intensities below the density ranges stipulated in the General Plan.
- Bikeways should be provided as designated in Figure 5-3.
- Pedestrian and bicycle connections to through-streets should be provided at the end of cul-de-sacs.
- Trees and shrubs along streets should buffer sidewalks and bicycle lanes from automobiles and be selected and spaced to provide uninterrupted shade to pedestrians and bicyclists.
- Large-size projects in neighborhoods should be broken down by providing through-streets and designing smaller units to provide individuality and distinction.

6.7-t: Pedestrian linkages. Develop clear pedestrian linkages between and within neighborhoods.

6.7-u: Sidewalks and the pedestrian environment. Provide sidewalks consistent with intended use, and trees to shade streets and pedestrians.

- Sidewalks should be provided on both sides of all streets, public and private. Sidewalk width shall be a minimum of 5 feet in residential areas and 8 feet in commercial and industrial areas (see Figure B-3). In residential areas, parkway strips in between the street and sidewalk shall be provided to provide greater distance between pedestrians and the roadway.
- In areas designated Very Low Density Residential, consider establishment of a more rural residential style of street-side public improvements.
- Street trees should be planted curb-adjacent and be consistent with the species stipulated in the Street Tree Master Plan and be no greater than 30 feet apart. Trees along local streets should be appropriately selected and planted no greater than 30 feet apart.



6.7-z: High quality business park design. Ensure that the Business Park is developed to high architectural and landscape standards and limited to non-polluting uses consistent with a Business Park setting, as enumerated in the Westside Industrial Specific Plan (WISP).

- The primary intended use in Business Park is offices consistent with a light industrial nature (i.e., research and development). Light manufacturing, wholesaling, retailing, and other uses should be permitted as ancillary uses only and should generally be limited to no more than 40 percent of the total building area of a development.
- Sidewalks with street-trees should be provided along all public and private streets. Sidewalk width, including a curbside planting area for street trees, should be at least 10 feet. Street trees should be provided at a maximum 30-foot interval and placed to provide shade to pedestrians and bicyclists. Trees along median strips should also be provided for all streets 50 feet or wider.
- Planted building setbacks of 10 to 20 feet should be provided along public streets. No setback is required of structures that provide uses of pedestrian interest, such as a shop or restaurant.
- Storage yards, parking areas, service areas, and other paved areas should be screened from off-street view by perimeter and tree-canopy planting.
- Large, flat-roofed areas and rooftop equipment should be screened from off-site views.
- Bicycle connections to designated routes should be provided from each development.
- Bicycle parking should be provided in Business Park parking lots at a ratio of one bicycle parking space per 10 automobile parking spaces.

Air Quality and Greenhouse Gases Element

The Air Quality and Greenhouse Gases Element reviews air pollution and strategies for improvement, in addition to describing climate change and its potential impacts on the city and region. The following policies are relevant to the Turlock Active Transportation Plan.

Air Quality

Implementing Policies

8.1-d: Transportation and Residential Density. Designate residential land uses to be higher density than in the past in order to meet population demand and reduce total vehicle miles traveled.

8.1-e: Establish Land Use Pattern That Supports Trip Reduction. Establish land use pattern that enables alternatives to automobile use and reduces trip lengths, including transit-oriented, mixed use development and neighborhood commercial areas.

8.1-o: Reduce Trips by City Government. Take the lead in implementing a trip-reduction program for City employees. The program may include carpooling and ridesharing; reimbursement of transit costs; encouragement of flexible work schedules, telecommuting, and teleconferencing.



Energy and Climate Change

Guiding Policy

8.2-b: Decrease Vehicle-Miles Traveled. Promote a broad range of transportation, land use, and site design measures that result in a decrease in the number of automobile trips and vehicle-miles traveled per capita.

Implementing Policies

8.2-g: Develop Circulation System That Facilitates Alternative Transportation Modes. Promote alternatives to automobile use by establishing a Circulation Plan and street design standards that enable safe, comfortable, and attractive access and travel for pedestrians, bicyclists, motorists, and transit users of all ages and abilities. Plan Elements include a citywide bike network and traffic calming street design.

8.2-i: Provide Bicycle Facilities. Require minimum bike parking for multi-family residential and commercial development, and encourage provision of additional end-of-trip facilities.

8.2-m: Pedestrian-Oriented Site Design. Orient development to encourage pedestrian and transit accessibility. Strategies include locating buildings and primary entrances adjacent to public streets; placing parking at the rear of sites or in structures above retail; and providing clear and direct pedestrian paths across parking areas.

B.1.2 Downtown Design Guidelines and Zoning Regulations, 2003

The Downtown Design Guidelines and Zoning Regulations, adopted in 2003, build on the vision for downtown Turlock outlined in the 1992 Downtown Master Plan. They emphasize the importance of pedestrian access and accessibility throughout the Downtown Area, and include a goal “to protect and enhance the pedestrian environment” in downtown Turlock. Figure B-7 shows the various zoning districts within downtown Turlock. An update to the Downtown Design Guidelines and Zoning Regulations launched in 2011 addresses the potential for a train station in the Downtown Area. The following design guidelines are relevant to the Turlock Active Transportation Plan.

General Design Guidelines

Bike racks shall be placed near transit stops and office buildings to encourage bicycling as an alternative to automobile use. The rack style shall remain consistent with the ones used in the downtown core.

Downtown Core Design Guidelines

14.g: Planter urns and enhanced crosswalks shall be introduced at key intersections such as Marshall Street, East Main Street, and Olive Avenue in order to emphasize the entry into the Downtown Core along Golden State Boulevard.

Downtown Core Transition Design Guidelines

21.3: Sidewalks shall be five feet (5') wide in order to accommodate pedestrians and separated from the street edge by a planting strip.



Transitional Commercial Design Guidelines

16.g: Parking lots shall provide areas for bicycle and motorcycle parking.

16.j: Parking areas shall be designed so that cars and pedestrians are separated. The need for pedestrians to cross parking aisles shall be minimized. Landscape island walkways shall be used to connect parking and building entries.

16.l: The on-site pedestrian circulation system shall be directly connected to off-site public sidewalks.

21.e: Sidewalks shall be a minimum twelve feet (12') wide in order to accommodate pedestrians, street trees, and street furnishings.

