



Appendix A

Land Use Maps

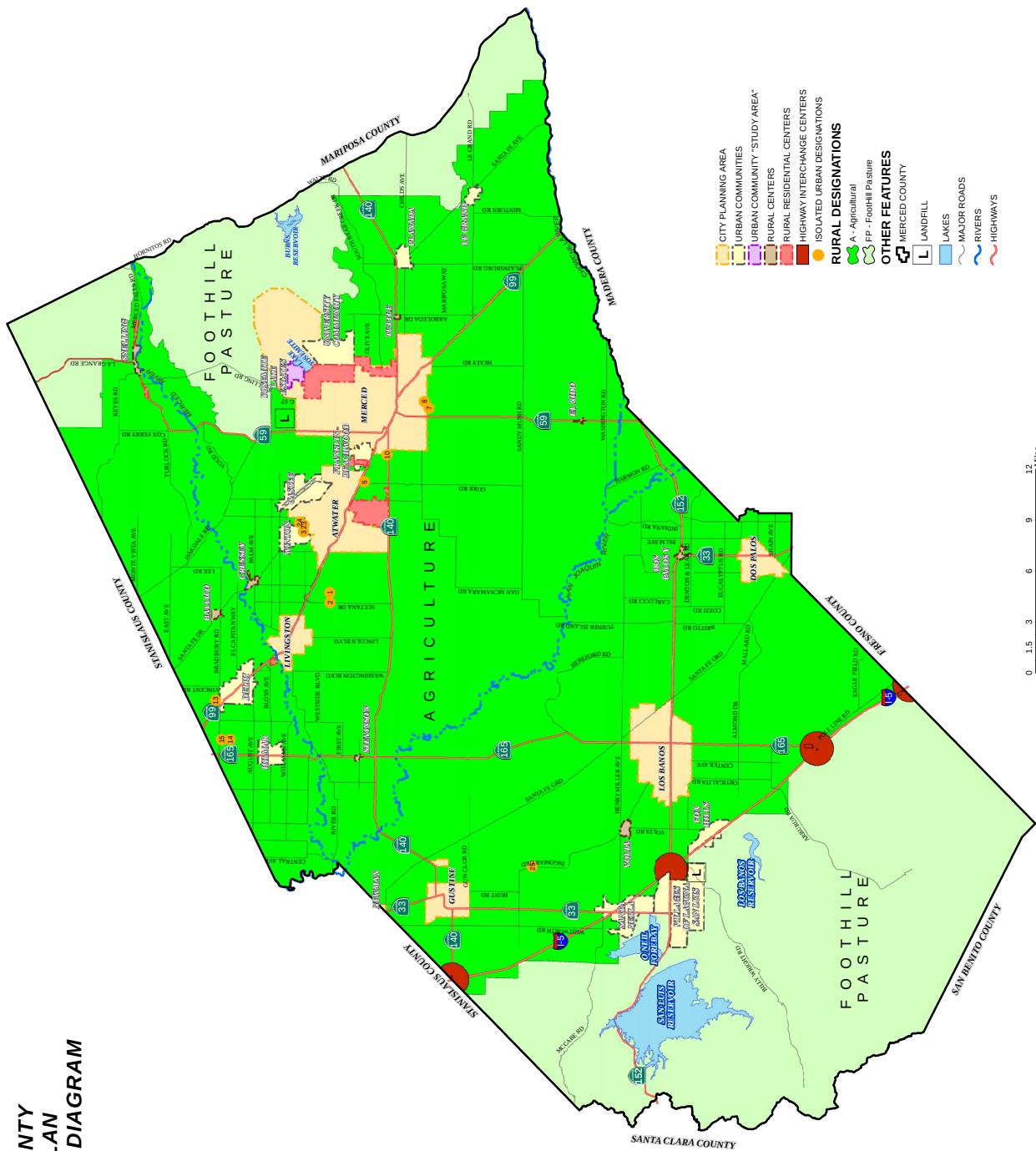
General plan land use maps for cities and the county are provided in this appendix.

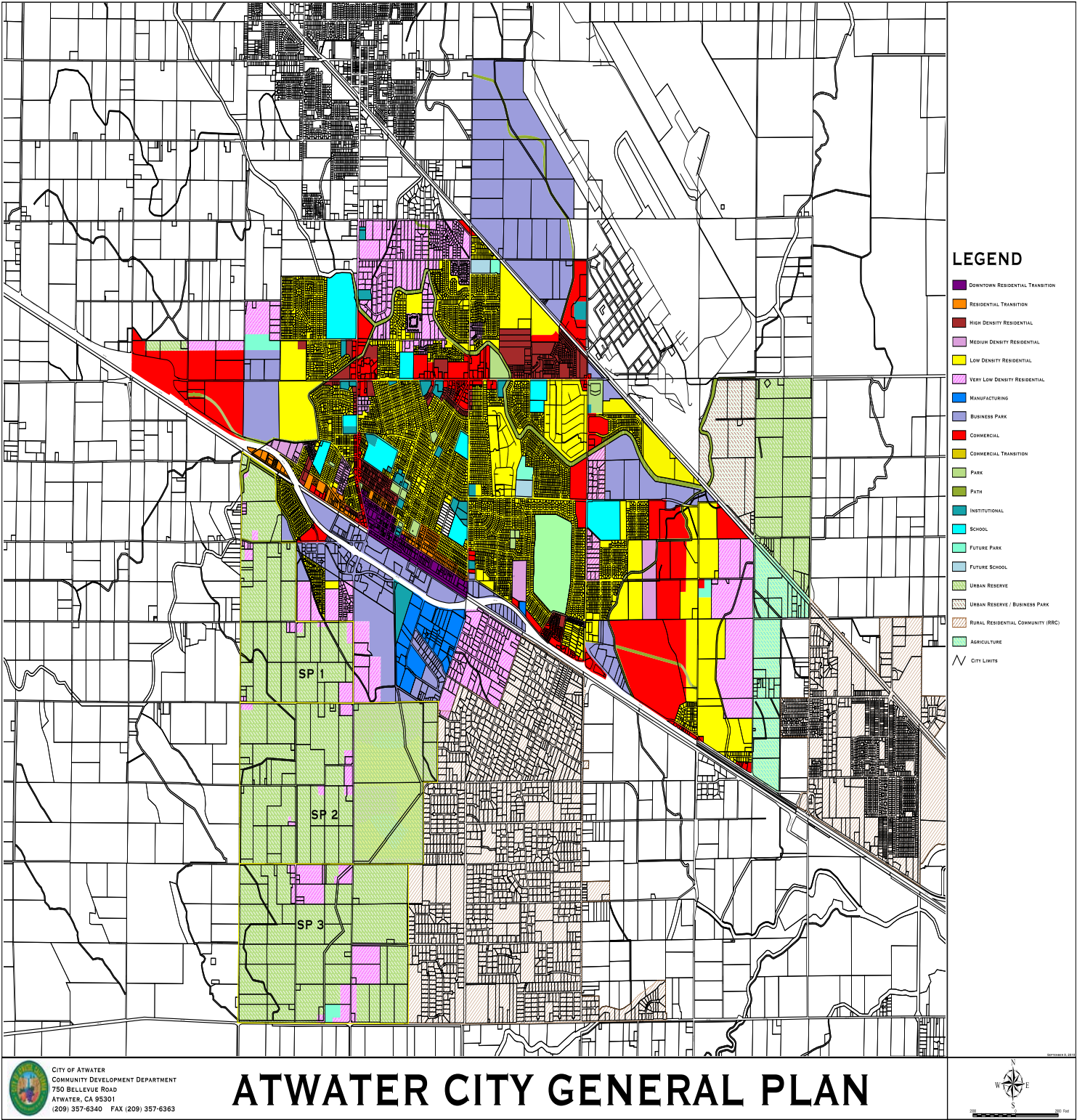
Please see the County of Merced's General Plan Zoning Maps website to see the general plan land use maps of additional communities.