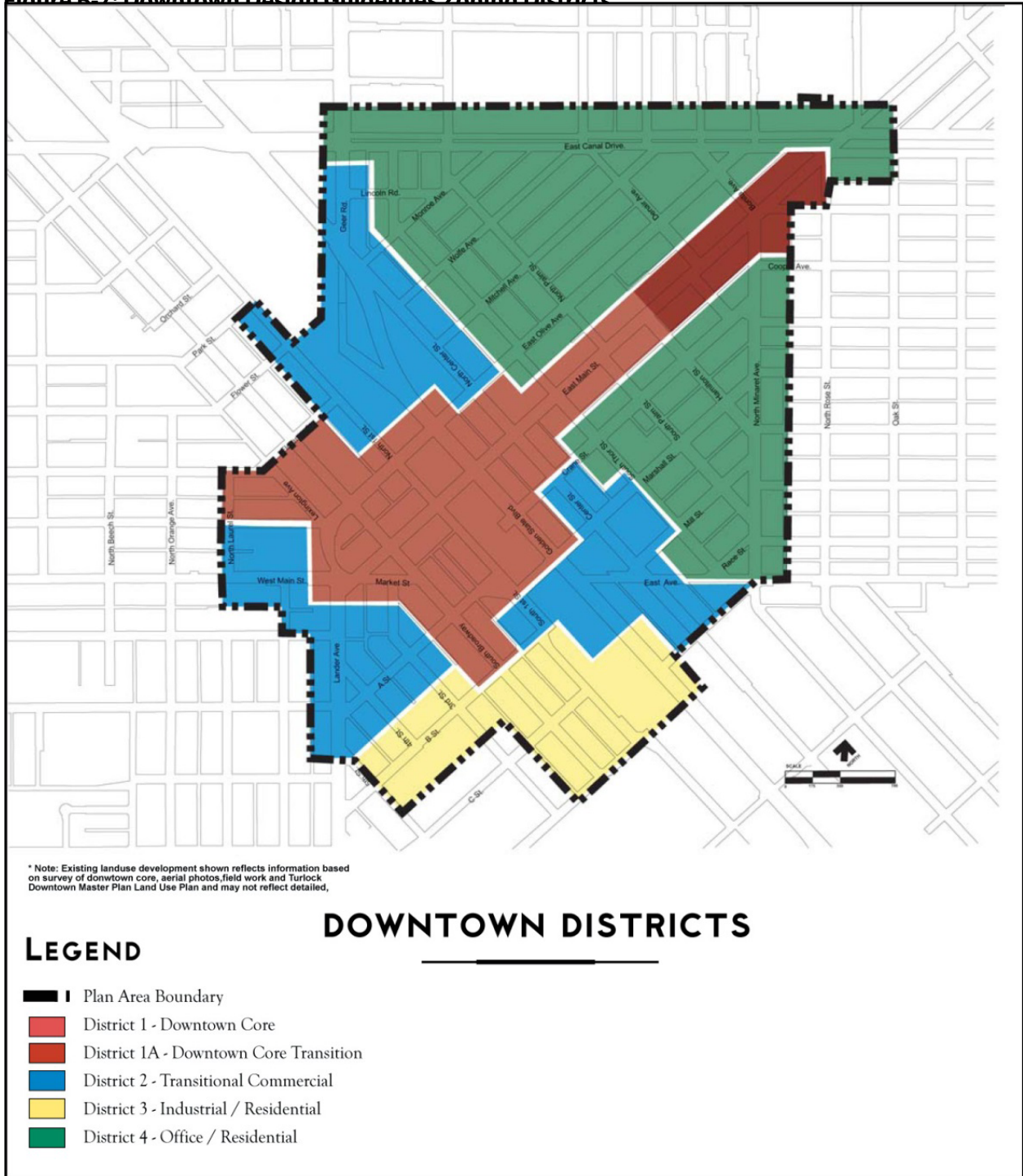
24.e: When walls are used to screen the railroad corridor, breaks shall be provided to allow pedestrian circulation and visual access for safety and security purposes.

Office/Residential Design Guidelines

19.d: Minimum five foot (5') concrete sidewalks shall be used in this district with parkway strips separating sidewalks from the street.



Figure B-7: Downtown Design Guidelines Zoning Districts



B.2 Regional Plans and Policies

B.2.1 San Joaquin Valley Blueprint and Smart Valley Places Partnership, 2005

Turlock is a partner city in an eight-county planning process known as the San Joaquin Valley Blueprint. Launched in 2005, this regional process seeks to develop a shared vision for land use and transportation in the San Joaquin Valley that will guide growth for the next 50 years. The 2010 “Blueprint Roadmap Summary Final Report” outlines the Preferred Scenario along with twelve Smart Growth Principles, in addition to providing an implementation plan.

The Smart Valley Places Partnership was established to continue the work of the San Joaquin Valley Blueprint. This network of cities, agencies, institutions, and nongovernmental organizations has adopted the HUD-EPA-DOT Livability Principles, which are:

- Provide more transportation choices;
- Promote equitable, affordable housing;
- Enhance economic competitiveness;
- Support existing communities;
- Coordinate and leverage policies and investment; and
- Value communities and neighborhoods.

Additionally, twelve Smart Growth Principles were adopted to guide decisionmaking and implementation for achieving the Blueprint. Those principles relevant to the Turlock Active Transportation Plan are:

- Create walkable neighborhoods;
- Encourage community and stakeholder collaboration;
- Mix land uses; and
- Provide a variety of transportation choices.

B.2.2 Stanislaus Council of Governments Non-Motorized Transportation Master Plan, 2013

The Stanislaus Council of Governments (StanCOG) Non-Motorized Transportation Master Plan lays out a vision for active transportation throughout Stanislaus County, and identifies steps toward implementation. It examines the existing network of bicycle and pedestrian facilities, and prioritizes investments that serve both countywide and local interests, with a focus on increasing accessibility of competitive grant funding sources. Each of the nine cities in the county are given their own standalone chapter which focus on countywide priority segments within these jurisdictions. The following goals, objectives, and policy actions are relevant to the Turlock Active Transportation Plan.

Goal 1: Increase Bicycle and Pedestrian Access and Safety



Expand bicycle and pedestrian facilities and access in and between local destinations such as neighborhoods, employment centers, shopping areas, schools, and recreational sites as well as throughout the region to increase the number of bicycling trips to five percent of all trips by 2030.

Objective I.A: Implement the StanCOG Countywide Bicycle and Pedestrian Master Plan, which identifies existing conditions and planned networks, and provides specific short-term and long-term recommendations for countywide priority facilities and programs, including near-term (five- to ten-year) priority projects.

Policy Actions:

2. Implement the recommendations to regularly monitor bicycle- and pedestrian-related collision levels, and seek a reduction in these collision levels on a per capita basis over the next twenty years.

Objective I.B: Complete a continuous network of bikeways and pedestrian facilities that are feasible, fundable, and serve the needs of bicyclists and pedestrians, especially for travel to employment centers, schools, commercial districts, transit stations, and institutions.

Policy Actions:

2. Complete existing gaps in the pedestrian network, especially in the vicinity of land use attractors such as schools, parks, and neighborhood commercial areas as well as over major barriers such as railroad tracks, highways, and water bodies.
3. Codify the existing practice of providing wide shoulders or bicycle lanes during overlay and widening projects as roadway space allows through the adoption of a “Complete Streets” policy to encourage construction of bikeways as a part of any roadway project, where feasible and appropriate.
4. Provide opportunities for bicycling for recreational purposes, especially to access parks and open space.

Objective I.D: Improve access and integration with transit for bicycling and walking trips.

Policy Actions:

1. Assist transit providers in providing and promoting secure, covered bicycle racks and lockers at transit centers and along key bus routes to facilitate multi-modal trips.
2. Support and promote transit facility enhancements, such as bus stop access improvements, that will encourage increased bicycle and pedestrian access to transit.
3. Require future transit service in Stanislaus County to provide adequate bicycle and pedestrian access, bus mounted bicycle racks, and secure bicycle parking.

Goal 2: Increase Bicycle and Pedestrian Trips

Make bicycling and walking a viable option for shopping, school, and work trips in Stanislaus County and other trips of fewer than five miles by implementing and maintaining a bikeway network, providing



end-of-trip facilities for bicyclists, improving access and integration with transit, and making walking and biking convenient and safer.

Objective 2.B: Provide secure, covered short- and long-term bicycle parking in employment and commercial areas, in multi-family housing, at schools, and at transit facilities.

Policy Actions:

1. Develop a bicycle parking policy, as described in this Plan, to encourage or require the inclusion of bicycle parking in new development projects.
2. Encourage the installation of short- and long-term bicycle parking in the public right-of-way, particularly adjacent to transit stops.
3. Encourage the installation of short- and long-term bicycle parking at local elementary, middle, and high schools to promote bicycle commuting.