<https://www.countyofmerced.com/437/General-Plan-Zoning-Maps>

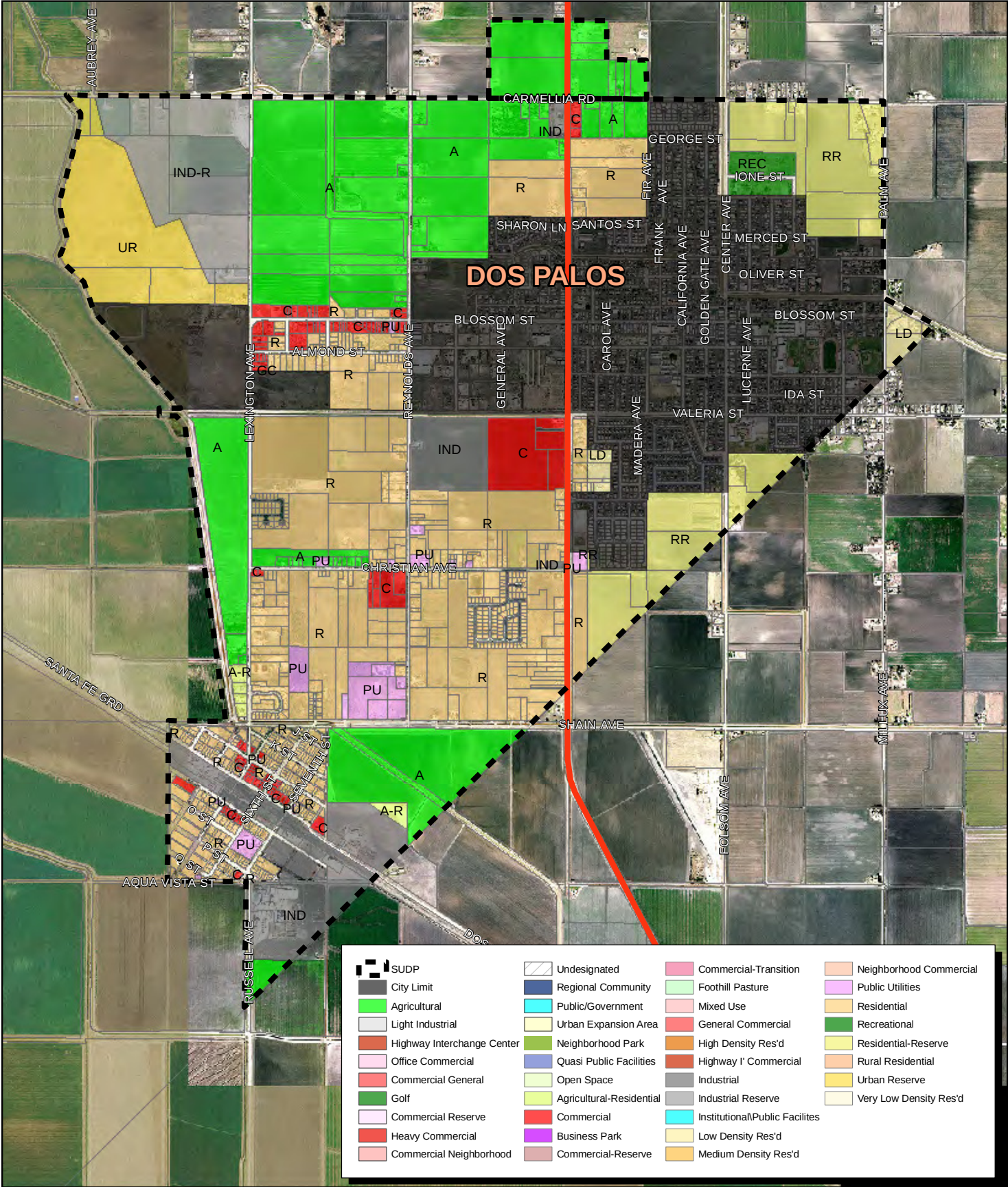


MERCED COUNTY
GENERAL PLAN
LAND USE POLICY DIAGRAM
Figure LU-1





General Plan - Dos Palos Area



Gustine

General Plan

Sphere of Influence

City Limits

RESIDENTIAL

Residential Estate

Low Density

2.0 - 6.0 dw/ac

Medium Density

6.1 - 10.0 dw/ac

High Density

10.1 - 15.0 dw/ac

Mobile Home Park

Planned Development

COMMERCIAL

Retail Business District

Office

Neighborhood

Mixed Use

Highway

General Service

PUBLIC USES

Park

School

Greenway

INDUSTRIAL

Manufacturing

Controlled Industrial

AGRICULTURAL

Agricultural-Commercial

Railroad

MDSS

MERCED DATA SPECIAL SERVICES

Prepared by

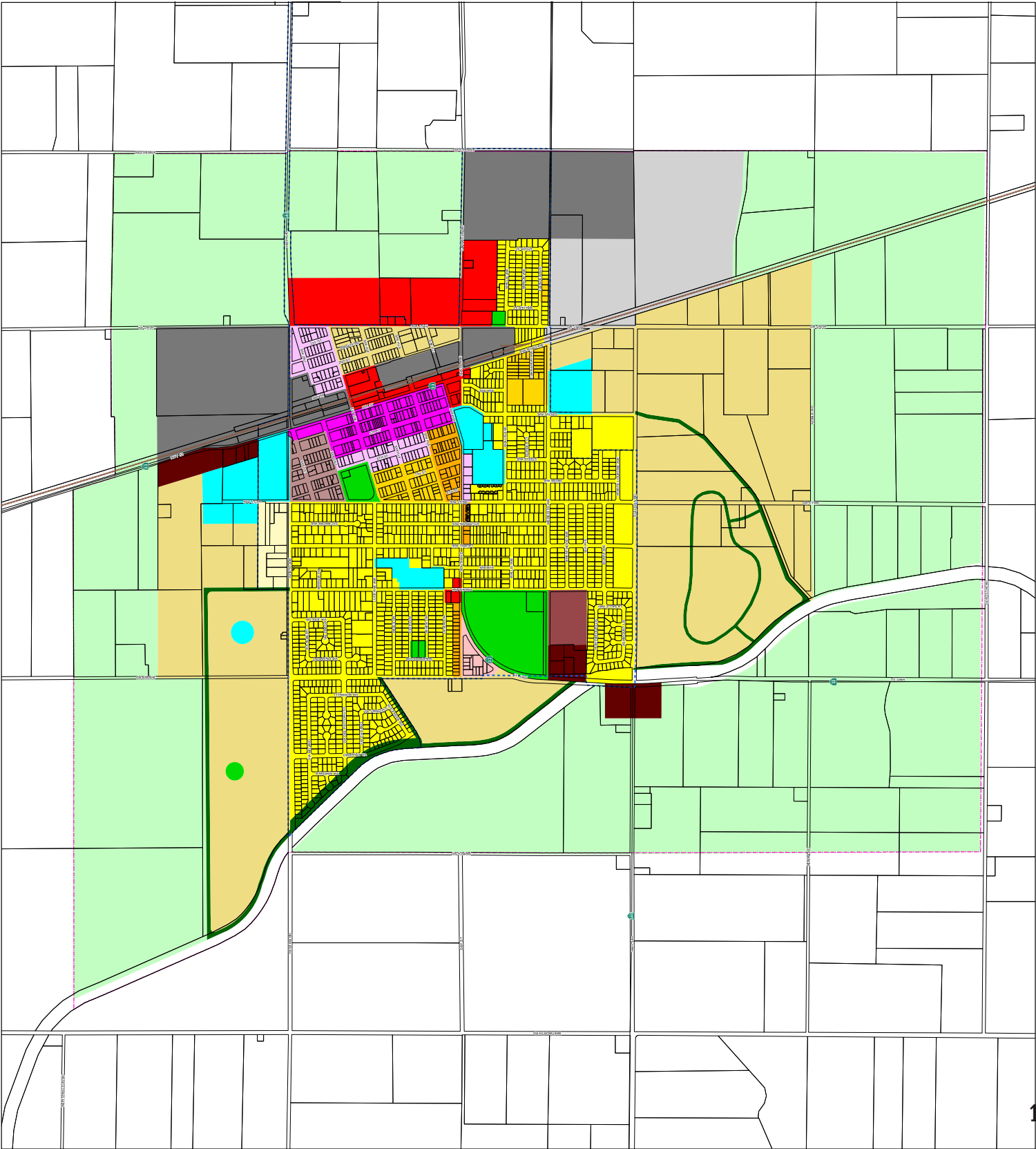
Merced Data Special Services, Inc.

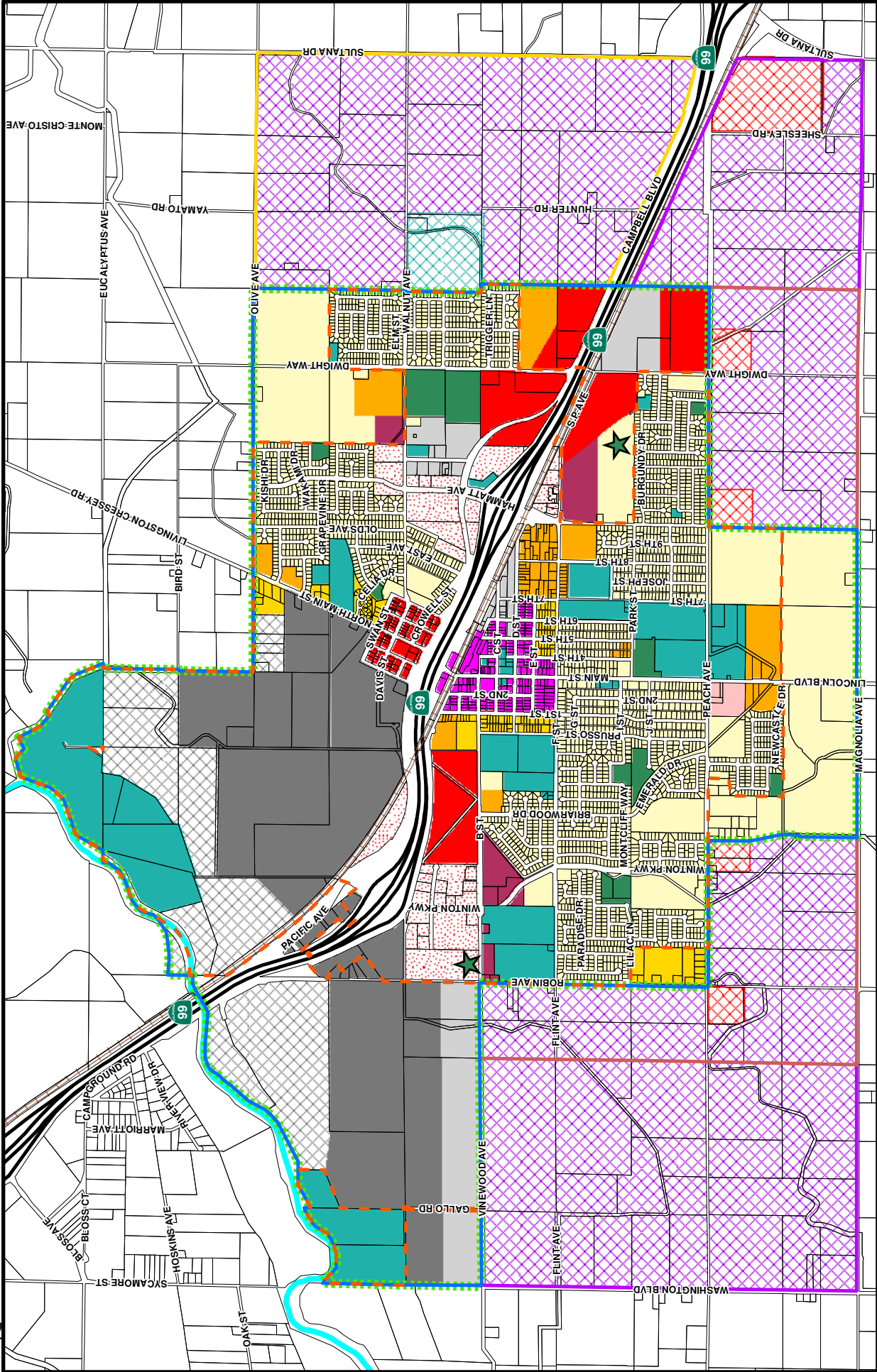
269 West 18th Street Merced CA 95340

209-723-3153

0 250 500 1,000 1,500 Feet

September 10, 2012





City of Livingston General Plan



City of Livingston
419 S. Street
Livingston, CA
(209) 394-8941
FAX: (209) 394-4190



MCAE
Municipal Consulting & Engineering



December 19, 2019

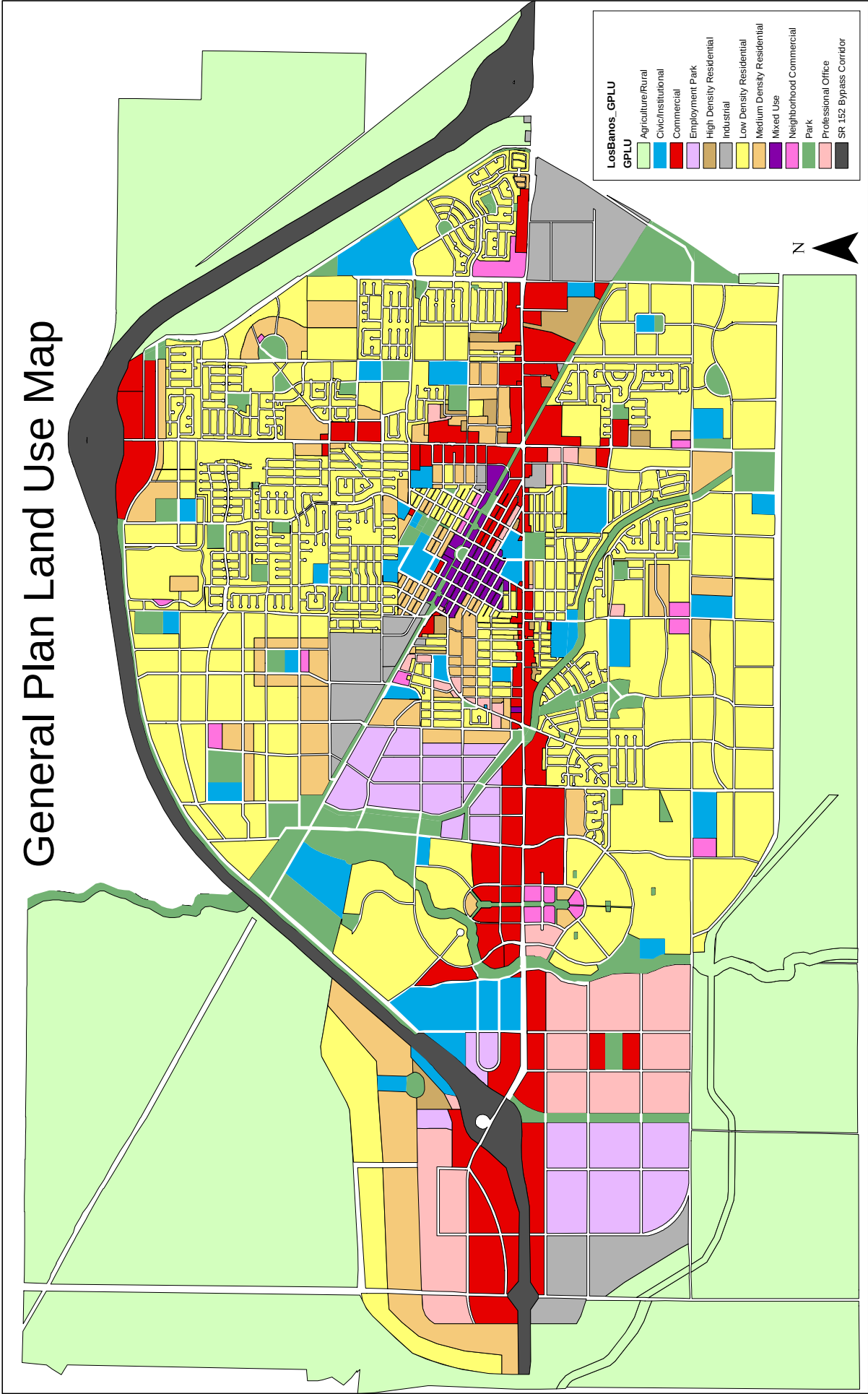


1,000 500 0 1,000 Feet

Legend

	SC - Service Commercial		LD - Low Density Residential
	NC - Neighborhood Commercial		MD - Medium Density Residential
	CC - Community Commercial		HD - High Density Residential
	CR - Commercial Reserve		P - Park/Open Space
	DC - Downtown Commercial		PF - Public Facility
	HC - Highway Commercial		PFR - Public Facility Reserve
	LI - Limited Industrial		UR - Urban Reserve
	GI - General Industrial		Park Reserve
	IR - Industrial Reserve		