Priority Regional Bikeways Project Sheets

The StanCOG Non-Motorized Transportation Plan identifies several priority regional bikeway projects that connect communities throughout Stanislaus County. Figure B-8, Figure B-9, and Figure B-10 show project sheets for those priority regional bikeways that are relevant to the Turlock Active Transportation Plan.



Figure B-8: Priority Project Sheet No. 5 for Las Palmas Street – Main Street

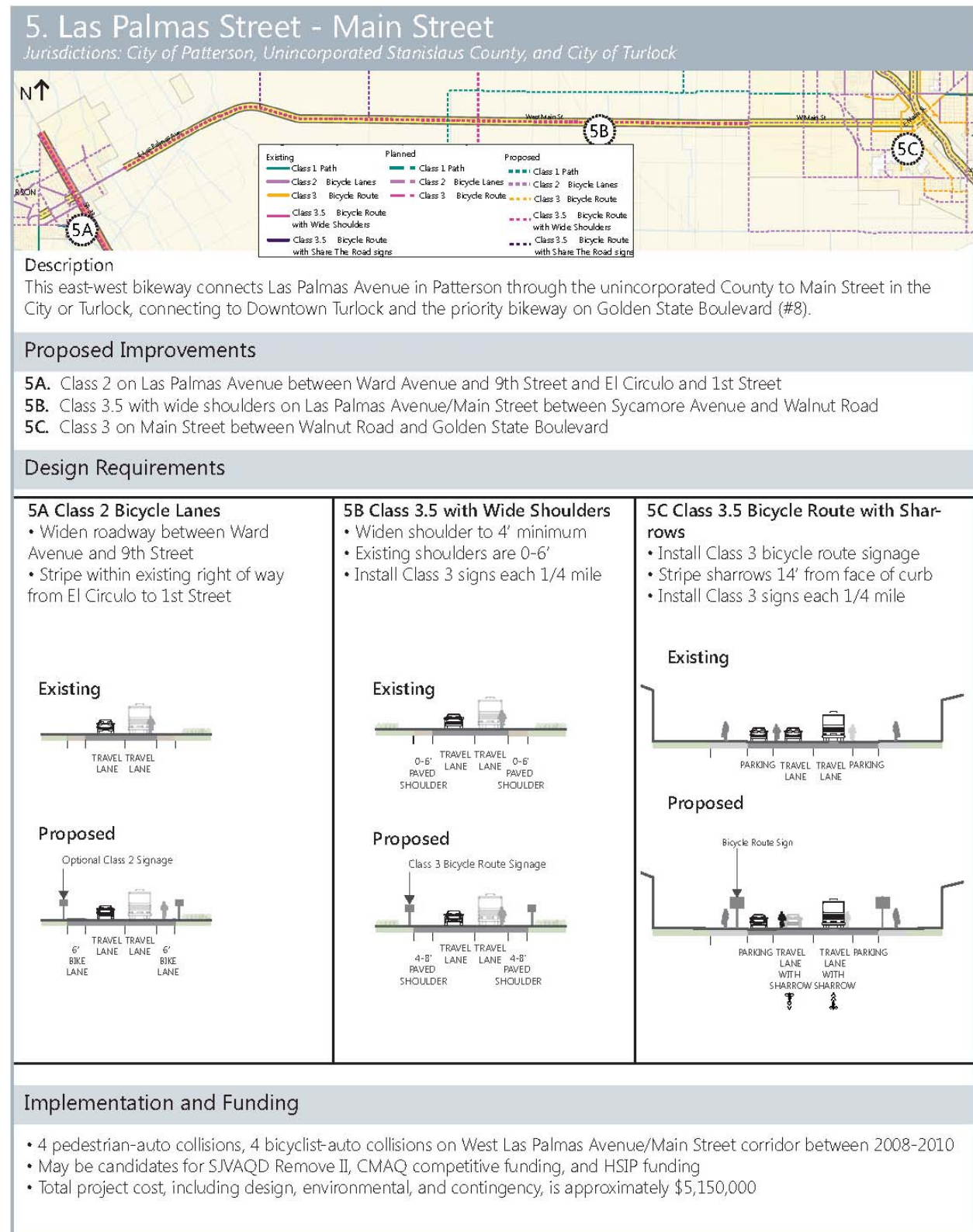


Figure B-9: Priority Project Sheet No. 7 for Geer Road – Albers Road

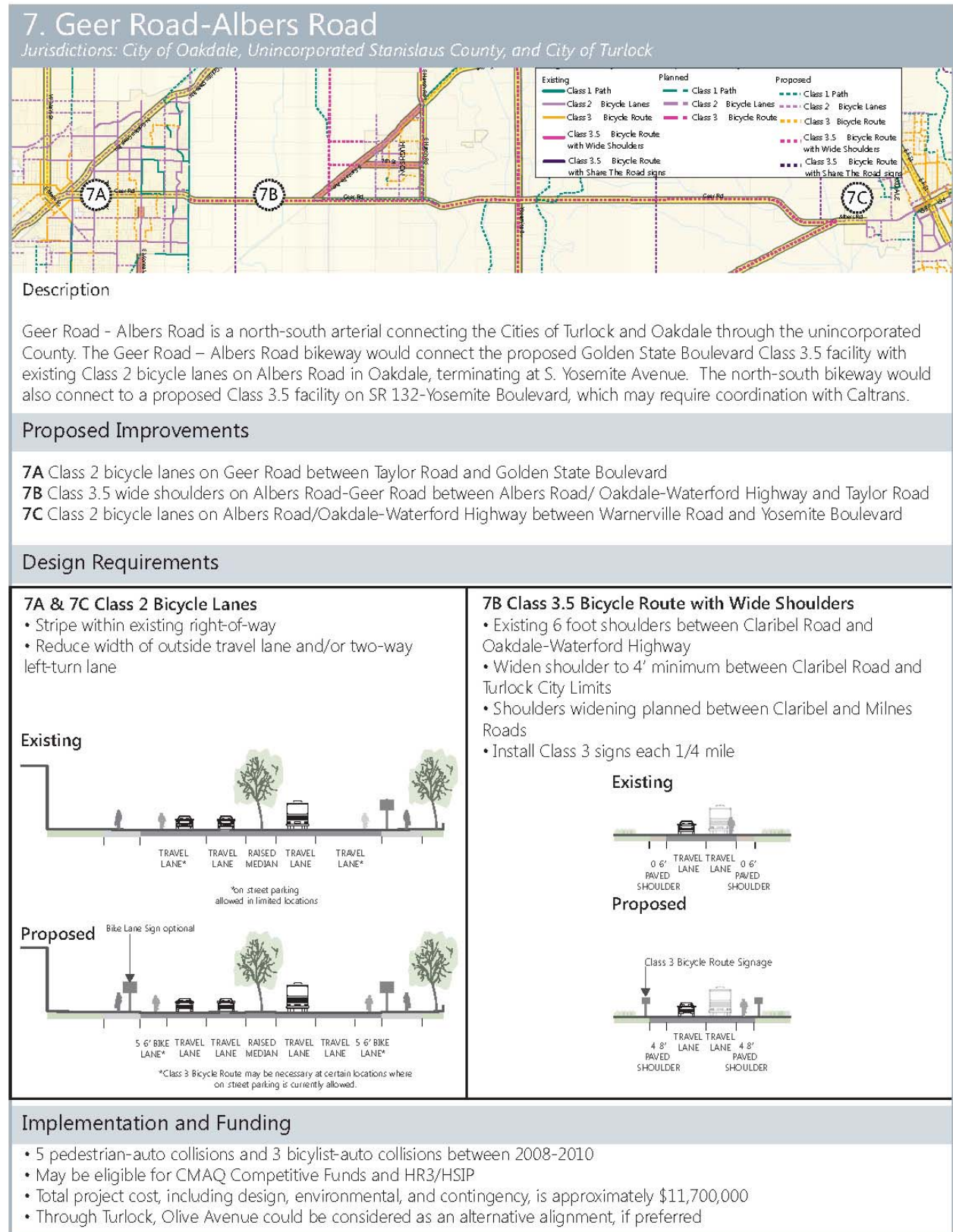
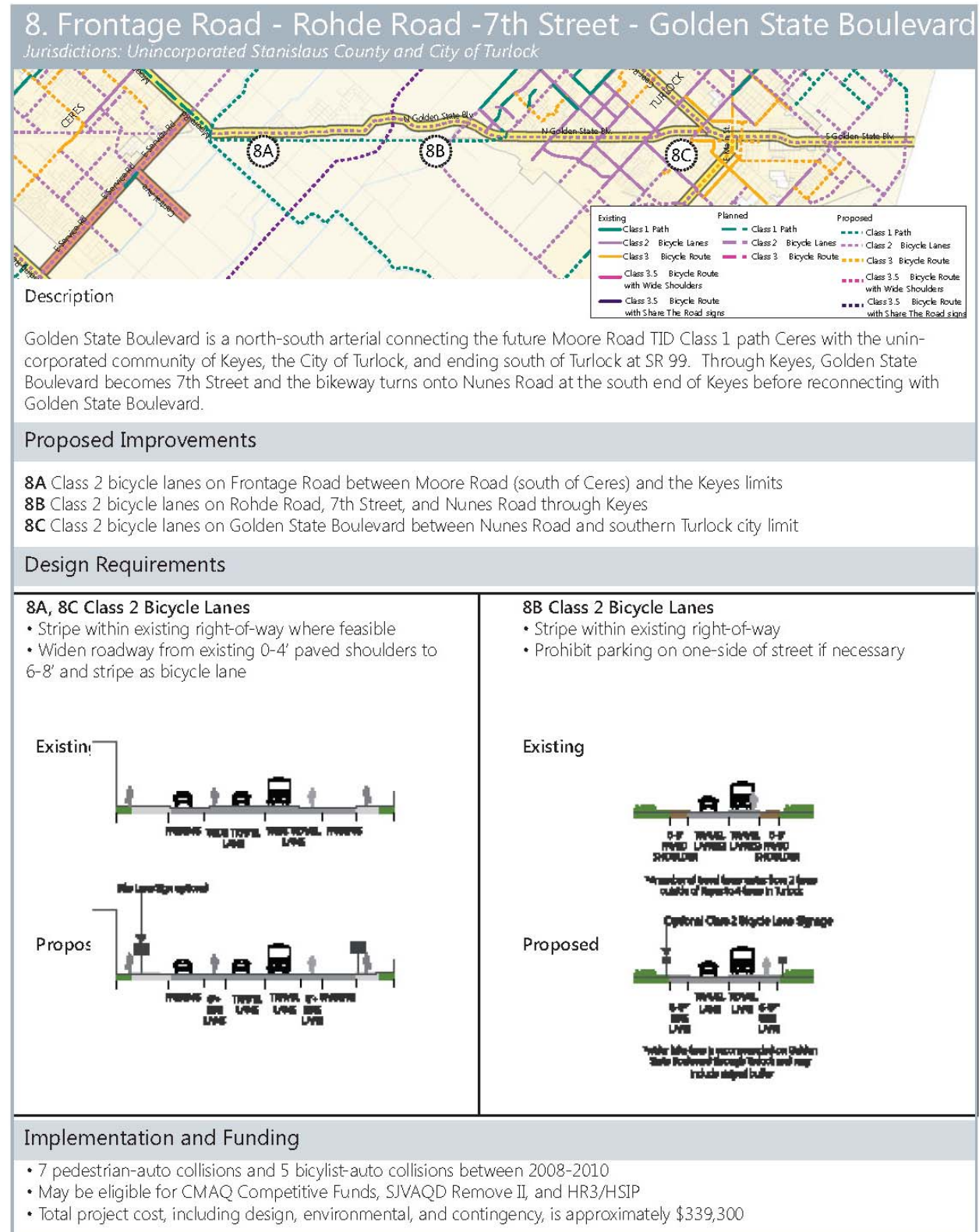


Figure B-10: Priority Project Sheet No. 8 for Frontage Road – Rohde Road – 7th Street – Golden State Boulevard



B.3 State Plans and Policies

B.3.1 California AB 32 – Global Warming Solutions Act, 2006

California Assembly Bill (AB) 32, the Global Warming Solutions Act, establishes a comprehensive program to reduce greenhouse gas emissions using regulatory and market mechanisms. The California Air Resources Board is responsible for monitoring and reducing greenhouse gas emissions. The bill established a statewide target of reducing greenhouse gas emissions to 1990 levels by 2020.

B.3.2 California SB 375 – Sustainable Communities and Climate Protection Act, 2009

California Senate Bill (SB) 375 requires Metropolitan Planning Organizations, including the Stanislaus Council of Governments, to create a Sustainable Communities Strategy (SCS) as part of the Regional Transportation Plan. The SCS must identify the ways in which the region will meet the greenhouse gas emissions targets outlined by the California Air Resources Board. One strategy to meet the greenhouse gas emissions targets is to increase the mode share of alternative transportation. Enhancing Turlock's pedestrian and bicycle infrastructure can increase pedestrian, bicycle and transit mode share and reduce Turlock's greenhouse gas emissions.

B.3.3 California AB 1358 – Complete Streets Act, 2008

California Assembly Bill (AB) 1358 is known as the Complete Streets Bill. Effective in 2011, the bill requires revisions to a city or county's Circulation Element to include provisions for the accommodation of all roadway users including bicyclists and pedestrians. Accommodations include bikeways, sidewalks, crosswalks, and curb extensions.

B.3.4 California SB 99 – Active Transportation Program Act, 2013

California Senate Bill (SB) 99 establishes the Active Transportation Program for the state, in accordance with the federal Moving Ahead for Progress in the 21st Century (MAP-21) legislation, to encourage increased use of active modes of transportation and create a mechanism for distributing federal funds to local and regional efforts. The bill includes the following goals for the Active Transportation Program which are relevant to the Turlock Active Transportation Plan:

- Increase the proportion of trips accomplished by biking and walking.
- Increase safety and mobility for nonmotorized users.
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction.
- Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding.
- Ensure that disadvantaged communities fully share in the benefits of the program.
- Provide a broad spectrum of projects to benefit many types of active transportation users.



B.3.5 Caltrans Complete Streets Policy, 2001

In 2001, the California Department of Transportation (Caltrans) adopted Deputy Directive 64, Accommodating Nonmotorized Travel, which established a routine accommodation policy for the department. A revised directive adopted in 2008, entitled Complete Streets—Integrating the Transportation System, significantly strengthened the policy beyond just “considering” the needs of pedestrians and bicyclists. Among the responsibilities that Caltrans assigned to itself under the revised directive are:

- Ensure pedestrian, bicycle, and transit interests are appropriately represented on interdisciplinary planning and project delivery development teams.
- Ensure pedestrian, bicycle, and transit user needs are addressed and deficiencies identified during system and corridor planning, project initiation, scoping, and programming.
- Ensure incorporation of pedestrian, bicycle, and transit travel elements in all plans and studies.
- Promote land uses that encourage pedestrian, bicycle, and transit travel.
- Research, develop, and implement multimodal performance measures.