	Railroad		Growth Boundary - Year 2020
	River		Growth Boundary - Year 2030
	Highway		Growth Boundary - Year 2040
	City Limits		Growth Boundary - Year 2050
	Sphere of Influence		





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B

Appendix B

Survey Results

A website for the project, accessible from phones, tablets, and computers, was created in English and Spanish. The project website included an overview of the project, dates and times for outreach events, and an interactive map and survey that allowed the public to identify where there are existing challenges to safety walk or bike and help prioritize the recommendations included in this plan.

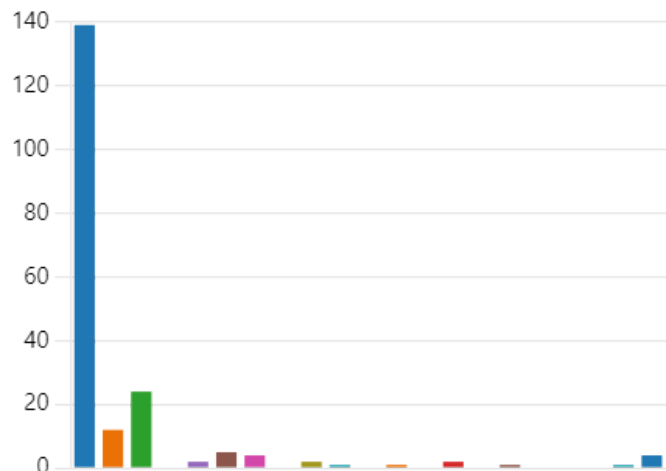
Overall, 195 responses were received on the survey and 84 comments were received on the project website.

Detailed results from this outreach are attached in this appendix

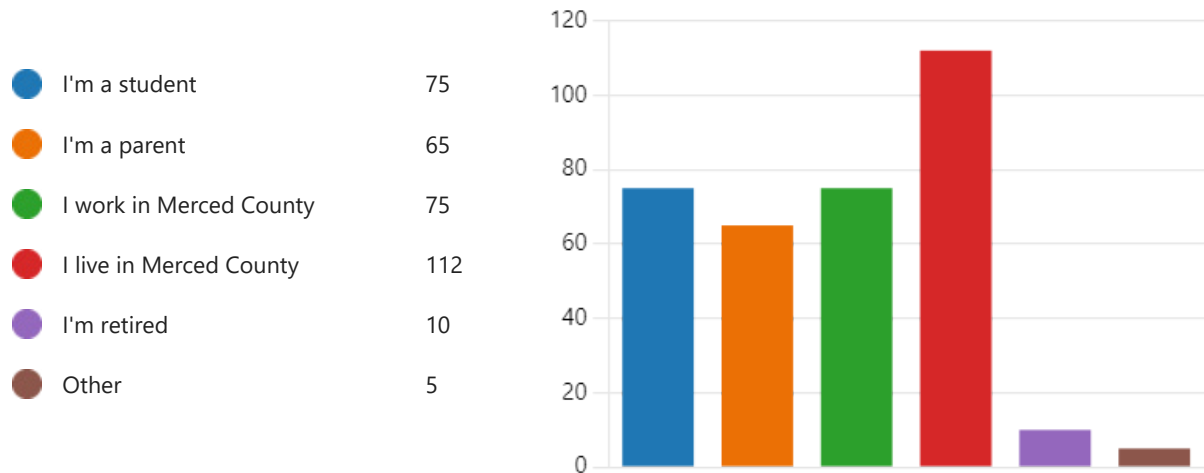
MCAG Project Survey

1. What community do you live in?

Merced	139
Atwater	12
Livingston	24
Gustine	0
Dos Palos	2
Los Baños	5
Planada	4
McSwain	0
Santa Nella	2
Franklin-Beachwood	1
South Dos Palos	0
Le Grand	1
Volta	0
Hilmar	2
Stevinson	0
Delhi	1
Cressey	0
Ballico	0
Snelling	0
Winton	1
Other	4

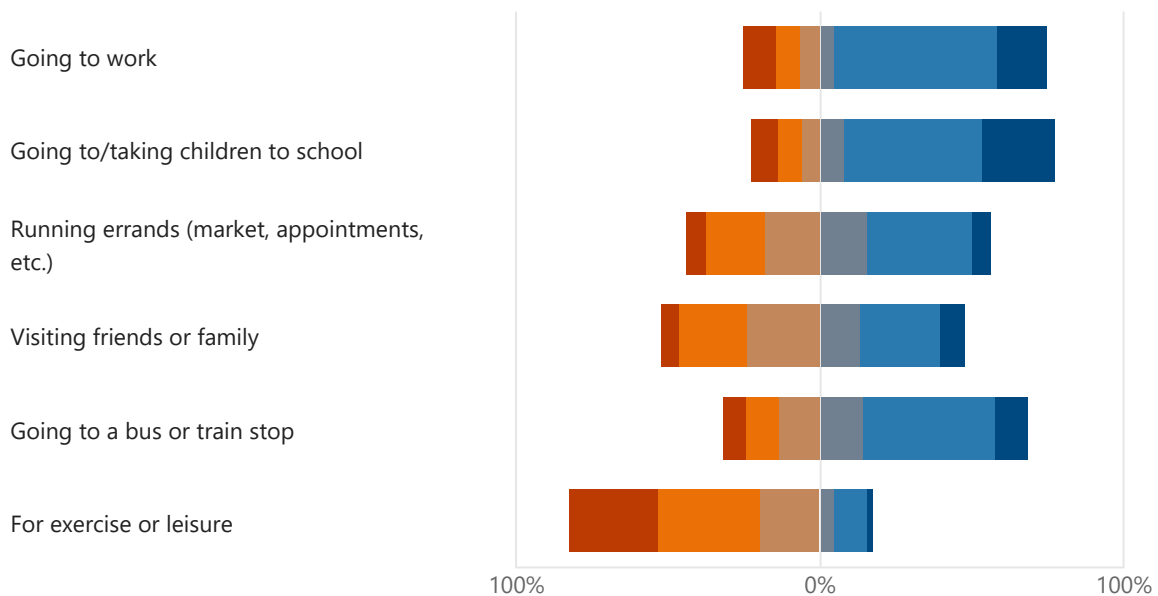


2. Please tell us a bit about yourself - check all that apply



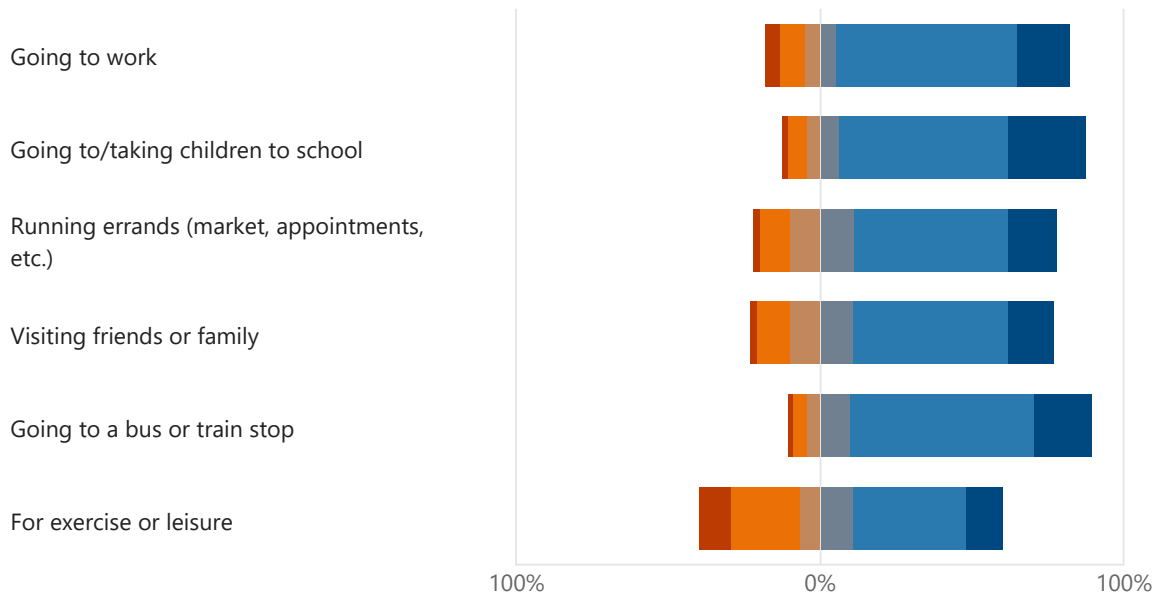
3. How often are you walking to the following places?

■ Everyday
 ■ A few times a week
 ■ A few times a month
 ■ A few times a year
 ■ Never
 ■ N/A or does not apply to me



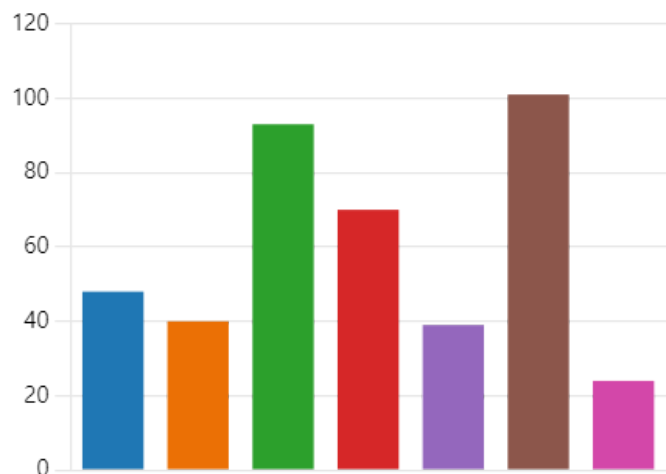
4. How often are you biking to the following places?