After adoption of this policy, it was noted that more guidance was needed on which roadway projects to review for impacts on bicyclists and pedestrians, how to review them, at what stage of project development and, most importantly, how to provide for bicyclists and pedestrians, especially if local or countywide plans do not identify nonmotorized transportation priorities in the area. Caltrans’ design guidance documents—for example, its Highway Design Manual—did not universally coincide with the department’s complete streets policy.

In part to address these issues, Caltrans adopted the Complete Streets Implementation Action Plan in 2010. The plan sets forth actions under seven categories to be completed by various Caltrans districts and divisions within certain timelines to institutionalize complete streets concepts and considerations within the department. The action categories include updating departmental plans, policies, and manuals; raising awareness; increasing opportunities for training; conducting research projects; and actions related to funding and project selection. As one of its implementation activities, Caltrans updated the Highway Design Manual in large part to incorporate multi-modal design standards.

B.3.6 California Transportation Plan 2025, 2006

The California Transportation Plan is developed every five years by Caltrans, and outlines a holistic vision for California’s transportation system in 2025. The existing plan was adopted in 2006 and updated in 2007, and a new plan with projections through 2040 is currently under development.

The stated vision of the Plan is to provide for the mobility and accessibility of people, goods, services, and information through an integrated, multimodal network that is developed through collaboration and achieves a prosperous economy, a quality environment, and social equity.

As stated by Speaker of the Assembly John A Perez, “over the coming years, the Active Transportation Program will increase the number of bicycling and walking trips in California, improve safety and mobility, [and] help achieve greenhouse gas reductions.”



This vision is supported by a number of goals and policies; those relevant to the Turlock Active Transportation Plan are summarized below.

Goal: Improve mobility and Accessibility.

Policy: Manage and operate an efficient intermodal system.

Strategy:

Enhance connectivity between transportation modes. Include infrastructure to support non-motorized modes during the planning and design phases of project development.

Policy: Increase system capacity.

Strategy:

Incorporate safe pedestrian and bicycle facilities in roadway capacity improvement and rehabilitation projects.

Policy: Provide viable transportation choices.

Strategies:

Integrate bicycling into mainstream transportation models and modeling, including a cost benefit analysis of bicycle facilities.

Remove barriers to walking and bicycling

Educate California's youth on the health and air quality benefits of making trips by bicycle or foot.

Goal: Enhance Public Safety and Security.

Policy: Improve system and user safety.

Strategy:

Increase education and outreach programs that address safe transportation behavior, including drivers training, awareness of pedestrians and bicyclists, safe biking practices, and truck driver training.



B.4 Federal Plans and Policies

B.4.1 US DOT Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations, 2010

The United States Department of Transportation (US DOT) issued this Policy Statement to support and encourage transportation agencies at all levels to establish well-connected walking and bicycling networks. The following Policy Statement and actions are relevant to the Turlock Active Transportation Plan.

Policy Statement

The DOT policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects. Every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems. Because of the numerous individual and community benefits that walking and bicycling provide – including health, safety, environmental, transportation, and quality of life – transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes.

Recommended Actions

The DOT encourages States, local governments, professional associations, community organizations, public transportation agencies, and other government agencies, to adopt similar policy statements on bicycle and pedestrian accommodation as an indication of their commitment to accommodating bicyclists and pedestrians as an integral element of the transportation system. In support of this commitment, transportation agencies and local communities should go beyond minimum design standards and requirements to create safe, attractive, sustainable, accessible, and convenient bicycling and walking networks. Such actions should include:

- Considering walking and bicycling as equals with other transportation modes: The primary goal of a transportation system is to safely and efficiently move people and goods. Walking and bicycling are efficient transportation modes for most short trips and, where convenient intermodal systems exist, these nonmotorized trips can easily be linked with transit to significantly increase trip distance. Because of the benefits they provide, transportation agencies should give the same priority to walking and bicycling as is given to other transportation modes. Walking and bicycling should not be an afterthought in roadway design.
- Ensuring that there are transportation choices for people of all ages and abilities, especially children: Pedestrian and bicycle facilities should meet accessibility requirements and provide safe, convenient, and interconnected transportation networks. For example, children should have safe and convenient options for walking or bicycling to school and parks. People who cannot or prefer not to drive should have safe and efficient transportation choices.
- Going beyond minimum design standards: Transportation agencies are encouraged, when possible, to avoid designing walking and bicycling facilities to the minimum standards. For example, shared-use paths that have been designed to minimum width requirements will need



retrofits as more people use them. It is more effective to plan for increased usage than to retrofit an older facility. Planning projects for the long-term should anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements.

- Integrating bicycle and pedestrian accommodation on new, rehabilitated, and limited-access bridges: DOT encourages bicycle and pedestrian accommodation on bridge projects including facilities on limited-access bridges with connections to streets or paths.
- Collecting data on walking and biking trips: The best way to improve transportation networks for any mode is to collect and analyze trip data to optimize investments. Walking and bicycling trip data for many communities are lacking. This data gap can be overcome by establishing routine collection of nonmotorized trip information. Communities that routinely collect walking and bicycling data are able to track trends and prioritize investments to ensure the success of new facilities. These data are also valuable in linking walking and bicycling with transit.
- Setting mode share targets for walking and bicycling and tracking them over time: A byproduct of improved data collection is that communities can establish targets for increasing the percentage of trips made by walking and bicycling.
- Improving nonmotorized facilities during maintenance projects: Many transportation agencies spend most of their transportation funding on maintenance rather than on constructing new facilities. Transportation agencies should find ways to make facility improvements for pedestrians and bicyclists during resurfacing and other maintenance projects.



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Appendix C: Significant Capital Improvement Projects in 2014

Table C-1: Significant Capital Improvement Projects in 2014

City Project No.	Description	Est. Start of Construction
0763	Monte Vista Ave./Colorado Ave. – Install traffic signal, intersection widening, & reconstruction/rehabilitation of pavement, new striping, safety lighting.	April/May
11-48	N. Golden State Boulevard/Dels Ln. – Install traffic signal, rehab of pavement, new striping, safety lighting.	March/April
13-34	Christoffersen Pkwy./Fosberg Rd. – Install traffic signal, pre-emption conduit/cables between N. Olive Ave. & Geer Rd., new striping & safety lighting.	July/August
13-49	Dianne Dr./Fulkerth Rd. – Install traffic signal, realign roadway, new frontage improvements.	July/August
12-45	Monte Vista Ave. (Crowell Rd. to Geer Rd.) – Road rehabilitation project with new striping, new signal loops, ramp upgrades, sign upgrades.	March/April
12-35	Colorado Ave. (Main to Canal), Main St. (Canal to Berkeley), and Fulkerth Road (Fransil to Countryside) – Road rehabilitation project with new striping, new signal loops, ramp upgrades, sign upgrades.	July/August
13-62	Hawkeye Ave. (Dels Ln. to N. Olive Rd.) – Road rehabilitation project with new striping, new signal loops, ramp upgrades, sign upgrades.	August/September
13-63	Geer Rd. (Monte Vista Ave. to Taylor Rd.) – Road rehabilitation project with new striping, new signal loops, ramp upgrades, sign upgrades, bike lane installation.	August/September
11-58	E. Main Street (S. of Canal Dr.) – Waterline replacement with paving work, new striping.	Spring/ Summer
12-49	N. Walnut Rd. (Christoffersen Pkwy. to Winter Haven Dr.) – Install landscaped median island with fence.	June/July
12-53	Crowell Rd. at Bittern Way and CSUS entrance – Construct upgraded crosswalks with pedestrian bulb outs & solar-powered, push-button activated flashing lights on IA poles.	June/July
13-44	Fourth St. alley (next to Peterson's Garage) – Replace underground wet utilities in alley, install new storm drain facilities.	Spring/ Summer