■ Everyday
 ■ A few times a week
 ■ A few times a month
 ■ A few times a year
 ■ Never
■ N/A or does not apply to me



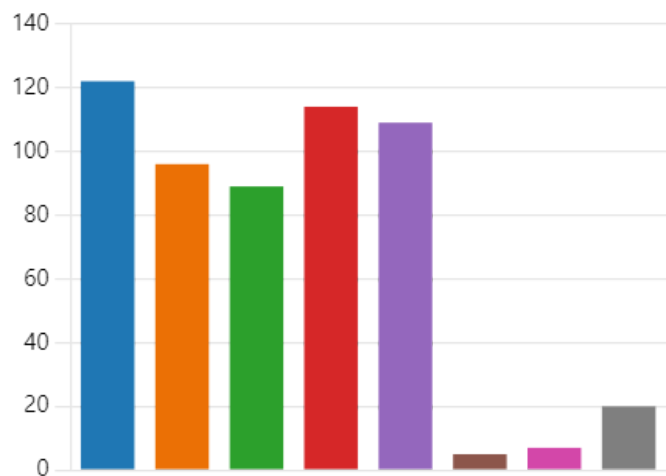
5. Are there places you would like to walk or bike to that you are not currently? (Select all that apply)

● Going to work	48
● Going to/taking children to sch...	40
● Running errands (market, appoi...	93
● Visiting friends or family	70
● Going to a bus or train stop	39
● For exercise or leisure	101
● Other	24



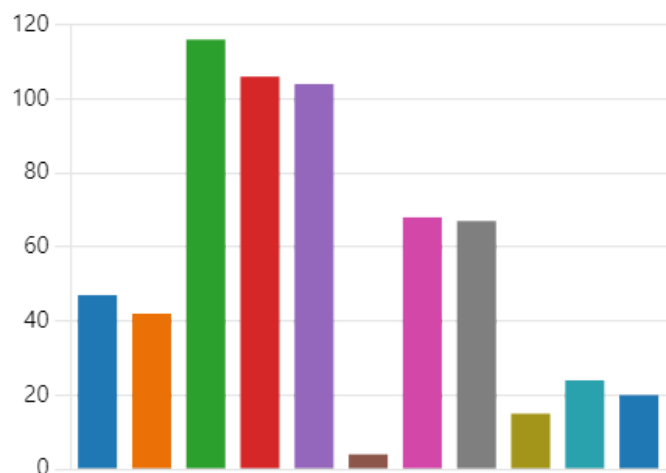
6. What are the top three (3) reasons preventing you from walking? (Select all that apply)

Distances between destinations	122
It takes too long to walk to whe...	96
Fear of traffic collision or other ...	89
Concern for personal safety	114
Lack of sidewalks/crossings or p...	109
I am pregnant or have children/...	5
I am disabled/unable to walk	7
Other	20

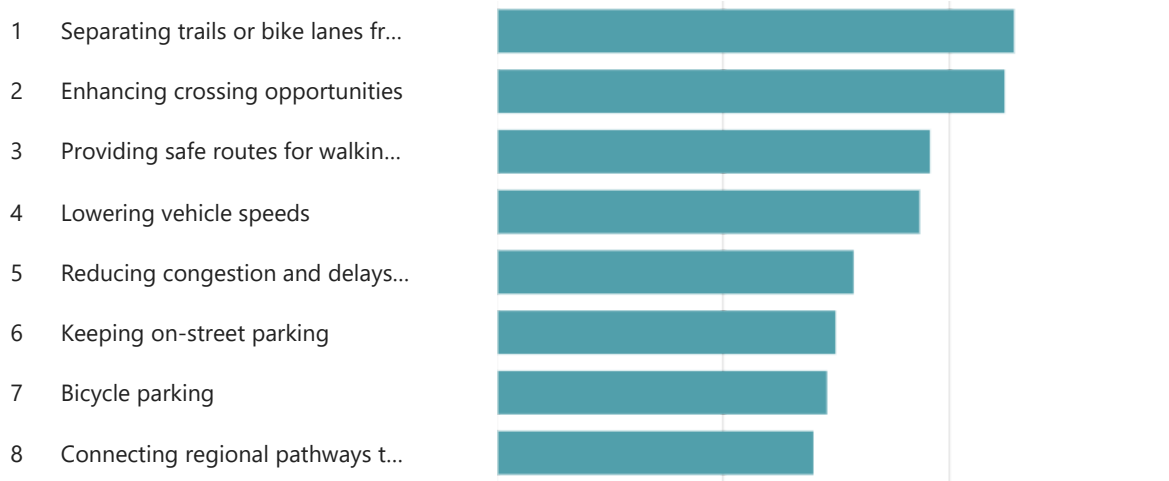


7. What are the top three (3) reasons preventing you from biking? (Select all that apply)

Distances between destinations	47
It takes too long to bike to wher...	42
Fear of traffic collision or other ...	116
Concern for personal safety	106
Lack of bike infrastructure or po...	104
I am pregnant or have children/...	4
I do not have a bicycle	68
Lack of secure bike parking	67
My route includes hilly terrain	15
Climate/weather makes biking d...	24
Other	20



8. What design considerations are important to you? (Rank: Less Important to Very Important)



9. Is there anything else you'd like to tell us about your experience walking and biking across Merced County?

- You need more bike and walking paths in the north. Also more nature parks and reserves.
- More sidewalk. Maintenance needed on sidewalks to allow for safe standing at intersections.
- Walking and Biking should be separated with at least a painted line. Biking can be a commuting option if bike lanes are treated like lanes.
- I truly like the fact that Merced has biking trails linked throughout town. Our family of 5 went on long bike rides each day during the Covid lockdown which gave us much needed exercise and became an activity that we all enjoyed as a family.
- Put more money on all road in Merced. Roads are horrible.
- Siento mucho preocupacion para mi comunidad, mas para los ninos que van a la escuela porque no tenemos banquetas or reductores de velocidad. No hay luz en nuestra calles so con todo esto se hace dificil caminar en mi calle: South P St. Invitamos que ustedes vayan a hacer encuestas con residentes en mi comunidad.
- There needs to be more sidewalks in north and south merced, also there needs to be bigger bike lanes.
- There are tons of potholes in county roads, we live in the border of county and city limits.
- I have waked Bear Creek, Black Rascal Creek, and the bike path behind Lehigh Dr in Merced. All have become riddled with homeless people and it isn't pleasant to see anymore. They leave garbage everywhere and poop and urinate under bridges. This is why I don't enjoy the biking and walking in Merced anymore.
- Current rail trails need to be cleaned up. They are nice but too many homeless and feels unsafe.
- I wish we could clean up our community and have shelters for the homeless instead of loitering parks, trails, and shopping centers.
- Need more trails and security.
- From my experiences when walking around Merced everything is pretty far, including bus stops. As a student, this makes it difficult for us to run errands because we have to walk a lot between destinations and waiting for the bus makes our trips even longer too which can take away lots of our day. Another thing that affects our experience is the fact that there is no city bus on the weekends. We have to walk a lot to our destinations, and have to find the bus stops for the university bus, which are more confusing than the city bus.
- It is difficult to walk most places due to distance.
- The community does not feel safe to walk around in.
- When walking/biking across the Merced County I noticed that there is no real space to bike or walk as there is not a lot of sidewalks.
- I just haven't really figured out where I want to walk yet because most of the time, driving makes more sense.
- When I exercise it is usually later in the day and most streets lack sufficient lighting.
- Don't go onto the streets of county too often, so I can't speak on that.
- The road has many potholes, many cars speeding, and not enough room for bikes to traverse the road safely, especially at night with little street lighting.
- Walking around Merced is tiring.
- Some of the roads are cracked which make it harder to walk/bike without the thought of getting hurt.
- Not enough lights night walks, need more walking trails. Safety for walkers need to be addressed.
- Some sidewalks need to be redone due to large cracks.

- It is rare to see biking in the area I live and walking tends to be more popular and I live near a bike trail as well so I wonder if it has more to do with crossing opportunities.
- I feel like the city should create a bigger bike lane on Bellevue Rd, it is very tight for cars and for bikes. When I drive I drive the slowest I can when passing next to the Bicyclists. I also think there should be more lights to see people walking late at night. It will help create security.
- I wish it was safer and also more secure when locking bikes.
- Merced is not a walking friendly nor really biking friendly place. As beautiful and as expansive as Merced is, it is hard to move around or get anywhere without a car.
- There isn't many bike lanes in Merced, so biking can be a hassle at times.
- Commuting from UC Merced to the city is relatively far.
- Bike shops in Merced ??
- Could use more lights for major intersections.
- The road quality is horrible and unsafe.
- I like how there is always a bike lane and buttons for pedestrians to press with an audio.
- My experience in walking and biking in Merced county has always been a beautiful scenery, beautiful nature and sunrises/ sunsets. But one of the problems that is very concerning is when walking at night. Recently, since the sun sets earlier, it becomes really dark at 5pm, and the problem is the Merced county doesn't have enough street lamps or enough post lights to help illuminate the neighbors. As a woman living in Merced, I would feel much safer being able to feel less frightened if there were more lights instead of walking in a pitch black neighborhood in Merced.
- The sidewalks (or lack of) along Franklin Road and Ashby Roads is troublesome, at best. The speeds at which cars are driving on Franklin Road are scary. Congestion during school drop-off/pick-up times is horrific. What happened to the roundabout that was supposed to be installed at Franklin Road and Ashby Road? The congestion at the stop light at Santa Fe and Franklin Road could be easily mitigated by allowing cars in one direction to go while the other waits at a red light (stop lights on Bear Creek are an example of this).
- Traffic speeds along M street can feel uncomfortably fast even though there are residential neighborhoods along M.
- The area I walk is downtown, even though it's the most walkable part of town it's still car oriented. Just asking for a crosswalk on K St. has gone nowhere. It's a street with many apartments and pedestrians, disabled folks and parents with kids.
- Please keep us safe. Please remove homeless encampments. Please clean up the paths.
- There is a lack of safe places to ride. Bike lanes are not maintained to the extent roadways, often they fill with water from sprinkler, trash and other items that can damage bike tires.
- I highly recommend securing funding to draft and develop a County wide "Shared Mobility Program" that would include Technical Assistance, Grant writing support and Project Implementation monies for local jurisdictions or at least implement a three-year shared mobility pilot program in a County City to learn from.
- It was about 3-4 years that I was walking in my community and fell because of a broken sidewalk. This sidewalk was on Lewis & Circle. My injury was so bad that I had to go to the hospital and the injury still affects me today. There are a lot of outdated/broken sidewalks in my community that make it hard to walk.
- Reduce street size to slow down speeding especially in rural residential streets, e.g. Cone Ave.
- As Education and Outreach Coordinator for the Merced Bicycle Coalition, as a League of American Bicyclists licensed instructor, and having chaired the City's BPAC for eight years, I'm happy to share my experiences and hopes for active transportation in Merced.

- Sometimes I like to walk around but I do not have a bike at this moment.
- No me siento segura, aparte esta el problema de homeless.
- It's very dangerous doing so because of the constant big rigs and cars traveling near restaurants and in our community. Road are not safe, pot holes. Nothing gets fixed.
- Know several people who have biked and been hit by car, county roads dangerous to bike.
- Since we lack on bike trails we need more speed bumps throughout the neighborhoods. A lot of speeding happens throughout the neighborhoods and drivers do not pay attention. I would walk my children to school but there is a lack of sidewalk at the end of Main Street, I am always fearful when my son walks to the High School.
- Folks driving cars are often too careless about people walking or on their bike. It is often scary to see this behavior and it has stopped from walking or biking in my city, especially with small children.
- The railroad crossing on Main St. by True value is very dangerous. So many stray dogs that chase after people. Not enough street lights there are so many dark streets especially in the older areas of town.
- NEED MORE OF IT. Car dependency sucks. Prioritize people not cars.
- It would be nice to have safe bike paths in our community.
- The road conditions are gross the patch work is done half ass so that the pot hole appears again and the county road works can keep re-patching (job security).
- En mi comunidad de Dos Palos Y , ni tenemos ni banquetas ni alumbrado público, mucho menos espacios para andar en bicicleta, los ciclistas usan las carreteras
- No sidewalks, no actual trials for walking.
- I'm Dos Palos Y , no tenemos banquetas ni alumbrado público.
- Since my disability it has mad it almost impossible for me to walk or bike anywhere.
- At a very minimum, every neighborhood where students live too close for busing to school should have a sidewalk and bikeable options. Golden Valley High School and the Weaver USD really lack options for many of the students.
- Two huge areas of concern for cyclists right now are G Grade between Snelling and Merced. This route is the most used route and the pavement is horrible and the bike lane is very unmaintained. The cycling community would love to see an 8 foot bike lane between Merced and Snelling. Secondary, McKee Road in its entirety and Olive between McKee and the new parkway.
- It would be very nice to have a actual bike lane from Merced to Snelling. For example, Highway 140 on the west side after Applegate Road has a generous bike lane both directions. Also the new section of Childs Avenue between Plainsburg Road and to be has an adequate bike lane on each side. We need the same thing to/from Snelling.
- 8 foot bike lane from Merced to Snelling.
- Cars are driven as if they're the only ones on the road, too fast and get really close to cyclists. We need a large bike path to Snelling and slow cars down on Snelling Road.
- Merced/Atwater are not so big they cannot be commuted by bike, as well as around town.
- Sidewalks are non existent and may sometimes be small. Gutters are NOT bike lanes. Crosswalks need to stand out more via reflective paint and signs. Safer and wider bike lanes out to Snelling (8 ft. Wide).
- I enjoy the Bear Creek Bike Path, I hope it will be repaired so that we can safely use it again.
- Safety from drivers is bigger concern. Not enough supportive infrastructure. Start with downtown area and make it an example.

- Need more bike path, connections.
- I love the idea of regional foot/bike paths connecting cities. This network could create large-scale recreational opportunities like marathons, bicycling events, etc.
- No sidewalk attached from Yosemite crossings shopping center to Bellevue ranch nor El Capitan high school.
- Need more and safer routes/pathways to parks, businesses and schools.
- When walking, there are many sidewalks that end abruptly. When biking, there is a lack of adequate and secure bike parking to allow me to feel comfortable leaving my bike to go inside where I will no longer be able to watch my bike.
- When, the City Los Banos, will start working to Reopening the Anza Way?
- More bike paths connected to public transport. We cannot grow without bike paths.
- No bike/walking path closer to the UC.
- Bike paths that are just paint in the road are not safe. Drivers ignore them, people park in them. I am safer in a lane than crammed in a shoulder where I'm not seen by cars.
- The streets need to be repaired in many areas. It is incredibly rough on bike tires and having to avoid rocks and holes can be very dangerous.
- Too many stray dogs, chased me while biking. Scared when walking.
- Merced is SO close to becoming a fully connected, bike-able city — there are just a few major connecting routes that are in dire need of bike/walk infrastructure (e.g., McKee).
- Don't make bike routes along two way stop intersections across large roads.
- Bumpy.
- Reinforce safety, add more bike lanes, wider sidewalks. Better crosswalks.
- Some areas don't feel safe.
- Where we live we don't have sidewalks. The terrain is uneven and with heavy traffic it makes it dangerous to walk. it makes it dangerous to walk.
- Some places it's hard for me to get to unless a friend drives me there . There should be more bus routes.
- Feels unsafe sometimes.
- Wider roads. More signs. More patrols.
- We were trying to start a neighborhood watch but law enforcement were not responding to our calls. More speed bumps are needed.
- Cross streets walking sometimes take long time.
- Provide more lighting.
- Bike path need to kept clean of debris.
- It's often very beautiful and relaxing.
- I'd like the major bike paths to connect. More north South bike paths separate from road.
- We need a regional bike lane that starts in Merced and ends in Turlock.
- There are a lot of un experience drivers that do not care and are never reprimanded for their actions.
- There is not many trails and it's pretty dangerous.
- It's very hard to walk with small sidewalks.
- Safety.
- Drivers can be reckless.
- More sidewalks can park areas.
- To many bumps on paths.
- More trails.

- Love.
- Sidewalks need maintenance and lines need repainting.
- Whenever I have the opportunity to walk I take it but sometimes it difficult considering distance and the dangers of street animals.
- More things to do on the path.
- More ducks that eat peas.
- Good.
- Make more sidewalks.
- Please add more bike lanes and more safety for pedestrians, this city one does not feel safe with all the homeless camping on the bike trails and traffic being horrible on the street.
- Fun.
- Too many homelessness.
- Need better sidewalks.
- While the bike paths in North Merced are lovely and an important community resource, they are better designed for recreation than for transportation. There should still be well delineated bike lanes on all major thruways for cyclists trying to get to and from work. For example the bike lane only runs East-West and there are not good options North-South. Olive does not have a good bike lane, despite being a central commercial area.
- Please look into bike valets at concerts or large shopping venues. Knowing someone is watching over my bike would allow me to enjoy whatever I'm doing fully.
- Livingston-Cressy road has no sidewalks and no busses go down that road so I have to walk into town on the street.
- I think there aren't too many sidewalks with proper spacing so this doesn't really encourage me to try and walk around more because it doesn't feel safe.
- It's scary to cross the road sometimes. some roads in Merced is really dark so a lamp would be helpful.
- There are not enough bike road.
- I would like better sidewalk conditions and more cross intersections for pedestrians.
- It would be great if there were clearer bike lanes along certain roads/streets.
- this county neglects the unique aspects of its wildlife preserves by not providing hiking and bicycle access. This is not a large County, yet it has unique environmentally significant areas not easily accessible. This region can be a healthier region if people are enticed to hike and bicycle more between cities and town within the County.
- We have some beautiful bike paths; it would be nice if they were patrolled like they were a few years go with police office on segways. It would let families feel safe and maybe deter the elements that haunt the creek paths. This would encourage more bicycling and pedestrians walking if they knew they were safe on the paths. We are thankful for the effort that has been put into place preserving some of these paths. I believe if we make it more accessible to everyone then it will be utilized more and become a normal way of life in Merced.
- Not safe with speeding cars and unprotected bike lanes. crossing at intersections even with traffic lights is VERY scary. Fear for my kids who would otherwise love to be more independent.



Appendix C

Prioritization Process

Prioritization of the projects identified in the MCAG Active Transportation Plan provides an understanding of community needs, targets investments, and strategically positions projects for competitive grants. Potential factors for prioritization are proposed in this appendix in **Table 11**. These factors are aligned with the eligibility criteria for the California Active Transportation Program.

Prioritization factors consider safety, access to schools and community destinations, equity, and connectivity. Each factor will be weighted by significance, then scores for all factors will be summed and normalized to provide a total score for each proposed project. A list of proposed factors for consideration is presented in **Table 11**.

MCAG staff may also wish to consider additional factors to prioritize based on the potential for mode shift, and/or the difficulty of implementation. Low-stress, separated facilities, such as a trail, Class I path, or cycletrack are more likely to contribute to mode shift in the long term and see additional safety benefits by separating users from vehicles. However, these projects also can involve more difficult implementation considerations, such as tradeoffs around the reallocation of roadway space and higher construction costs. Similarly, projects such as bicycle boulevards, which involve the addition of traffic calming elements on low-speed roadways, may have lower implementation costs but are less likely to increase mode shift.

Table 11 List of Prioritization Factors

Input Factor	Source	Range of Factor	Variable Score	Significance
Safety – 40%				
Fatal or severe injury collisions within 250 feet	UC Berkeley SAFETREC TIMS / Points	2+ collisions	2	High
		1 collision	1	
Presence on Bike/Ped High Injury Network	MCAG Local Road Safety Plan and County Local Road Safety Plan	Yes	1	High
Need (Access & Connectivity) – 40%				
Proximity to Schools	CA Dept. of Education / Points	Within ¼ mile	2	High
		Within ½ mile	1	
Proximity to Libraries & Parks	Points	Within ¼ mile	2	Medium
		Within ½ mile	1	
Proximity to Transit (Bus) Stops	GTFS / Points	Within ¼ mile	2	Medium
		Within ½ mile	1	
Disadvantaged Communities – 20%				
Schools with large share (75%) of students eligible for free and reduced-price meals	CA Dept. of Education / Polygons	0-0.25 miles	4	High
		0.25-0.5	2	
		0.5-1	1	
Health Places Index	Polygons	Within 25th percentile or less	1	High
CalEnviroScreen 4.0	Polygons	Within top 25%	1	High
Low-income communities	ACS / Polygons	Income below 80% statewide median	1	High
Climate and Environmental Justice Screening Tool (CEJST)	USDOT / Polygons	Identified as disadvantaged	1	High
Equitable Transportation Community (ETC) Explorer	USDOT / Polygons	Identified as disadvantaged	1	High

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D

Appendix D

Project List

Prioritized project lists that correspond to the maps in **Chapter 5**, broken down by jurisdiction, are provided in this appendix.

Atwater

Location	From	To	Facility Type	Length	Priority	Cost Estimate
Almador Terrace	Juniper Ave	Clinton Ave	3B	0.34		\$30,000
Almador Terrace	Clinton Ave	Broadway Ave	2	0.27		\$30,000
Atwater Canal	N Buhach Rd	Olive Ave	1	4.82	High	\$8,880,000
Ave Two	City Limits	N Buhach Rd	1	0.55		\$1,010,000
Bellevue Rd	Atwater Canal	Santa Fe Rd	2B	2.52	High	\$1,040,000
Broadway Ave	N Buhach Rd	Shaffer Rd	3B	1.18		\$100,000
Buhach Rd	Bellevue Rd	Juniper Ave	3B	0.76		\$60,000
Fifth St	Bellevue Rd	Atwater Blvd	3B	1.03	High	\$80,000
First St	Bellevue Rd	Atwater Blvd	2	1.23	High	\$130,000
Fruitland Ave	Shaffer Rd	Atwater Canal	3B	0.94		\$80,000
Green Sands Ave	City limits	Broadway Ave	1	0.91		\$1,670,000
Juniper Ave	Shaffer Rd	Winton Way	3B	1.08	High	\$90,000
Juniper Ave	Shaffer Rd	Buhach Rd	1	1.06	High	\$1,950,000
Mitchell Ave	N Winton Way	Atwater Canal Path	1	0.43	High	\$800,000
N Buhach Rd	Green Sands Ave	Juniper Ave	1	0.76		\$1,400,000
N Winton Way	City Limits	Olive Ave	2B	1.32	High	\$210,000
Shaffer Rd	Camellia Dr	E Bellevue Rd	1	0.75		\$1,390,000
Shaffer Rd	Bellevue Rd	Atwater Blvd	4	1.34	High	\$260,000

Spot Improvement Projects

Location	Cross Street	Project Type	Cost Estimate
5th St	Midblock south of Ivy Ave	Traffic Calming	\$250,000
Bellevue Rd	Atwater Canal	Trail Crossing	\$130,000
Bellevue Rd	Shaffer Rd	Traffic Calming	\$1,400,000
N Winton Way	Fruitland Ave	Trail Crossing	\$130,000
Winton Way	Livingston Canal	Install RRFB	\$130,000

Dos Palos

Location	From	To	Facility Type	Length	Priority	Cost Estimate
Bryant Ave	Carmelia Ave	Valeria Ave	1	1.87		\$3,440,000
Bryant MS		Valeria St	1	0.41		\$760,000
California Ave	Colony Branch Three Canal	Valeria St	3B	0.49	High	\$40,000
Center Ave	Dora St	Valeria St	3B	0.39		\$30,000
Colony Branch Three Canal	Golden Gate Ave	Reynolds Ave	1	0.94		\$1,720,000
Elgin Ave	Valeria St	Santos St	0	0.59	High	\$250,000
SR-33	Valerie St	County limits	2	2.12	High	\$220,000
Valeria St	Bryant Ave	Elgin Ave	3B	1.50	High	\$120,000
Valeria St	Center Ave	Elgin Ave	1	0.57	High	\$1,060,000

Spot Improvement Projects

Location	Cross Street	Project Type	Cost Estimate
California Ave	Almond St	Intersection Upgrades	\$250,000
California Ave	Blossom St	Intersection Upgrades	\$250,000
Center Ave	Blossom St	Intersection Upgrades	\$550,000
E Blossom St	Leonard Ave	Crossing Enhancement	\$250,000
E Blossom St	Lucerne Ave	Install RRFB	\$130,000
Frank Ave	Almond St	Intersection Upgrades	\$250,000
Frank Ave	Blossom St	Intersection Upgrades	\$250,000
Loraine St	Center Ave	Intersection Upgrades	\$250,000
Palo Alto St	Leonard Ave	Crossing Enhancement	\$250,000
Palo Alto St	Mabel Ave	Crossing Enhancement	\$250,000

Gustine

The City of Gustine recently completed the development of a citywide Active Transportation Plan, which was adopted in December 2021. As such, the ATP does not include new projects for Gustine and instead defers to the locally- developed plan.