Additional significant capital improvement projects in future years:

1. Install traffic signal at Taylor Rd./N. Walnut Rd.
2. Install traffic signal at W. Main St./S. Tegner Rd.
3. Install traffic signal at N. Olive Ave./Wayside Dr.
4. Upgrade to signal, travel lanes, sidewalks, and RR crossing at N. Golden State Blvd./Fulkerth Rd.
5. Road rehabilitation of Monte Vista Ave. (Geer Rd. to 300' East of Amethyst)
6. Road rehabilitation of Lander Ave. (South Ave. to E. Glenwood Ave.)
7. Road rehabilitation of Hawkeye Ave. (N. Olive Ave. to Daubenberger Rd.)



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Appendix D: American Community Survey Data

All data is from the American Community Survey 5-year estimates (2008-2012). Data was downloaded on March 18, 2014.

Table D-1: Means of Transportation to Work - Turlock

Means of Transportation to Work - Turlock		
	Estimate	Margin of Error
Total:	27,542	+/-919
Car, truck, or van:	25,398	+/-933
Drove alone	22,554	+/-933
Carpooled	2,844	+/-412
Public Transportation (excluding taxicab)	89	+/-69
Taxicab	0	+/-30
Motorcycle	47	+/-42
Bicycle	213	+/-110
Walked	552	+/-184
Other Means	113	+/-57
Worked at Home	1,130	+/-247

Table D-2: Means of Transportation to Work – County and State

Means of Transportation to Work - County and State				
□	California		Stanislaus County	
	Estimate	Margin of Error	Estimate	Margin of Error
Total:	16,282,943	+/-22,120	198,002	+/-1,765
Car, truck, or van	13,772,327	+/-23,789	179,936	+/-1,814
Drove alone	11,894,644	+/-20,155	157,597	+/-1,685
Carpooled	1,877,683	+/-15,054	22,339	+/-1,106
Public transportation (excluding taxicab)	837,820	+/-7,570	1,807	+/-347
Bicycle	169,860	+/-3,000	1,319	+/-276
Walked	449,779	+/-5,748	3,861	+/-474
Motorcycle	56,270	+/-1,704	514	+/-131
Taxicab	6,899	+/-598	0	+/-30
Other means	150,828	+/-3,719	1,914	+/-317
Worked at home	839,160	+/-7,430	8,651	+/-687



Appendix B: American Community Survey Data

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Appendix E: Outreach

A Citizen Advisory Team was convened to provide input on challenges and opportunities to improve walking and bicycling in Turlock, and to review project deliverables throughout the planning process. The group met three times during the development of the plan: on April 2 and November 12, 2014, and on April 27, 2015.

Public workshops were also held on April 5, 2014, and January 14, 2015. The January 2015 workshop solicited input from the community on draft infrastructure recommendations. The draft plan was also published on the City website, and residents were invited to submit comments online. The following table presents feedback received.

Context or Location	Comment
Crowell Road from Christoffersen Parkway to Monte Vista Avenue	The entire length of Crowell along the university needs a dedicated bike lane. It's very dangerous and it's necessary to connect so many to getting to work and class. There also needs to be a 3 way stop or light and crosswalks where Ansel Adams rd intersects with Crowell. Extremely dangerous situation there.
Walnut Road from Christoffersen Parkway to Winter Haven Drive	Referring to existing Class I: This is not a Class I between Winter Haven and Christoffersen. Class II on that part.
Canal Drive from Golden State Boulevard to Geer Road	This needs to be a Class II or Class IV. High Priority! <ol style="list-style-type: none"> 1. On the north side of the street going west, there are parked cars (and sometimes semis) requiring bicyclists to move into traffic that for the most part is trying to turn right so there is a shuffle of lanes and cyclists are in the middle. 2. The dedicated right turn lane has to be crossed by bicyclists. Major bike/car conflict. 3. North of road is a frontage road that is not used and could be made into a Class IV
Class II on Christoffersen Parkway from Golden State Boulevard to Wellington Lane (GP-18)	Students access schools. Major E-W bikeway. Already approved; many intersections have curbing that prohibits space for bike infrastructure. The speed of cars requires better signage & road markings to lessen bike-car conflicts at intersections.
Class II on Lander Avenue from Main Street to Linwood Avenue (ATP-6)	Students (university & elementary/junior high) use this as access to school. Narrow road, parking on both sides. Very needed for students' safety, though it would be controversial bc of removal of parking.
Class II on Golf Road from Golden State Boulevard to Glenwood Avenue (GP-27A)	Access for lower income residents to the rest of Turlock. Currently no sidewalk, curbing, narrow roads.
Class II on Soderquist Road to complete gap on west side north of Canal Drive (ATP-9)	Many commuters & lower income people use this road for biking. Parking removal would be controversial, Cost would be high. I would love to see a Class IV on this stretch. Street is wide enough.
Class II on Main Street from Canal Drive to Berkeley Avenue (GP-34)	I don't agree that this is needed. Slow moving traffic, recently repaved.
Class III on Main Street from Soderquist Road to Palm Street (GP-57)	Good signage could make this a good alternative to Monte Vista
Intersection improvements at Main Street and Canal Drive (ATP-29)	Longer signal times needed. Massive intersection.
Geer Road from Christoffersen Parkway	Geer Road used for shopping (highly). Should be priority.



Appendix E: Community Feedback on Draft Recommendations

Context or Location	Comment
to Canal Drive	
Intersection of Christoffersen Parkway and Crowell Road	Should be a priority.
Crowell Road from Ansel Adams Road to Monte Vista Avenue	Priority.
Class I path along Walnut Road from Christoffersen Parkway to Monte Vista Avenue	Maybe doesn't exist.
Crowell Elementary School	Need to ride on Geer but always afraid.
Movie Theatre complex at W Main Street and Kilroy Road	Big need for bike parking. Huge parking lot, nothing for biking there.
Crowell Road from Monte Vista Avenue to Tuolumne Road, Existing Class II	Clearer markings or signs
Global	My issue is not any particular road, but that underground metal detectors do not work, or bike-crossing buttons are nonexistent or crosswalk buttons are not accessible from the road. This makes crossing roads on bikes take a long time.
Intersection improvements at Main Street and Canal Drive (ATP-29)	Improve lighting + control of crosswalk. Beacon or brighter signs. Narrower bike lane – cars use it for travel lane. Bike lane needs to be painted more clearly. Cars are using it for a lane.
Main Street; Downtown	More bike racks, especially near farmer's market and near restaurants.
Main Street and Palm Street, Thor Street, Center Street	There is no crosswalk signal at these crosswalks, so pedestrians do not know when to cross, only a green light.
Monte Vista Avenue and Geer Road	Lots of waiting for light to cross intersection
Monte Vista Avenue from Geer Road to Olive Avenue	Avoid return route in the late afternoon. I take Berkeley TO campus and Hedstrom HOME. Maybe more lighting?
Class II on Christoffersen Parkway from Golden State Boulevard to Wellington Lane (GP-18)	We need access to campus from the <u>north</u> of Christoffersen. There is no safe route on Crowell – too narrow, very <u>dense</u> housing. Crowell will become a thoroughfare but is a bottleneck.
Class II on Golden State Boulevard from Hawkeye Avenue to F Street (GP-26B)	Larger & wider bike lane. Speed limit may make it a challenge to encourage children to bike to school.
Class III on Main Street from Soderquist Road to Palm Street (GP-57)	Cars parked on road limit space.
Class II on Christoffersen Parkway from Golden State Boulevard to Wellington Lane (GP-18)	I think Class IV is so much safer with 5 schools on this corridor!
Class II on Monte Vista Avenue from Geer Road to Olive Avenue (GP-36)	Connects commerce & university with residential. Traffic moves quickly – is a lane safe enough?
Global	No signs to watch out for pedestrians & bikes (yield right of way) signs throughout the main streets!
Christoffersen Parkway between Geer Road and Crowell Road	Need midblock crossing
Class II on Soderquist Road from Main Street to South Avenue (GP-42)	Sidewalks. Not safe. Fairgrounds parking fee could provide some \$\$ for bike & ped improvements benefitting both the city & the fairgrounds.
Intersection improvements at Main Street and Canal Drive (ATP-29)	Add a path on the park side of Main between Minaret & Canal. While filling in potholes you could add a bike lane & a sign that says "Watch for bicyclists"