The following tables reproduce Appendix C of that 2021 plan.

Improvement	Location	Start	End	Length	Priority Score	Cost Estimate
New Sidewalk	1st Avenue	Alley between West Ave and 6th St		76 ft	18	\$9,800
New Sidewalk	1st Avenue	Alley between 5th and 6th Streets		80 ft	13	\$10,400
New Sidewalk	1st Street	2nd Avenue	3rd Avenue	810 ft	3	\$105,200
Class III Bicycle Boulevard	2nd Avenue	West Avenue	SR 33/140 (4th St)	0.24 mi	11	\$4,900
New Sidewalk	2nd Avenue	Alley between 5th and 6th Streets		80 ft	15	\$10,400
New Sidewalk	2nd Avenue	Alley between West Ave and 6th St		40 ft	13	\$5,200
New Sidewalk	2nd Avenue	2nd Street	East Avenue	1,177 ft	3	\$153,000
New Sidewalk	2nd Avenue	5th Street	4th Street (SR 33/140)	498 ft	3	\$64,700
New Sidewalk	2nd Street	North Avenue	5th Avenue	2,205 ft	3	\$286,700
New Sidewalk	3rd Avenue	Alley between 4th and 5th Streets		80 ft	10	\$10,400
New Sidewalk	3rd Avenue	Railroad tracks	East Avenue	988 ft	8	\$128,400
Class III Bicycle Boulevard	4th Avenue	West Avenue	4th Street	0.29 mi	6	\$5,700
New Sidewalk	4th Avenue	Alley between West Ave and 7th St		85 ft	13	\$11,100
New Sidewalk	4th Avenue	Alley between 6th and 7th Streets		109 ft	13	\$14,200
New Sidewalk	4th Avenue	Alley between 2nd and 3rd Streets	East Avenue	972 ft	3	\$126,300
New Sidewalk	5th Avenue	Alley between 7th & 8th Streets		80 ft	8	\$10,400
New Sidewalk	5th Avenue	Alley between 6th and 7th Streets		80 ft	8	\$10,400
New Sidewalk	5th Avenue	Alley between 5th and 6th Streets		80 ft	8	\$10,400
New Sidewalk	5th Avenue	7th Street	Alley between 6th and 7th Streets	280 ft	5	\$36,400

Gustine

Improvement	Location	Start	End	Length	Priority Score	Cost Estimate
New Sidewalk	5th Avenue	Alley between 3rd and 2nd Streets	East Avenue	726 ft	3	\$94,400
Class III Bicycle Boulevard	5th Street	SR 33/140	North Avenue	0.39 mi	15	\$7,800
New Sidewalk	Ash Avenue	South Avenue	Wallis Avenue	360 ft	11	\$46,800
New Sidewalk	Carnation Avenue	355 Carnation Ave	Railroad Avenue	338 ft	11	\$43,900
Study	Carnation Road	East Avenue	Kniebes Road	0.50 mi	0	Varies
New Sidewalk	Carolyn Drive	Elm Avenue	Laurel Avenue	559 ft	8	\$72,700
Study	Drainage Canal Access Road	Drainage Canal (West side of Gustine)	Via del Pettoruto	0.92 mi	10	Varies
New Sidewalk	East Avenue	2nd Avenue	5th Avenue	1252 ft	3	\$162,800
Study	East Avenue	Fairview Avenue	Railroad Avenue	0.13 mi	5	Varies
New Sidewalk	Elm Avenue	Carolyn Drive	SR 33/140 (South Ave)	624 ft	18	\$81,100
New Sidewalk	Elm Avenue	SR 33/140 (South Ave)	Wallis Avenue	1,404 ft	16	\$182,500
Class I Multi-Use Path	Grove Avenue	430' north of Sullivan Rd	Sullivan Road	0.08 mi	13	\$212,100
Study	Kniebes Road	Carnation Road	Meredith Avenue	0.25 mi	0	Varies
Class III Bicycle Boulevard	Laurel Avenue	North Avenue	Sullivan Road	0.98 mi	11	\$19,600
New Sidewalk	Laurel Avenue	Meredith Avenue	SR 33/140	2,359 ft	16	\$306,700
Class III Bicycle Boulevard	Laurel Avenue	North Avenue	Sullivan Road	0.98 mi	11	\$19,600
New Sidewalk	Laurel Avenue	Meredith Avenue	SR 33/140	2,359 ft	16	\$306,700
New Sidewalk	Laurel Avenue	Bonta Avenue	Sullivan Road	557 ft	11	\$72,400
New Sidewalk	Laurel Avenue	SR 33/140	North Avenue	4,874 ft	8	\$633,700
Class III Bicycle Boulevard	Linden Avenue	Sullivan Road	SR 33/140	0.25 mi	11	\$5,000

Gustine

Improvement	Location	Start	End	Length	Priority Score	Cost Estimate
New Sidewalk	Linden Avenue	SR 33/140	Wallis Avenue	785 ft	21	\$102,000
New Sidewalk	Linden Avenue	SR 33/140	Lucerne Avenue	998 ft	20	\$129,700
New Sidewalk	Linden Avenue	Lucerne Avenue	North Avenue	1,131 ft	13	\$147,000
New Sidewalk	Linden Avenue	Bonta Avenue	Sullivan Road	289 ft	6	\$37,600
New Sidewalk	Lucerne Avenue	Jensen Road	West Avenue	2,544 ft	20	\$330,700
New Sidewalk	Lucerne Avenue	Jensen Road	West Avenue	1,271 ft	15	\$165,300
New Sidewalk	Meredith Avenue	Railroad Avenue	Gustine Elementary east property line	407 ft	16	\$52,900
New Sidewalk	Meredith Avenue	Grove Avenue	Hunt Road	1,441 ft	11	\$187,400
New Sidewalk	Payne Avenue	Meredith Avenue	Start of existing sidewalk on Payne Avenue	137 ft	11	\$17,800
Study	Railroad Avenue	North Avenue	Sullivan Road	1.07 mi	13	Varies
New Sidewalk	South Avenue	4th Street	East Avenue	1,296 ft	13	\$168,400
Class IV Bikeway	South Avenue (SR 33/140)	Linden Avenue	4th Street	0.60 mi	18	\$450,300
Sidewalk Improvements	South Avenue (SR 33/140)	Linden Avenue	4th Street	6,165 ft	23	\$308,300
Study	South of Via Basilicata	Proposed Trail/ West City Limits	Lucerne Avenue	0.24 mi	5	Varies
Class IV Bikeway	SR 33/140	6th Avenue	Gustine High School	0.56 mi	13	\$416,900
New Sidewalk	SR 33/140	North Avenue	Carnation Road	3,012 ft	12	\$391,500
Class I Multi-Use Path	Sullivan Road	Jensen Road	Proposed Rail Trail	1.02 mi	16	\$2,671,800
New Sidewalk	Sycamore Avenue	North Avenue	Sycamore Cul-de-sac	1,299 ft	18	\$168,900

Gustine

Improvement	Location	Start	End	Length	Priority Score	Cost Estimate
New Sidewalk	Sycamore Avenue	SR 33/140 (South Ave)	Sycamore Ave (north cul-de- sac)	2,376 ft	13	\$308,900
New Sidewalk	Sycamore Avenue	Meredith Avenue	697 Sycamore Avenue	1,850 ft	11	\$240,400
New Sidewalk	Wallis Avenue	Linden Avenue	Laurel Avenue	810 ft	16	\$105,300
New Sidewalk	Wallis Avenue	150' east of Payne Ave	Railroad Avenue	1,508 ft	11	\$196,000
New Sidewalk	Wallis Avenue	West Avenue	Payne Avenue	209 ft	11	\$27,100
Class III Bicycle Boulevard	West Avenue	North Avenue	Sullivan Road	0.99 mi	13	\$19,900
New Sidewalk	West Avenue	SR 33/140 (South Ave)		1,156 ft	11	\$150,300
New Sidewalk	West Avenue	SR 33/140 (South Ave)	Meredith Avenue	1,093 ft	11	\$142,000

Spot Improvement Projects

Improvement	Location	Cross Street	Priority Score	Cost Estimate
Crossing Improvement	1st Avenue	6th Street	8	\$1,900
Curb Ramp Improvement	2nd Avenue	6th Street	15	\$20,000
Curb Ramp Improvement	2nd Avenue	5th Street	15	\$20,000
Crossing Improvement	3rd Avenue	5th Street	15	\$9,200
Curb Ramp Improvement	3rd Avenue	Alley between 5th and 6th Streets	13	\$20,000
Curb Ramp Improvement	4th Avenue	Alley between 5th and 6th Streets	8	\$20,000
Curb Ramp Improvement	4th Avenue	Alley between 4th and 5th Streets	8	\$20,000
Curb Ramp Improvement	5th Avenue	Alley between 5th and 4th Streets	8	\$20,000
Crossing Improvement	6th Street	North Avenue	10	\$3,300
Crossing Improvement	6th Street	SR 33/140	8	\$22,300
Crossing Improvement	8th Street	SR 33/140	8	\$22,300
Crossing Improvement	East Avenue	E Wallis Avenue	13	\$2,300
Crossing Improvement	East Avenue	Fairview Avenue	8	\$4,600
Crossing Improvement	Hunt Road	Sullivan Road	10	\$54,600
Crossing Improvement	Hunt Road	Railroad tracks	8	Varies
Crossing Improvement	Jensen Road	North Avenue	5	\$2,300
Crossing Improvement	Lucerne Avenue	West Avenue	15	\$3,000,000