Context or Location	Comment
Geer Road from Monte Vista to Christoffersen	Need bike path. Just paint a path. Not a difficult or costly endeavor. It's merely an extension of the path coming about 50 feet from Monte Vista.
Soderquist Road near Osborn Elementary School	Need dedicated bike/ped on Soderquist in front of Osborn (Flower to Main)
Broadway, Tuolumne, and Canal Drive	No path & 80% no sidewalks from Broadway to Tuolumne Road, & W Canal Drive cross streets
Montana Avenue from West Ave to Lander Ave	Need connections
South Ave from Soderquist Road to West Ave	Bike paths end
Soderquist Road north of Canal Drive	Cut through park
Golden State Boulevard near Front Street	Tricky when crowded



Appendix E: Community Feedback on Draft Recommendations

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Appendix F: General Plan Bikeway Recommendations

Priority projects, highlighted in red, are intended for implementation within one to five years. Other projects may require further study and are intended for implementation within five to ten years.

Table F-1: General Plan Bikeway Recommendations

ID#	Class	Corridor	Begin	End
GP-1	Class I	(halfway between East Avenue and Brier Road)	650 feet east of Berkeley Avenue	1300 feet east of Daubenberger Road
GP-2	Class I	(unnamed, between Daubenberger Road and Verduga Road)	Hawkeye Avenue	Linwood Avenue (1300 feet north)
GP-3A	Class I	1000 feet east of Quincy Road	Linwood Avenue	Brier Road
GP-3B	Class I	Projection of Brier Road	Daubenberger Road	1300 feet east of Daubenberger Road
GP-4	Class I	Canal Drive	Washington Road	1300 feet east of Clinton Road
GP-5	Class I	Canal Drive	Fransil Road	Walnut Road
GP-6	Class I	Canal Drive	Daubenberger Road	(W edge of map)
GP-7	Class I	Future Expressway Alignment	Christoffersen Parkway	Verduga Road
GP-8	Class I	Geer Road	Christoffersen Parkway	Calaveras Way
GP-9	Class I	Projection of Quincy Street	East Avenue	1300 feet south of East Avenue
GP-10	Class I	Taylor Road	End of existing path, 650 feet west of Geer Road	Fosberg Road
GP-11	Class I	Tegner Road	Sandstone Street	Christoffersen Parkway
GP-12	Class II	(future projection of Merritt Road)	Johnson Road	Quincy Road
GP-13	Class II	(future road alignment 1300 feet west of Golf Road)	Glenwood Avenue	(future road alignment)
GP-14	Class II	(future road alignment)	Glenwood Avenue	Golf Road
GP-15	Class II	(unnamed, between Daubenberger Road and Verduga Road)	Linwood Avenue (1300 feet north)	Linwood Avenue
GP-16	Class II	Berkeley Avenue	Canal Drive	Golden State Boulevard
GP-17	Class II	Canal Drive	Walnut Road	Broadway Avenue
GP-18	Class II	Christoffersen Parkway	Golden State Boulevard	Wellington Lane
GP-19	Class II	Countryside Drive	Sun Valley Court	Hawkeye Avenue
GP-20	Class II	Crowell Road	Christoffersen Parkway	Ansel Adams Boulevard



Appendix F: General Plan Bikeway Recommendations

ID#	Class	Corridor	Begin	End
GP-21	Class II	Daubenberger Road	Hawkeye Avenue	Brier Road
GP-22	Class II	Dianne Drive	Fulkerth Road	Main Street
GP-23	Class II	East Avenue	Berkeley Avenue	1300 feet east of Daubenberger Road
GP-24	Class II	Fulkerth Road	Washington Road	Dianne Drive (gap btwn this and existing?)
GP-25	Class II	Geer Road	Warner Road	Taylor Road
GP-26A	Class II	Golden State Boulevard	(N edge of map)	Christoffersen Parkway
GP-26B	Class II	Golden State Boulevard	Christoffersen Parkway	Monte Vista Avenue
GP-26C	Class II	Golden State Boulevard	Monte Vista Avenue	Hawkeye Avenue
GP-26D	Class II	Golden State Boulevard	Hawkeye Avenue	F Street
GP-26E	Class II	Golden State Boulevard	F Street	SE county line
GP-27A	Class II	Golf Road	Golden State Boulevard	Glenwood Avenue
GP-27B	Class II	Golf Road	Glenwood Avenue	Harding Road
GP-28	Class II	Harding Road	Washington Road	Highway 99
GP-29	Class II	Hawkeye Avenue	Palmer Drive	Waring Road
GP-30	Class II	Johnson Road	Marshall Street	East Avenue
GP-31	Class II	Johnson Road	1300 feet south of East Avenue	Linwood Avenue
GP-32A	Class II	Linwood Avenue	Washington Road	West Avenue
GP-32B	Class II	Linwood Avenue	West Avenue	250 feet east of West Avenue
GP-32C	Class II	Linwood Avenue	1,230 feet west of Lander Avenue	Lander Avenue
GP-33	Class II	Linwood Avenue	450 feet west of 5th Street	1300 feet east of Daubenberger Road
GP-34	Class II	Main Street	Canal Drive	Berkeley Avenue
GP-35A	Class II	Main Street	Washington Road	Walnut Road
GP-35B	Class II	Main Street	Walnut Road	Soderquist Road
GP-36	Class II	Monte Vista Avenue	Geer Road	Olive Avenue
GP-37	Class II	Monte Vista Avenue	Berkeley Avenue	Future expressway alignment
GP-38	Class II	Mountain View Road	Sandstone Street	Christoffersen Parkway
GP-39	Class II	Olive Avenue	Christoffersen Parkway	Canal Drive
GP-40	Class II	Quincy Road	Monte Vista Avenue	Tuolumne Road
GP-41	Class II	Quincy Road	Oppelt Way	East Avenue