Gustine

Spot Improvement Projects

Improvement	Location	Cross Street	Priority Score	Cost Estimate
Crossing Improvement	Lucerne Avenue	Laurel Avenue	8	\$1,900
Crossing Improvement	Meredith Avenue	Linden Avenue	20	\$9,200
Crossing Improvement	Meredith Avenue	Railroad Avenue	10	Varies
Crossing Improvement	Meredith Avenue	West Avenue	8	\$9,200
Crossing Improvement	North Avenue	5th Street	10	\$6,900
Crossing Improvement	North Avenue	Laurel Avenue	7	\$22,300
Crossing Improvement	North Avenue	Sycamore Avenue	7	\$22,300
Crossing Improvement	North Avenue	Linden Avenue	5	\$4,600
Crossing Improvement	South Avenue	East Avenue	10	\$4,600
Crossing Improvement	South Avenue	Railroad Avenue	5	\$2,300
Study	SR 33/140	Linden Avenue	18	\$96,900
Crossing Improvement	SR 33/140	Canal Trail Crossing	3	Varies
Crossing Improvement	SR 33/140 (4th St)	3rd Avenue	9	\$16,100
Crossing Improvement	SR 33/140 (4th St)	4th Avenue	5	\$4,600
Crossing Improvement	SR 33/140 (4th St)	5th Avenue	5	\$54,600
Crossing Improvement	SR 33/140 (4th St)	2nd Avenue	5	\$4,600
Crossing Improvement	SR 33/140 (South Ave)	5th Street	10	\$9,200
Crossing Improvement	SR 33/140 (South Ave)	Elm Avenue	18	\$1,900
Crossing Improvement	SR 33/140 (South Ave)	Sycamore Avenue	13	\$4,600
Crossing Improvement	SR 33/140 (South Ave)	Laurel Avenue	10	\$9,200
Crossing Improvement	SR 33/140 (South Ave)	West Avenue	8	\$96,900
Crossing Improvement	Sullivan Road	Middle School Entry	10	\$52,300
Crossing Improvement	Sullivan Road	Grove Avenue	10	\$2,300
Crossing Improvement	Sullivan Road	Linden Avenue	5	\$2,300
Crossing Improvement	Sullivan Road	Laurel Avenue	5	\$2,300
Crossing Improvement	Sullivan Road	West Avenue	5	\$2,300
Crossing Improvement	Via Jodi	North Avenue	5	\$2,300
Crossing Improvement	Via Palermo	Fentem Road (North Ave)	5	\$22,300

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Livingston

Location	From	To	Facility Type	Length	Priority	Cost Estimate
7th St	F St	D St	3B	0.14		\$30,000
7th St	Peach Ave	Park St	3B	0.24		\$50,000
B St	Robin Ave	Main St	2	0.98		\$260,000
Briarwood Sr	Montcliff Way	F St	3B	0.23		\$50,000
Campbell Dr	Stefani Ave	Hammatt Ave	1	0.68		\$3,260,000
Campbell Dr	Hammatt Ave	New Trail	2	0.21		\$60,000
Canal Trail	Joseph Gallo Ct	Main St	1	0.69		\$3,310,000
Celia Dr	N Main St	Walnut Ave	3B	0.26	High	\$60,000
D St	7th St	Prusso St	3B	0.44		\$90,000
Dwight Way	Walnut Ave	Trigger Ln	1	0.28		\$1,330,000
Emerald Dr / Arena Canal	Montcliff Way	Peach Ave	1	0.37		\$1,790,000
F St	Prusso St	Robin Ave	2	0.81		\$220,000
F St	Hammat Ave	Prusso St	3	0.70	High	\$90,000
Hammatt Ave	Peach Ave	Park St	3	0.24	High	\$30,000
Hammatt Ave	Olive Ave	Walnut Ave	2B	0.50		\$210,000
Hammatt Ave	Park St	Walnut Ave	2	0.78		\$210,000
I St	Main St	Amarone Way	3B	0.28		\$60,000
Joseph Gallo Ct	Winton Parkway	Canal Trail	2	0.26		\$70,000
Main St	Peach Ave	D St	2	0.64	High	\$170,000
Main St	Court St	D St	3B	0.24		\$50,000
Main St	Court St	Olive Ave	2B	0.71	High	\$300,000
Montcliff Way	Montelena Ave	Winton Pkwy	3B	0.28		\$60,000
Montelena Ave	Amarone Way	Latour Way	3B	0.16		\$40,000
Olive Ave	Main St	Ohki St	2B	0.40		\$170,000
Park St	Hammatt Ave	Main St	3B	0.51	High	\$110,000
Peach Ave	Dwight Way	Main St	2	1.00	High	\$270,000
Peach Ave	Main St	Robin Ave	3	1.01	High	\$130,000
Prusso St	F St	B St	3B	0.26		\$60,000
Ravenswood Dr / Arena Canal	Briarwood Dr	F St	1	0.37		\$1,760,000
Trigger Ave	Campbell Dr	Dwight Way	1	0.21		\$1,030,000
Walnut Ave	365 ft east of Sycamore St	Stefani Ave	2B	1.01	High	\$420,000
Winton Pkwy	Campbell Blvd	Peach Ave	2B	1.27		\$530,000

Livingston

Spot Improvement Projects

Location	Cross Street	Project Type	Cost Estimate
Celia Dr	Hickory Ave	Install RRFB	\$130,000
Celia Dr	230ft SE of Lucero Park	Traffic Calming	\$250,000
F St	Hilltop Ave	Crossing Enhancement	\$130,000
Livingston Cressey Rd	Celia Dr	Crossing Enhancement	\$130,000
Main St	I St	Install RRFB	\$250,000
Main St	300ft N of Peach Ave	Crossing Enhancement	\$130,000
N Main St	Campbell Blvd	Crossing Enhancement	\$250,000
N Main St	Railroad Tracks	Crossing Enhancement	\$550,000
Park St	5th St	Intersection Upgrades	\$130,000
Park St	7th St	Intersection Upgrades	\$250,000
Peach Ave	7th St	Crossing Enhancement	\$250,000

Los Banos

Location	From	To	Facility Type	Length	Priority	Cost Estimate
11th St	Pioneer Rd	Pachecho Blvd	3B	1.03		\$210,000
7th St	Madison Ave	Willmott Ave	4	1.20	High	\$590,000
B St	Ward Rd	7th St	4	1.35	High	\$660,000
Badger Flat Rd	Prarie Springs Dr	Cardoza Rd	3B	0.28		\$60,000
Cabernet St	Overland Ave	Vineyard Dr	3B	0.61		\$130,000
Carrdoza Rd	Fir Dr	Ortigalita Rd	2	0.35		\$100,000
Center Ave	Madison Ave	Cardoza Rd	4	0.25		\$130,000
Colorado Ave	J St	H St	4	0.57		\$280,000
Fourth St	I St	F St	2B	0.08		\$40,000
H St	Pachecho Blvd	Ingomar Grade	4	2.54	High	\$1,230,000
I St	4th St	Cardoza Rd	4	1.63	High	\$800,000
Madison Ave	Center Ave	Seventh St	3B	0.36		\$80,000
Mercey Springs Rd	Del Rio Dr	Pachecho Blvd	1	2.16	High	\$10,360,000
Miller Lane	Pachecho Blvd	San Luis St	2B	0.33		\$140,000
Nantes Ave	Overland Ave	Capri Ave	2B	0.73		\$310,000
Ortigalita Rd	Sandra St	Pachecho Blvd	4	0.72		\$350,000
Overland Ave	Okace Rd	Johnson Rd	4	1.92	High	\$930,000
Overland Ave	Place Rd	Ward Rd	2	0.49		\$130,000
Pachecho Blvd	Ward Rd	Merced College	4	4.22	High	\$2,050,000
Page Trail	Mercey Springs Rd	Page St/S 11th St	1	0.23		\$1,130,000
Pioneer Rd	New West Connector	Ward Rd	1	3.75		\$18,020,000
Place Rd	Mission Dr	B St	3B	0.30		\$60,000
Rail Trail	Ward St	2nd St	1	2.22	High	\$10,650,000
San Luis St	Pachecho Blvd	Mercey Springs Rd	4	1.90	High	\$930,000
Second St	H St	Willmott Ave	3B	0.37		\$80,000
Snow Goose Dr	Fallbrook Dr	Ward Rd	3B	0.43		\$90,000
Stonewood Dr	Willmott Ave	Woodbridge St	4	0.88		\$430,000
Vineyard Dr	Nantes Ave	Stonewood Dr	4	0.53		\$260,000
Ward Rd	Pachecho Blvd	Snow Goose Dr	4	0.67	High	\$330,000
Willmott Ave	Johnson Rd	Las Palmas St	4	1.80	High	\$880,000
Wisteria Ave	B St	Willmott Ave	3B	0.15		\$30,000

Los Banos

Spot Improvement Projects

Location	Cross Street	Project Type	Cost Estimate
7th St	J St	Intersection Upgrades	\$250,000
7th St	K St	Intersection Upgrades	\$250,000
E Pachecho Blvd	7th St	Intersection Upgrades	\$1,400,000
E Pachecho Blvd	9th St	Crossing Enhancement	\$250,000
E Pachecho Blvd	Mercey Springs Rd	Intersection Upgrades	\$1,400,000
H St	6th St	Intersection Upgrades	\$130,000
Miller Ln	Canal Farm Ln	Intersection Upgrades	\$550,000
Place Rd	San Luis St	Intersection Upgrades	\$130,000
W H St	Johnson Rd	Railroad Crossing	\$550,000

City of Merced

Location	From	To	Facility Type	Length	Priority	Cost Estimate
26th St	Glen Ave	O St	3B	1.31	High	\$270,000
Ahwahnee Dr	Cascade Creek Ave	Joerg Ave	3B	0.18		\$40,000
Bancroft Dr	Barclay Way	M Cir	4	0.17		\$90,000
Barclay Way	Portico Dr	M St	4	0.66		\$330,000
Bear Creek Trail N	McKee Rd	R St	1	2.53		\$12,150,000
Bear Creek Trail S	McKee Rd	W 25th St	1	2.97	High	\$14,260,000
Bellevue Rd	N Lake Rd	M St	1	2.46		\$11,830,000
Buena Vista Dr	M St	R St	2B	0.47		\$200,000
Cardella Rd	G St	Freemark Ave	4	0.76		\$380,000
Cascade Creek Ave	Black Rascal Creek	Ahwahnee Dr	3B	0.36		\$80,000
Cassis Dr	San Augustine Ave	El Redondo Dr	3B	0.23		\$50,000
Cottonwood Creek Trail	Penn Ct / Cottonwood Creek Trail	G St	1	1.18		\$5,650,000
Creekview Dr Path	N Lake Rd	Creekview Dr	1	1.22		\$5,860,000
Dominican Dr	Cottonwood Creek	Mercy Ave	4	0.18		\$90,000
E 21st St	Yosemite Pkwy	Glen Ave	2	0.66	High	\$180,000
E 27th St	McKee Rd	Glen Ave	3B	0.88		\$180,000
E Childs Ave	Campus Pkwy	DeLong St	4	2.44	High	\$1,190,000
E Main St	Glen Ave	G St	2B	0.57	High	\$240,000
E Yosemite Ave	Campus Pkwy	G St	4	2.47		\$1,200,000
El Redondo Dr	W Yosemite Ave	Avignon Dr	2	0.64		\$170,000
El Redondo Dr Path	Santa Fe Park / Fahrens Creek Trail	W Yosemite Ave	1	0.93		\$4,470,000
Fahrens Creek Path	Cottonwood Creek Trail / Theresa Ct	Black Rascal Creek Path	1	1.96		\$9,420,000
G St	Childs Ave	Bellevue Rd	4	5.17	High	\$2,510,000
G St	E Mission Ave	E Childs Ave	2	1.07		\$280,000
G St	W Cardella Rd	Mercy Ave	1	0.54		\$2,600,000
Glen Ave	Bear Creek Trail	E Main St	2B	0.91	High	\$380,000
Grogan Ave	West Ave	MacReady Dr	4	0.45		\$230,000
Horizons Ave	Horizons Ave End	Pacific Dr	2B	0.40		\$170,000
Joerg Ave	Ahwahnee Dr	E Yosemite Ave	3B	0.15		\$30,000
Lehigh Dr	Cottonwood Creek Trail	M St	2	0.38		\$100,000
M St	Childs Ave	Bellevue Rd	4	5.27	High	\$2,560,000
Mandeville Ln	Barclay Way	M Cir	4	0.17		\$90,000
Mansionette Dr	Mercy Ave	E Yosemite Ave	4	0.44		\$220,000
MLK Jr. Blvd	Main St	24th St	3B	0.50		\$100,000