ID#	Class	Corridor	Begin	End
GP-42	Class II	Soderquist Road	Main Street	South Avenue
GP-43	Class II	South Avenue	Tully Road	Orange Avenue
GP-44	Class II	Taylor Road	Washington Road	Tegner Road
GP-45	Class II	Tegner Road	Fulkerth Road	Linwood Avenue
GP-46	Class II	Tully Road	Canal Drive	Porter Way
GP-47	Class II	Tully Road	Main Street	South Avenue
GP-48	Class II	Tully Road	Hawkeye Avenue	Cody Court
GP-49	Class II	Tuolumne Road	Washington Road	Countryside Drive
GP-50	Class II	Tuolumne Road	Daubenberger Road	Waring Road
GP-51	Class II	Walnut Road	Canal Drive	(unnamed, connection between Walnut Road and Tully Road under Hwy 99)
GP-52	Class II	Waring Road	Monte Vista Avenue	Hawkeye Avenue
GP-53	Class II	Washington Road	Taylor Road	Harding Road
GP-54	Class II	West Avenue	South Avenue	Montana Avenue
GP-55	Class III	Fullerton Drive	Geer Road	Olive Avenue
GP-56	Class III	Tuolumne Road	Dels Lane	Berkeley Avenue
GP-57	Class III	Main Street	Soderquist Road	Palm Street
GP-58	Class III	Palm Street	Main Street	Olive Avenue
GP-59	Class III	Broadway Street	Flower Street	E Street
GP-60	Class III	East Avenue	Olive Avenue	Berkeley Avenue
GP-61A	Class III	Hartwick Avenue	Olive Avenue	Colorado Avenue
GP-61B	Class III	Colorado Avenue	Hartwick Avenue	Burman Drive
GP-61C	Class III	Burman Drive	Colorado Avenue	Berkeley Avenue
GP-62A	Class III	Georgetown Avenue	Dels Lane	Andre Lane
GP-62B	Class III	Andre Lane	Tampa Street	Georgetown Avenue
GP-62C	Class III	Tampa Street	Andre Lane	Niagra Street
GP-62D	Class III	Niagra Street	Tampa Street	Regis Street
GP-62E	Class III	Regis Street	Niagra Street	Geer Road
GP-62F	Class III	Geer Road	Hedstrom Road	Regis Street



Appendix F: General Plan Bikeway Recommendations

ID#	Class	Corridor	Begin	End
GP-62G	Class III	Hedstrom Road	Geer Road	Colorado Avenue
GP-62H	Class III	Heathernoel Road	Colorado Avenue	Berkeley Avenue
GP-63	Class III	Geer Road	(edge of map)	Warner Road
GP-64A	Class III	A Street	Lander Avenue	1st Street
GP-64B	Class III	Marshall Street	1st Street	Minaret Avenue
GP-65A	Class III	Lander Avenue	Main Street	5th Street
GP-65B	Class III	5th Street	Lander Avenue	Glenwood Avenue
GP-66A	Class III	Baywood Lane	Linwood Avenue	Glenwood Avenue
GP-66B	Class III	Glenwood Avenue	Baywood Lane	Golf Road
GP-67A	Class III	Kilroy Road	Paseo del Sol	Roberts Road
GP-67B	Class III	Roberts Road	Kilroy Road	Seasons Park Drive
GP-67C	Class III	Seasons Park Drive	Roberts Road	Winter Haven Drive
GP-67D	Class III	Winter Haven Drive	Seasons Park Drive	Walnut Road

Highlighted rows indicate priority projects.

Class III routes on multiple streets that create a cohesive link are indicated by project ID numbers that finish with a letter. For example, project numbers GP-61A, GP-61B, and GP-61C form a connected route and should be implemented as a whole.



Appendix G: Bike Rodeos

G.1 Introduction

As part of the Turlock Active Transportation Plan, Alta Planning + Design organized and conducted bike rodeos at Julien, Earl, Crowell, and Medeiros Elementary Schools during May 12, 2014 through May 15, 2014. Alta reached out to school principals and vice principals to gauge interest and selected the four schools based on geographic distribution.

To promote the rodeos, the four schools sent flyers home with each student via backpack mail. Children brought their own bicycles and helmets, and required the signature of a parent or guardian to participate.

G.2 Curriculum

The rodeos followed the League of American Bicyclist's curriculum for children, titled Smart Cycling: Bicycling Skills 123. The curriculum included the first four stations of Bicycling Skills 123: starting and stopping, hazard avoidance, scanning and signaling, and turning and yielding. Instructors slightly modified the courses of each rodeo based on available space at the schools. The rodeos also included helmet fitting, bike safety checks, and an activity and helmet decorating station. Students and their parents/guardians received instruction on proper helmet fitting and a trained mechanic provided minor bicycle repairs prior to children entering the skills courses. If children finished the courses or needed a break, they could visit the activity station to complete bike safety-related crossword puzzles and worksheets, and decorate their helmets with stickers.

G.3 Volunteers and Instructors

City, School District, and Alta staff, as well as local advocates and Police Department representatives, served as volunteers and instructors at the rodeos. Prior to teaching, instructors viewed a 10 minute recorded online training that outlined the roles of each station. The training can be viewed at: www.anymeeting.com/613-179-915/EF57DF858547. In the event that volunteers or instructors were unable to view the online training, they received in person volunteer packets with a site layout, instructions on how to set up each station, and a copy of the rodeo layout from the League of American Bicyclists curriculum. The rodeo organizer, a League of American Bicyclists Certified Instructor (LCI) provided guidance and direction to volunteers and instructors on the day of the event. At least 10 volunteers attended each rodeo, providing a comfortable level of support.



G.4 Bike Rodeos

The table below outlines when and where each rodeo took place, and how many students attended, which decreased each day. The decline in students may have been a result of the increase in temperatures throughout the week.

Julien Elementary School	Earl Elementary School	Crowell Elementary School	Medeiros Elementary School
1924 E. Canal Drive	4091 N. Olive Avenue	118 North Avenue	651 W Springer Drive
May 12, 2014	May 13, 2014	May 14, 2014	May 15, 2014
21 students	18 students	17 students	12 students

G.5 Recommendations for Future Rodeos

When implementing rodeos in the future, the City of Turlock should consider the following successes and tasks that could be improved upon.

Rodeo coordinators should arrive one hour prior to the start of the rodeos to check in with the school and set up the courses. Some school secretaries were not aware that the rodeos would be happening or familiar with the space requirements. Providing an hour allowed rodeo coordinators enough time to address any issues and complete the set up process.

New volunteers should be asked to arrive 30 minutes prior to the rodeos starting to go through any necessary training. Volunteers that have participated in the City of Turlock's rodeos before (for example, they went to the Monday rodeo and were also volunteering on Tuesday) only need to arrive 10 minutes prior to the start of the rodeo.

The City should continue to provide a recorded online volunteer training to accommodate the varying schedules of volunteers and to minimize expenses associated with in-person trainings.

The City of Turlock should work with local organizations, such as bicycle advocacy groups, health non-profits, and Cal State Stanislaus student groups, to provide volunteers. Local coordination is more efficient as City staff is familiar with existing organizations and can offer in-person communication.

At the May 2014 rodeos, students were required to bring a parent with them to sign a waiver to participate. To provide an option for students whose parents cannot attend, the City should consider also sending the waiver home with the students prior to the rodeos so that students may bring the signed forms with them on the day of the event. To save resources, the waiver could be printed on the back of the flyer advertising the rodeos, provided in the office, or available for download on the City's website. Flyers should also be made available to other schools in the district to offer those students the chance to participate.

The City should consider hosting rodeos on Saturdays to minimize resources needed and to provide an option for families with after school commitments. The City could also work with local bike shops or organizations to provide a fleet of bicycles and helmets to allow students without to participate.