City of Merced

Location	From	To	Facility Type	Length	Priority	Cost Estimate
McKee Rd	E 27th St	E Yosemite Ave	4	2.05		\$1,000,000
Mercy Ave	Mansionette Dr	G St	3B	0.27		\$60,000
Mission Ave	SR-59	S Coffee St	2B	3.01		\$1,260,000
Motel Dr	Almond Ave	Glen Ave	4	0.41	High	\$200,000
N Parsons Ave	Yosemite Ave	E 27th St	4	1.92		\$940,000
O St	26th St	8th St	4	1.39	High	\$680,000
Olive Ave	Campus Pkwy	R St	4	4.52	High	\$2,200,000
Orion Dr	Twilight Ave	Horizons Ave	3B	0.10		\$20,000
Orion Dr Path	R St	Twilight Ave	1	0.19		\$930,000
Pacific Dr	San Augustine Ave	Horizons Ave	2	0.69		\$180,000
R St	W Childs Ave	W Yosemite Ave	4	3.23	High	\$1,570,000
Rascal Bike Path	McKee Rd	Snelling Hwy	1	4.20	High	\$20,150,000
S Parsons Ave	S Coffee St	Yosemite Pkwy	4	1.95	High	\$950,000
San Augustine Ave	Cassis Dr	W Yosemite Ave	2B	0.59		\$250,000
San Jose Ave	Lehigh Dr	W Yosemite Ave	2B	0.55		\$230,000
Sullivan Bike Path	Snelling Hwy	Devonwood Dr	1	0.71		\$3,390,000
Tyler Rd	E Mission Ave	E Childs Ave	1	1.01		\$4,870,000
V St	W 24th St	W Main St	3B	0.52		\$110,000
V St	W Main St	SR-140	2B	0.33	High	\$140,000
W 11th St	D St	X St	3B	1.82	High	\$370,000
W 13th St	B St	R St	3B	1.45	High	\$300,000
W 16th St	G St	V St	2	1.37	High	\$360,000
W 18th St	G St	V St	2B	1.37	High	\$570,000
W 21st St	Glen Ave	R St	3B	1.58	High	\$320,000
W 8th St	MLK Jr Way	West Ave	3B	1.20	High	\$250,000
W Childs Ave	De Long St	N West Ave	2B	2.10	High	\$880,000
W Main St	G St	O St	3B	0.73	High	\$150,000
W Yosemite Ave	G St	San Augustine Ave	2B	1.66	High	\$690,000
West Ave	W Childs Ave	W 11th St	2B	0.94	High	\$400,000

Spot Improvement Projects

Location	Cross Street	Project Type	Cost Estimate
Heritage Dr	West Ave	Install RRFB	\$130,000
Parsons Ave	Bear Creek	New Bike/Ped Bridge	\$15,000,000
W 7th St	West Ave	Intersection Redesign	\$250,000
W Childs Ave	Reyes Elementary School	New Crossing	\$130,000
W Lopes Ave	West Ave	Install RRFB	\$130,000

Unincorporated County

Community	Location	From	To	Facility Type	Length	Priority	Cost Estimate
County/ Atwater/ Merced	Santa Fe Dr	City of Atwater	City of Merced	1	4.00	High	\$19,230,000
Cressey	3rd St	Cressey St	Crocker Ave	1	0.07		\$360,000
Cressey	Cressey St	Cressey Way	3rd St	1	0.09		\$460,000
Cressey	Cressey Way	Crocker Ave	Cressey St	1	0.10		\$470,000
Cressey	Crocker Ave	3rd St	Cressey Way	1	0.15		\$730,000
Delhi	5th St	El Capitan Way	Sierra St	1	0.50	High	\$2,420,000
Delhi	El Capitan Way	Palm St	Stephens St	2	0.66	High	\$180,000
Delhi	Merced Ave	August Ave	Schendel Ave	0	0.23	High	\$260,000
Delhi	Oslo Rd	Letteau Ave	Merced Ave	1	0.66	High	\$3,170,000
Delhi	Schendel Ave	Stephens St	Merced Ave	4	1.14	High	\$560,000
Delhi	Stephens St	Johnson St	El Capitan Way	2	0.60	High	\$160,000
Delhi	Vincent Rd	El Capitan Way	Shanks Rd	3B	0.33	High	\$70,000
Hilmar	Geer Ave	Lander Ave	Scholar Way	1	0.49		\$2,360,000
Hilmar	Lander Ave	Lateral Number 7	Geer Ave	1	0.38		\$1,830,000
Le Grand	Brice St	Brice St	Cook St	3B	0.12	High	\$30,000
Le Grand	Jefferson St	Washington St	Le Grand Rd	1	0.15	High	\$750,000
Le Grand	S Cook St	E Brice St	Le Grand Rd	3B	0.14	High	\$30,000
Le Grand	S McKee St		Jefferson St	1	0.04	High	\$180,000
Planada	Broderick Ave	Fremont St	Santa Fe Dr	3B	0.21		\$50,000
Planada	Fremont St	Stanford Ave	Broderick Ave	3B	0.17		\$40,000
Planada	Plainsburg Rd	Santa Fe Dr	Gerard Ave	4	0.84	High	\$410,000
Planada	Santa Fe Dr	Broderick Ave	Stanford Ave	3B	0.34		\$70,000
Planada	Stanford Ave	Fremont St	Santa Fe Dr	3B	0.37		\$80,000
Santa Nella	SR-33	I-5	Centinella Ave	0	0.71	High	\$780,000
Santa Nella	W Comet Rd	S Jupiter St	Neptune St	0	0.47		\$520,000
South Dos Palos	6th St	K St	P St	3B	0.39	High	\$80,000
South Dos Palos	7th	Santa Fe Grade	L St	3B	0.08	High	\$20,000
South Dos Palos	7th St	Santa Fe Grade	N St	1	0.09	High	\$430,000
South Dos Palos	7th St	N St W	Rice Drain	3B	0.18		\$40,000

Unincorporated County

Community	Location	From	To	Facility Type	Length	Priority	Cost Estimate
South Dos Palos	Adobe St	L St	Santa Fe Grade	3B	0.08		\$20,000
South Dos Palos	Christian Ave	SR-33	Lexington Ave	2	1.01		\$270,000
South Dos Palos	L St	7th St	Adobe St	3B	0.36		\$80,000
South Dos Palos	Lexington Ave	Christian Ave	Santa Fe Grade	2	0.68		\$180,000
South Dos Palos	N St	7th St	6th St	2	0.09		\$30,000
South Dos Palos	P St	6th St	7th St	3B	0.10		\$30,000
South Dos Palos	Santa Fe Grade	Adobe St	7th St	3B	0.36	High	\$80,000
Winton	Winton Way	Atwater City Limits	Olive Ave	4	2.00	High	\$970,000

Spot Improvement Projects

Community	Location	Cross Street	Project Type	Cost Estimate
Delhi	Stephen St	El Capitan Way	Intersection Upgrades	\$250,000
Delhi	Stephen St	King St	Intersection Upgrades	\$250,000
Delhi	Stephen St	Schendel Ave	Intersection Upgrades	\$250,000
Planada	E Childs Ave	Freemont St	Crossing Enhancement	\$250,000
Planada	E Childs Ave	Hupp St	Crossing Enhancement	\$250,000
Santa Nella	SR-33	Comet St	New Crossing	\$550,000
Winton	N Winton Way	Almond Ave	Crossing Enhancement	\$550,000
Winton	N Winton Way	Myrtle Ave	Crossing Enhancement	\$250,000
Winton	N Winton Way	Olive Ave	Crossing Enhancement	\$250,000
Winton	N Winton Way	Santa Fe Dr	Crossing Enhancement	\$1,950,000
Winton	N Winton Way	W Walnut Ave	Crossing Enhancement	\$250,000



Appendix E

Sample Resolution

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF [CITY NAME] APPROVING THE MERCED REGIONAL ACTIVE TRANSPORTATION PLAN

WHEREAS, the Merced Regional Active Transportation Plan complies with the California Transportation Commission 2025 Active Transportation Program Guidelines; and

WHEREAS, the Merced Regional Active Transportation Plan is in compliance with the 2022 Merced County Association of Governments Regional Transportation Plan and Sustainable Communities Strategy; and

WHEREAS, the Merced Regional Active Transportation Plan is an implementation tool to the [City Name] General Plan Circulation Element; and

WHEREAS, the Merced Regional Active Transportation Plan promotes walking and biking for transportation and recreation by all members of the community by creating a connected and complete network of trails, walkways, and bikeways that provides safe, convenient, and enjoyable connections to key destinations and neighborhoods in [City Name]; and

WHEREAS, the Merced Regional Active Transportation Plan promotes pedestrian and bicyclist safety and collision reduction; and

WHEREAS, the Merced Regional Active Transportation Plan will improve the accessibility of funding for pedestrian and bicycle related-related improvements in [City Name]; and

WHEREAS, approval of the Merced Regional Active Transportation Plan meets eligibility requirements for Active Transportation Program funding.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of [City Name] hereby approves the Merced Regional Active Transportation Plan.



F

Appendix F

ATP Checklist

Page numbers that correspond to the appropriate Caltrans Active Transportation Plan Checklist items are provided in this appendix.

Checklist Item		Description	Page
A	Mode Share	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 the implementation of the plan.	31
B	Description of Land Uses/ Destinations	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, major transit hubs, and other destinations. Major transit hubs must include, but are not limited to, rail and transit terminals and ferry docks and landings.	Existing: 17 (Appendix A), 88-102 Proposed: 88-102
C	Pedestrian Facilities	A map and description of existing and proposed pedestrian facilities, including those at major transit hubs and those that serve public and private schools.	Existing: 25 Proposed: 88-107
D	Bicycle Facilities	A map and description of existing and proposed bicycle transportation facilities, including those at major transit hubs and those that serve public and private schools.	Existing: 18- 24 Proposed: 88-107
E	Bicycle Parking	A map and description of existing and proposed end-of-trip bicycle parking facilities. Include 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. Also, include 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, bicycle 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.	Existing: 18 Proposed: 64, 121
F	Wayfinding	A description of existing and proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.	Existing: 26 Proposed: 75, 120
G	Non-Infrastructure	A description of existing and proposed bicycle and pedestrian education and encouragement programs conducted in the area included within the plan.	76-78
H	Collision Analysis	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	35-37

Checklist Item		Description	Page
I	Equity Analysis	Identify census tracts that are considered disadvantaged or low income and identify bicycle and pedestrian needs of those disadvantaged or low income residents, including lack of connectivity to key destinations, mobility challenges, public health concerns, and safety issues.	42-49
J	Community Engagement	A description of the extent of community involvement in the development of the plan, including disadvantaged and underserved communities.	51-55
K	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, housing, or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan, and local or regional housing plans or process improvements that are adopted or in development.	14-15, 51-54
L	Prioritization	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.	86-87, Appendix C
M	Funding	A description of future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated cost, revenue sources, and potential funding for bicycle and pedestrian uses.	110-111, Appendix D
N	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.	113-121
O	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, ADA level surfaces, freedom from encroaching vegetation, maintenance of traffic control devices including striping and other pavement markings, and lighting.	60-61
P	Resolution	A resolution showing the 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 E